



Olsen/South Chandler Ranch Specific Plan

Environmental Impact Report

SCH#2019011065

prepared by

City of Paso Robles

Community Development Department

1000 Spring Street

Paso Robles, California 93446-2599

Contact: Darren Nash, City Planner

prepared with the assistance of

Rincon Consultants, Inc.

1530 Monterey Street, Suite D

San Luis Obispo, California 93401

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Environmental Scientists | Planners | Engineers

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Appendix I	Transportation Impacts Assessment
Appendix J	Water Supply Analysis
Appendix K	Alternatives

Executive Summary

This section summarizes the characteristics and environmental impacts of the proposed project, the project alternatives, and required and recommended mitigation measures.

Project Synopsis

Project Applicant

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Project Description

The proposed project is a request by Olsen Ranch, LLC, for approval of the Olsen/South Chandler Ranch Specific Plan (OSCSP or “Specific Plan”). The 358-acre Specific Plan area is located in Paso Robles on the east side of the city and adjacent to unincorporated San Luis Obispo County lands. The Specific Plan area includes the Olsen Ranch property and southern portion of the Chandler Ranch property, referred to as South Chandler Ranch herein. The northern portion of the Chandler Ranch property is under separate ownership and is not included in the Specific Plan. The Specific Plan area also includes the 1960-area “Our Town” subdivision tract (Tract 232) north of Aaroe Road, and the “Centex” property north of Linne Road, between the Olsen Ranch and South Chandler Ranch properties.

The project includes 1,293 residential units ranging from single-family (3 du/ac) to multi-family (20 du/ac); a Neighborhood Commercial Overlay District that would support up to 9,800 square feet of non-residential use; a School Overlay District that would allow development of a public elementary school; approximately 29,335 square feet of community amenities including a community building (planned to operate as a farm stand and community-supported agriculture [CSA] office), a private recreational center (“The Overlook”), and a pool house; and recreational uses including parks and trails. Approximately 30 percent of the site would be preserved for open space/recreational uses. There are 174 native oak trees in the Specific Plan area, approximately 49 (28%) of which would be removed. The site would be mass graded and would require the movement of approximately one million cubic yards of earth. The project would be constructed in three phases. The project is

referred to by the applicant as the Vinedo Specific Plan and is described in detail in the April 2019 Vinedo Specific Plan.

Adoption of the Olsen-South Chandler Ranch Specific plan and approval of related entitlements would require several actions from the city and other public agencies, including:

- A proposed Specific Plan;
- General Plan amendment (Land Use Element, Housing Element, Parks and Recreation Element, and Safety Element);
- Zone change;
- Multiple tentative tract maps;
- Oak tree removal permit;
- Abandonment of portions of public roadways including approximately 17,402 square feet of the Condict Boulevard entrance to the Our Town development, approximately 10,084 square feet of Fontana Road, and approximately 9,668 square feet of Linne Road;
- Development Agreement; and
- Formation of a Community Facilities District.

EIR Alternatives

As required by Section 15126.6 of the CEQA Guidelines, this EIR examines a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives but would avoid or substantially lessen any of the significant adverse impacts of the project. Alternatives have been selected for their ability to provide a reasonable range of options that comply with the city's General Plan and substantially reduce or eliminate the one or more of the adverse impacts associated with the Specific Plan, while still meeting basic project objectives. The alternatives are intended to help decision makers and the public understand the general implications of revising or eliminating certain components of the proposed project.

In accordance with Section 15126.6(c) of the CEQA Guidelines, the selection of alternatives for this EIR included a screening process to determine a reasonable range of alternatives, which could reduce significant effects but also feasibly meet project objectives. Alternatives that do not clearly provide any environmental advantages compared to the project, do not meet basic project objectives, or do not achieve overall lead agency policy goals, have been eliminated from further consideration. The following alternatives were considered but eliminated from further analysis by the City of Paso Robles due to one or more of these factors:

- Development of the Olsen Ranch property only
- Development of the South Chandler Ranch property only

The following three alternatives are evaluated in this EIR:

- Alternative 1: No Project, Existing Zoning
- Alternative 2: General Plan Density
- Alternative 3: Reduced Density Project, Vehicle Trip Reducing

Section 15126.6(e)(2) of the CEQA Guidelines requires that an analysis of project alternatives identify an environmentally superior alternative among the alternatives evaluated in the EIR. In general, the environmentally superior alternative as defined by CEQA should minimize adverse

impacts to the project site and its surrounding environment. In some cases, an alternative will avoid one or more impacts identified for a project but introduce other new significant impacts. Therefore, selection of the environmentally superior alternative requires an overall assessment of the changes in the number and type of significant impacts.

The No Project, Existing Zoning Alternative (Alternative 1) would result in increased physical environmental impacts when compared to the project for several issue areas, including air quality, energy greenhouse gas emissions, hazards and hazardous materials, and utilities and service systems. However, the combined transportation system impacts of this alternative would remain significant and unavoidable. Alternative 1 would not avoid any other significant impacts of the project or eliminate the need for any other required mitigation measures, while providing 402 fewer new residential units, no rental housing no workforce housing, and no specific non-residential amenities or infrastructure improvements.

The General Plan Density Alternative (Alternative 2) would have similar environmental effects in comparison to the proposed project for all of the issue areas evaluated in this EIR, while providing 60 fewer new residential units and similar non-residential amenities and infrastructure improvements to the project.

The Reduced Density Project, Vehicle Trip Reducing Alternative (Alternative 3) would result in the fewest adverse environmental effects in comparison to the proposed project. Alternative 3 would substantially reduce the number of new residential units in the Specific Plan area, which would result in reduced impacts to multiple environmental resources, including air quality, greenhouse gas emissions, transportation, and biological and cultural resources. Therefore, Alternative 3 would be the environmentally superior alternative. However, Alternative 3 would be inconsistent with the city's Housing Element and would fail to meet several of the basic project objectives.

Summary of Impacts and Mitigation Measures

Table ES-1 summarizes the identified environmental impacts for each issue area studied in the EIR, required mitigation measures (if any), and the level of significance after mitigation. Table ES-1 organizes the project-specific impacts by impact level, followed by the cumulative impacts. Class I impacts are defined as significant and unavoidable adverse impacts, which require a statement of overriding considerations to be made per Section 15093 of the State CEQA Guidelines if the project is approved. Class II impacts are significant, adverse impacts that can be feasibly mitigated to a less than significant level, and which require findings to be made under Section 15091 of the State CEQA Guidelines. Class III impacts are considered less than significant impacts. Potential project-specific and cumulative impacts are listed below in summary form.

Based on comments received during the public hearing and NOP comment period, the City of Paso Robles determined that there was no substantial evidence that the project would cause or otherwise result in significant environmental effects in the resource areas of aesthetics and visual resources, agricultural and forest resources, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. The substantiation for determining that these issues would result in no impact or a less-than-significant impact is described in Section 4.18, Effects Found Not to be Significant, and in further detail in the NOP and Scoping Paper in Appendix A.

Class I – Significant and Unavoidable Impacts

- Operational air quality emissions
- Cumulative air quality impacts
- Intersection operations
- Roadway segment operations
- Cumulative traffic impacts

Class II – Significant Impacts that Can Be Mitigated to Less than Significant Levels

- Visual character
- Cumulative impacts to visual character
- Conversion of farmland to non-agricultural use
- Cumulative impacts due to conversion of farmland to non-agricultural use
- Clean Air Plan consistency
- Construction air quality emissions
- Exposure of sensitive receptors to air pollutants emissions
- Impacts to riparian areas
- Special status wildlife species
- Special status plant species
- Wetlands
- Protected trees
- Cumulative impacts to biological resources
- Archaeological resources
- Tribal cultural resources
- Climate Action Plan consistency for energy efficiency
- Cumulative energy impacts
- Cumulative land use impacts
- Soil erosion and loss of topsoil
- Expansive soils
- Paleontological resources
- Consistency with GHG reduction plans and regulations
- Cumulative GHG emissions
- Hazardous materials exposure
- Residual pesticides and agricultural chemicals hazards
- Construction impacts to water quality
- Operational impacts to water quality
- Consistency with applicable land use plans, policies, and regulations
- Cumulative impacts related to consistency with applicable land use plans, policies, or regulations

- Operational noise
- Construction noise
- Groundborne vibration
- Cumulative noise impacts
- Traffic safety hazards

Class III – Less than Significant Impacts

- Scenic vistas and scenic resources
- Light and glare
- Cumulative impacts to light and glare
- Cumulative impacts to visual resources
- Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses
- Conflict with existing zoning for agricultural use or a Williamson Act contract
- Cumulative impacts to agricultural resources
- Odor emissions
- Wildlife movement
- Conflict with a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan
- Historical Resources
- Disturbance of human remains
- Cumulative cultural resources impacts
- Consumption of energy resources
- Septic tanks or alternative wastewater systems impacts to soils
- Temporary and long-term increases in GHG emissions
- Accidental release of hazardous materials
- Hazardous materials or emissions within 0.25 mile of a school.
- Exposure to hazardous materials from demolition
- Implementation of emergency response/evacuation plans
- Wildland fire hazards
- Airport hazards
- Alteration of existing drainage patterns
- Flood hazards and pollution as a result of flooding
- Flooding as a result of levee or dam failure, or inundation by mudflow, tsunami, or seiche
- Cumulative impacts to geologic hazards
- Cumulative impacts related to hazards and hazardous materials
- Cumulative impacts to hydrology and water quality
- Physically dividing an established community
- Long-term traffic noise
- Airport noise

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- Population growth inducement
- Displacement of people or housing
- Cumulative impacts to population and housing
- Fire protection services and facilities
- Police protection services and facilities
- Public schools
- Library services
- Cumulative impacts to public services
- Parks and recreational facilities
- Cumulative impacts to parks and recreational facilities
- Emergency access
- Water conveyance or treatment
- Wastewater treatment facilities and capacity
- Storm water drainage facilities
- Electric power, natural gas, and telecommunications facilities
- Water supply
- Solid waste services and facilities
- Cumulative impacts to utilities and service systems

Table ES-1 Summary of Potentially Significant Environmental Impacts, Mitigation Measures and Significance After Mitigation

Impact	Mitigation Measure (s)	Significance After Mitigation
Class I Impacts (Significant and Unavoidable)		
Air Quality		
<p>AQ-3. Operation of the project would generate long-term operational air pollutant emissions that would exceed SLOAPCD daily emissions thresholds for ROG + NO_x, DPM, and PM₁₀. Implementation of SLOAPCD's standard mitigation measures would reduce emissions to the extent feasible. However, impacts would remain significant and unavoidable (Class I).</p>	<p>AQ-3 Land Use Emission Reduction Measures. Prior to issuance of grading permits, the applicants for development projects in the Specific Plan area shall define and incorporate into the Olsen/South Chandler Ranch Specific Plan standard emission reduction measures from the SLOAPCD CEQA Air Quality Handbook to reduce ROG, NOX, DPM, and PM10 emissions below SLOAPCD threshold levels. Consistent with SLOAPCD guidance, land use emission reduction measures shall include, but would not be limited to:</p> <ul style="list-style-type: none"> a. Install electric fireplace in place of U.S. EPA certified Tier 2 residential wood-burning appliances. b. Provide shade over 50 percent of parking spaces in parking areas for multi-family land uses and within Planning Area 16 (see Figure 2-5 in Section 2, Project Description) to reduce evaporative emissions from parked vehicles. Shade may be provided by trees, overhangs, shading structures, or other means, as appropriate. c. Reduce fugitive dust from roads and parking areas with the use of paving or other materials. d. Implement driveway design standards (e.g., speed bumps, curved driveway) for self-enforcement of reduced speed limits on unpaved driveways. e. Use a SLOAPCD-approved suppressant on private unpaved roads leading to the site, unpaved driveways and parking areas applied at a rate and frequency that ensures compliance with SLOAPCD Rule 401 (Visible Emissions) and ensures off-site nuisance impacts do not occur. f. Encourage non-residential land uses to provide a childcare facility on-site. g. Meet or exceed applicable building standards at the time of development for building energy efficiency with a goal of achieving zero net energy (ZNE) buildings. h. Meet or exceed applicable building standards at the time of development for utilizing recycled content materials. i. Meet or exceed applicable building standards at the time of development for reducing cement use in the concrete mix as allowed by local ordinance and conditions. j. Meet or exceed applicable building at the time of development standards for the use of greywater, rainwater or recycled water. k. Meet or exceed applicable building standards at the time of development for using shading, trees, plants, cool roofs, etc. to reduce the "heat island" effect. l. All built-in appliances shall comply with California Title 20, Appliance Efficiency Regulation. m. Utilize on-site renewable energy systems (e.g., solar, wind, geothermal, biomass, and/or biogas) sufficient to meet or exceed applicable building standards at the time of development with a goal of achieving ZNE buildings. 	<p>Implementation of the measures identified in Mitigation Measures AQ-1 and AQ-3 would reduce impacts to regional air quality. Operational emissions would be reduced below the SLOAPCD's daily significance threshold for DPM but would still exceed SLOAPCD's daily significance thresholds for ROG + NOX and PM10. No further feasible mitigation measures are available. Therefore, the proposed Specific Plan would result in a long-term increase in criteria pollutants for which the SCCAB is in nonattainment, and long-term operational impacts would be significant and unavoidable.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>n. Design roof trusses to handle dead weight loads of standard solar-heated water and photovoltaic panels.</p> <p>Plan Requirements and Timing. The project applicant or applicants for individual developments within the Specific Plan area shall submit proof that the Land Use Emission Reduction Measures have been implemented to the maximum extent feasible, or proof that implementation of one or more measures is infeasible.</p> <p>Monitoring. The city shall verify that the Land Use Emission Reduction Measures are included on site and building plans prior to issuance of building permits.</p>	
Transportation/Traffic		
<p>T-1. Under Existing Plus Project and Near Term Plus Project conditions, the project would result in an unacceptable Level of Service at ten study area intersections. Caltrans coordination would be required for improvements to State Route 46 intersections. Therefore, the project's impacts on the circulation system would be significant and unavoidable (Class I).</p>	<p>T-1(a) Fair Share Funding for Intersection Operations Improvements. The project shall contribute its equitable share to fund the following transportation improvements. Costs above and beyond the project's equitable share shall be addressed through such options as fee credits, reimbursement agreements, or development agreements, based on city requirements.</p> <p>1. State Route 46 East/Union Road (Intersection #3) Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program, for the ultimate improvements on SR 46 East, consistent with the RTP, which consist of restricting left turns on SR 46 East.</p> <p>2. State Route 46 East/Airport Road (Intersection #4) Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program for the ultimate improvements on SR 46 East, consistent with the RTP, which consist of restricting left turns on SR 46 East at Union Road and Airport Road.</p> <p>3. Golden Hill Road/Union Road (Intersection #6) Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program for the installation of a roundabout at Golden Hill Road/Union Road.</p> <p>4. Creston Road/Stoney Creek Road (Intersection #14) Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program for the installation of a traffic signal at Creston Road/Stoney Creek Road. The applicant shall also make a fair share payment for all non-transportation impact fee improvements when the signal is installed by the Beechwood Specific Plan project. If the Beechwood Specific Plan does is not approved prior to the final of the 901st building permit the applicant shall construct the traffic signal. Should the applicant be required to construct the signal, the project will be eligible to receive transportation impact fee credits for eligible improvements in accordance with city policy.</p> <p>5. Creston Road/Meadowlark Road (Intersection #15) The applicant shall contribute their fair-share amount through the city's transportation impact fee program for the installation of a traffic signal and restriping at Creston Road/Meadowlark Road at each building permit final. If the Beechwood Specific Plan does is not approved prior to the final of the 901st building permit the applicant</p>	<p>With the implementation of Mitigation Measures T-1(a), T-1(b), and T-1(c), all intersections operating at unacceptable LOS as a result of the project under existing and near term conditions would operate at pre-project conditions. However, development of mitigation measures and improvements for State Route 46 East/Union Road (#3) and State Route 46 East/Airport Road (#4) would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to State Route 46 East/Union Road (#3) would be significant and unavoidable under Existing and Near Term Plus Project conditions, and impacts to State Route 46 East/Airport Road (#4) would be</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>shall construct the traffic signal. Should the applicant be required to construct the signal, the project will be eligible to receive transportation impact fee credits for the improvements in accordance with City policy.</p> <p>Plan Requirements and Timing. The fair share contribution for required improvements shall be submitted on a per-unit basis prior to building permit final for each unit. If the applicant is required to construct improvements to Creston Road/Stoney Creek Road (Intersection #14) and/or Creston Road/Meadowlark Road (Intersection #15), the improvements shall be completed prior to the final of building permit for the 901st unit.</p> <p>Monitoring. The City shall ensure compliance with transportation impact fee payment prior to final of each building permit. If the applicant is required to construct improvements to Creston Road/Stoney Creek Road (Intersection #14) and/or Creston Road/Meadowlark Road (Intersection #15), City shall ensure completion of improvements prior to final of building permits for the 901st unit.</p> <p>T-1(b) Implement Improvements at Creston Road/Scott Street (Intersection #13). The applicant shall install an all-way traffic signal at Creston Road/Scott Street.</p> <p>Plan Requirements and Timing. The required improvements shall be installed prior to the final of the building permit for the 100th unit or when the intersection meets warrants. The applicant shall provide an intersection operational analysis to the City Engineer prior to the final of the building permit for the 100th unit. Monitoring. The city shall ensure compliance prior to the final of the building permit for the 100th unit.</p> <p>T-1(c) Implement Improvements at Creston Road/Charolais Road (Intersection #16). The applicant shall install an all-way stop at Creston Road/Charolais Road.</p> <p>Plan Requirements and Timing. The required improvements shall be installed prior to the final of the building permit for the 1,201st unit or when the intersection meets warrants. The applicant shall provide an intersection operational analysis to the City Engineer prior to the final of the building permit for the 1,201st unit. If the Beechwood Specific Plan constructs these improvements prior to the 1201st unit, the applicant shall contribute their fair share amount for these improvements prior to final of building permit for the 1201st unit. Monitoring. The city shall ensure compliance prior to final of the building permit for the 1,201st unit.</p>	<p>significant and unavoidable under Near Term Plus Project conditions. Impacts to other project area intersections would be reduced to a less than significant level with implementation of Mitigation Measures T-1(a), T-1(b), and T-1(c).</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
<p>T-2. The project would exceed the available storage capacity at eight intersections under Existing Plus Project and Near Term Plus Project conditions. Feasible mitigation is not available at all study area intersections to reduce queues to acceptable levels. Therefore, the project's impact on vehicular queues would be significant and unavoidable (Class I).</p>	<p>T-2(a) Fair Share Funding for Intersection Operations Improvements. The project shall contribute its equitable share to fund the following transportation improvements. Costs above and beyond the project's equitable share shall be addressed through such options as fee credits, reimbursement agreements, or development agreements, based on city requirements.</p> <p>1. 1st Street-Niblick Road/Spring Street (Intersection #18)</p> <p>The applicant shall contribute their fair-share amount through the city's transportation impact fee program for the installation of an eastbound right turn lane and the lengthening of the southbound left turn lanes at each building permit final.</p> <p>Plan Requirements and Timing. The fair share contribution for required improvements shall be submitted on a per-unit basis prior to final of each building permit.</p> <p>Monitoring. The city shall ensure compliance prior to final of each building permit.</p> <p>T-2(b) Implement Improvements at 13th/Riverside Avenue (Intersection #8). The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at 13th/Riverside Avenue. The applicant shall provide westbound right and northbound right turn overlap phases. Plan Requirements and Timing. The required improvements shall be constructed prior to the final of the first building permit. If the Beechwood Specific Plan constructs these improvements the applicant shall contribute their fair share amount for these improvements based on their proportional share of the improvements under existing conditions plus project. Monitoring. The city shall ensure compliance prior to final of the first building permit.</p> <p>T-2(c) Implement Improvements at 13th Street/Paso Robles Street (Intersection #9). The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at 13th Street/Paso Robles Street. The applicant shall and evaluate and construct extension of the north bound right turn queue.</p> <p>Plan Requirements and Timing. The required improvements shall be constructed prior to the final of the first building permit. If the Beechwood Specific Plan constructs these improvements prior to the final of the Applicant's first building permit the applicant shall contribute their fair share amount for these improvements based on their proportional share of the improvements under existing conditions plus project.</p> <p>Monitoring. The city shall ensure compliance prior to final of the first building permit.</p> <p>T-2(d) Implement Improvements at Creston Road/Niblick Road (Intersection #12). The applicant shall construct the second southbound left-turn, southbound right-turn, and eastbound right turn lanes at the intersection of Creston Road/Niblick Road.</p> <p>Plan Requirements and Timing. The required improvements shall be constructed prior to building permit final of the 500th unit or when the intersection meets warrants. The applicant shall provide an intersection operational analysis to the City Engineer prior to the final of the building permit for the 500th unit. If additional right of way is needed to construct the required improvements and the City does not acquire the necessary</p>	<p>With the implementation of Mitigation Measures T-1(a) and T-2(a) through T-2(e), unacceptable intersection queues resulting from project-added vehicle trips under Existing Plus Project and Near Term Plus Project conditions at Golden Hill Road/Union Road (#6), 13th Street/Riverside Avenue (#8), and 13th Street/Paso Robles Street (#9), would operate at pre-project conditions or better. However, the required corridor improvements at 1st Street-Niblick Road/Spring Street (#18) and Niblick Road/South River Road (#19) would not return queues at these facilities to pre-project levels. The Niblick Corridor Study is currently being completed by the city and identifies infrastructural constraints at 1st Street-Niblick Road/Spring Street (#18) and Niblick Road/South River Road (#19), including the lack of availability of width to accommodate additional lanes on the Niblick Road bridge and right-of-way constraints at</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>right of way prior to building permit final of the 500th unit, the applicant shall: 1) contribute their fair share amount for the improvements that are dependent on the right of way to be obtained by the City, based on their proportional share of the improvements under existing conditions plus project, through the city's transportation impact fee program, and 2) construct all improvements that are not dependent on the right of way to be obtained by the City. Monitoring. The city shall ensure compliance prior to final of the building permit for the 500th unit.</p> <p>T-2(e) Implement Improvements at Niblick Road/South River Road (Intersection #19). The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at Niblick Road/South River Road. The applicant shall construct a dedicated westbound right turn lane and lengthen the existing westbound left turn queue length.</p> <p>Plan Requirements and Timing. The improvements shall be constructed prior to the final of the first building permit.</p> <p>Monitoring. The city shall ensure compliance prior to final of the first building permit.</p>	<p>Niblick Road/South River Road (#19). As a result, queuing impacts at 1st Street-Niblick Road/Spring Street (#18) and Niblick Road/South River Road (#19) would be significant and unavoidable.</p> <p>Mitigation Measure T-2(d) at Creston Road/Niblick Road (#12) may be infeasible, because of the need for additional right-of-way at this intersection to accommodate the required mitigation. Therefore, queuing impacts at this intersection would be significant and unavoidable. Impacts to Golden Hill Road/Union Road (#6) would be reduced to a less than significant level with implementation of Mitigation Measures T-1(a).</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
T-3. Under Near Term Plus Project conditions, one roadway segment would operate at 99 percent capacity and project-added vehicle traffic would not significantly impact capacity. The project would not significantly impact any other roadway segments in the study area under Existing Plus Project or Near Term Plus Project conditions. Project impacts to the segment of Niblick Road east of Spring Street would be significant and unavoidable (Class I).	No mitigation has been identified that would reduce the capacity impact on the segment of Niblick Road east of Spring Street.	Because no mitigation has been identified this impact would be significant and unavoidable.
T-4. The project would cause one freeway segment to operate at an unacceptable LOS and contribute to existing unacceptable delays at five freeway segments under Existing Plus Project conditions and would cause two freeway segments to operate at an unacceptable LOS and contribute to existing unacceptable delays at five freeway segments under Near Term Plus Project conditions. Caltrans coordination would be required for any freeway improvements. This impact would be significant and unavoidable (Class I).	No mitigation has been identified that would improve mainline and freeway ramp operations at impacted freeway segments under Existing and Near Term Plus Project conditions. Development and implementation of final future improvements to impacted freeway segments would require coordination with and approval from Caltrans.	Because of the lack of identified mitigation to address this impact and because of uncertainty associated with timing and implementation, identified impacts to freeway segments would be significant and unavoidable.

Impact	Mitigation Measure (s)	Significance After Mitigation
<p>Cumulative Impacts to Intersections. Implementation of the project under Cumulative Plus Project conditions would impact the remaining eight intersections and impacts would be potentially significant, requiring mitigation.</p>	<p>Mitigation Measure T-1(a) would reduce cumulative impacts at the following locations:</p> <ul style="list-style-type: none"> ▪ Golden Hill Road/Union Road (#6) (fair share funding for construction of a roundabout at this location) ▪ Creston Road/Scott Street (#13) (installation of a traffic signal at this location) ▪ Creston Road/Stoney Creek Road (#14) (fair share funding for installation of a traffic signal at this location) ▪ Creston Road/Meadowlark Road (#15) (fair share funding for installation of a traffic signal and restriping at this location) <p>Mitigation Measure T-1(b) would reduce cumulative impacts at Creston Road/Charolais Road (#16) through the installation of an all-way stop at this location. In addition to these required mitigation measures, the following mitigation measure has been identified to implement improvements designed to improve level of service at impacted facilities to pre-project levels, or where this performance standard is unable to be met, to improve level of service to the maximum extent feasible:</p> <p>T-7(a) Fair Share Funding for Cumulative Intersection Operations Improvements. The project shall contribute its equitable share of funding for the following intersection improvements identified in the TIA. Costs above and beyond the project's equitable share shall be addressed through such options as fee credits, reimbursement agreements, or development agreements, based on city requirements.</p> <p>1. State Route 46/Golden Hill Road (#2)</p> <p>Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program for the ultimate improvements on SR 46 East, which include restricting access at this intersection to right-in, right-out.</p> <p>2. Riverside Avenue/Pine Street/U.S. 101 Southbound Ramp (#17)</p> <p>Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program for the installation of all-way stop control at the intersection of Riverside Avenue/Pine Street/U.S. 101 Southbound Ramp.</p> <p>Plan Requirements and Timing. The fair share contribution for required improvements shall be submitted on a per-unit basis prior to final of each building permit.</p> <p>Monitoring. The city shall ensure compliance with transportation impact fee payment prior to final of each building permit.</p>	<p>With the implementation of Mitigation Measures T-1(a), T-1(b), T-1(c), and T-7(a), all intersections operating at unacceptable LOS under Cumulative Plus Project conditions as a result of the project, with the exception of State Route 46 East/Mill Road (#5), would operate at pre-project conditions or better. No feasible mitigation has been identified that would improve operations at State Route 46 East/Mill Road (#5). Development of mitigation measures and improvements for State Route 46 East/Golden Hill Road (#2) and Riverside Avenue/Pine Street/U.S. 101 Southbound Ramp (#17) would require Caltrans coordination and approval. Because of the lack of available mitigation at State Route 46 East/Mill Road (#5), and because of the uncertainty of timing and implementation of mitigation measures at State Route 46 East/Golden Hill Road (#2) and Riverside Avenue/Pine Street/U.S. 101 Southbound Ramp (#17),</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
<p>Cumulative Impacts to Intersection Queues. Queuing is not a measure of effectiveness at signalized and unsignalized intersections in the Caltrans Guide for the Preparation of Traffic Impact Studies; therefore, queuing impacts are not considered at SR 46 East/Golden Hill Road (#2) for Cumulative Plus Project conditions. The addition of project traffic under Cumulative Plus Project conditions would not further degrade the intersection queue lengths at Creston Road/Golden Hill Road (#11). In addition, there is available storage in the existing two-way left turn lanes at the Creston Road/Niblick Road (#12)</p>	<p>Implementation of Mitigation Measure T-2(a) through T-2(e) would reduce cumulative queuing impacts at the following intersections:</p> <ul style="list-style-type: none"> 13th Street/Riverside Avenue (#8) (implementation of signal optimization including westbound right and northbound right turn overlap phases) 13th Street/Paso Robles Street (#9) (implementation of signal optimization and northbound right turn lane extension) 1st Street-Niblick Road/Spring Street (#18) (fair share funding for corridor improvements) Niblick Road/South River Road (#19) (construction of a dedicated westbound right turn lane and westbound left turn lane extension) <p>In addition to these required mitigation measures, the following mitigation measure has been identified to implement improvements designed to reduce queues at impacted facilities to pre-project levels, or where this performance standard is unable to be met, to reduce queues to the maximum extent feasible:</p> <p>T-7(b) Implement Improvements at North River Road/Creston Road (#10). The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at North River Road/Creston Road. The applicant shall construct lane striping for a dedicated left, through, and right turn lane on the southbound intersection leg.</p> <p>Plan Requirements and Timing. The required improvements shall be constructed prior to the final of the first building permit.</p> <p>Monitoring. The city shall ensure compliance prior to final of the first building permit.</p>	<p>cumulative impacts to intersection operations at these locations would be significant and unavoidable at these project area intersections. Cumulative impacts to other project area intersections would be reduced to a less than significant level with implementation of Mitigation Measures T-1(a), T-1(b), T-1(c), and T-7(a).</p> <p>With the implementation of Mitigation Measures T-2(a) through T-2(e), and T-7(b), North River Road/Creston Road (#10) would operate at pre-project conditions or better. However, the required corridor improvements at 1st Street-Niblick Road/Spring Street (#18) and Niblick Road/South River Road (#19) would not return queues at these facilities to pre-project levels. As a result, cumulative impacts to intersection queues at these facilities would be significant and unavoidable.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
intersection, which would ensure cumulative impacts would remain less than significant. However, for the remaining intersections which exceed the storage capacity under Cumulative Plus Project conditions, impacts would be potentially significant, requiring mitigation.		
Cumulative Impacts to Roadway Segments. The maximization of signal operations along the corridor and implementation of the city's existing Transportation Demand Management (TDM) measures would minimize capacity impacts along Niblick Road east of Spring Street and Creston Road east of Ferro Lane. However, because these roadway segments would operate just below the city's identified capacity threshold, cumulative impacts to operations along these segments would be significant.	No mitigation has been identified that would reduce the capacity impacts on the segments of Niblick Road east of Spring Street or Creston Road east of Ferro Lane.	Because of the lack of identified mitigation to address this impact, this impact would be significant and unavoidable.

Impact	Mitigation Measure (s)	Significance After Mitigation
Cumulative Impacts to Freeway Operations. Implementation of the project would worsen operations at eight freeway segments currently operating at an unacceptable LOS. Cumulative impacts at these freeway segments would be potentially significant, requiring mitigation.	No mitigation has been identified that would improve mainline and freeway ramp operations at impacted freeway segments under Cumulative Plus Project conditions. Development and implementation of final future improvements to impacted freeway segments would require coordination with and approval from Caltrans.	Because of the lack of identified mitigation to address this impact and because of uncertainty associated with timing and implementation, identified impacts to freeway segments would be significant and unavoidable.
Class II Impacts (Significant but Mitigable)		
Aesthetics and Visual Resources		
AES-2. Project grading would alter the existing visual form of the Specific Plan area in a manner that would permanently change topography, land use, and vegetation. The project would alter the character of the Specific Plan area from semi-rural agricultural to urbanized. This change in the visual character of the Specific Plan area would be less than significant with incorporation of mitigation (Class II).	AES-2 Master Landscape Plan Requirements. The Master Landscape Plan shall indicate specific best practices for landscaping in the Specific Plan area, including as landscape buffers between residential and non-residential development and open space areas/parks, plantings that screen outdoor parking areas and residential and non-residential structures, and shielded lighting. The Master Landscape Plan shall be developed in coordination with the requirements in Mitigation Measures BIO-4(a) and BIO-4(b) for the replacement and protection of oak trees in the Specific Plan area. <ol style="list-style-type: none"> Retaining/barrier walls and other vertical boundaries shall be in tones compatible with surrounding terrain using textured materials or construction methods, which create a textured effect. Walls shall be landscaped to provide screening from adjacent open space areas, visual corridors, and gateways (Linne Road), using drought-tolerant, low-maintenance, and native species where appropriate. Perimeter landscaping of retention/drainage basins shall consist of low maintenance trees and shrubs. Retaining/barrier walls shall be limited to 5 feet in height, measured from the top of grade in front of the wall to the top of the wall cap. Where retaining conditions require walls to be higher than 5 feet, the wall shall be separated into two or more walls with a minimum of 3 feet between each wall for screen planting. Landscaping using native oak trees, shrubs, and groundcover shall be preferred to perimeter fencing to the maximum extent feasible. Where required, perimeter fencing shall be decorative or designed to minimize interference with wildlife movement. All medians and strips designated for landscaping shall utilize drought-tolerant species to the maximum extent feasible, consisting of low maintenance trees, shrubs, and groundcover that do not obstruct views for motorists, bicyclists, and pedestrians. Natural turf shall only be permitted in areas of active use and must comply with the city's Water Efficient Landscape Ordinance standards. Decorative natural turf is prohibited. 	Implementation of Mitigation Measure AES-2 and Mitigation Measures AG-2(a) would minimize potential impacts to the Specific Plan area's visual character, reducing this impact to a less than significant level.

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>f. The extent, height, and quantity of cut and fill shall be minimized to the extent feasible to preserve natural components of the existing landscape, including existing oak trees.</p> <p>Plan Requirements and Timing. These requirements shall be implemented with the approval of landscape and irrigation plans that are submitted in conjunction with subdivision improvement plans, public improvement plans, on-site improvement plans, and residential plot plans.</p> <p>Monitoring. The Planning Division shall verify the submittal of landscape plans with any permits listed above and review all landscape plans for consistency with the Specific Plan and development plan as applicable. Prior to all building permit finals, the Planning Division shall inspect all landscape installations.</p>	
Agricultural Resources		
<p>AG-2. The project would include development of residential uses adjacent to existing agricultural uses, which may result in conflicts that would adversely affect the long-term viability of agricultural uses on adjacent properties. This impact would be less than significant with mitigation (Class II).</p>	<p>AG-2(a) Agricultural Conflict Avoidance Measures. The following language shall be added to the Specific Plan: Agricultural buffer easements, berms, and/vegetative screening shall be implemented on newly recorded lots in the Specific Plan area adjacent to active agricultural uses outside of the Specific Plan area. Agricultural buffer easements, berms, and/vegetative screening shall provide a minimum of 50 feet between active agricultural land uses outside of the Specific Plan area and new habitable structures in the Specific Plan area. The requirement will be a condition of approval of discretionary development applications, consistent with the requirements of Action Item 10 under Policy OS-1A and Action Item 4 under Policy LU-2E in the city's General Plan and will include city-approved measures to reduce availability of public access to agricultural cultivation areas adjacent to the project site (e.g., fencing, signs, etc.). Future residents shall be notified of agricultural buffers as part of purchase or lease agreements.</p> <p>Plan Requirements and Timing. The final Specific Plan shall include the required language prior to approval.</p> <p>Monitoring. The city shall review and approve the specific requirements for agricultural conflict avoidance measures prior to development plan approval for the project and shall ensure that agricultural conflict avoidance measures are implemented in compliance with General Plan Policy OS-1A and Policy LU-2E.</p> <p>AG-2(b) Agricultural Fencing. The project applicant shall coordinate with the city to fund installation of fencing and signs along the northeastern, southern, and eastern boundaries of the Olsen Ranch property and along the eastern boundary of the South Chandler Ranch property at locations where active agricultural operations are adjacent to the Specific Plan area to minimize potential for increases in trespass and vandalism of adjacent agricultural areas.</p> <p>Plan Requirements and Timing. The applicant shall clearly identify measures such as fencing, signage, etc. within the development plan and tract map.</p> <p>Monitoring. The city shall review and approve the specific requirements for agricultural conflict avoidance measures prior to development plan approval for the project and shall ensure that agricultural conflict avoidance measures are implemented in compliance with General Plan Policy OS-1A and Policy LU-2E. The city shall review the development plan and VTTM to ensure that design includes installation of fencing and signs as required under Mitigation Measure AG-2(b). Field inspections at appropriate phases of project construction shall confirm installation and compliance with Mitigation Measure AG-2(b).</p>	<p>Implementation of Mitigation Measure AG-2 (a) and AG-2(b) would reduce impacts associated with potential long-term conflicts to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
Air Quality		
<p>AQ-1. The project does not incorporate all applicable land use strategies and transportation control measures contained in the SLOAPCD 2001 CAP and would therefore be inconsistent with the 2001 CAP. This impact would be less than significant with mitigation incorporated (Class II).</p>	<p>AQ-1 Alternative Transportation And Transportation Demand Management Measures. Prior to issuance of grading permits, the applicant shall incorporate into the Specific Plan applicable VMT-reducing measures from the SLOAPCD CEQA Air Quality Handbook. Consistent with SLOAPCD guidance, VMT-reducing measures shall include, but would not be limited to:</p> <ul style="list-style-type: none"> a. Incorporate a goal/policy into the Specific Plan to expand San Luis Obispo County Regional Transit Authority Paso Express Routes A and B with new stops in the Specific Plan area. b. Provide public transit amenities (e.g., covered transit turnouts, direct pedestrian access, bicycle racks, covered bench, smart signage, route information displays, lighting, etc.) in the Specific Plan area to facilitate expansion of Paso Express Routes A and B prior to building permit issuance. c. Incorporate a goal/policy into the Specific Plan to develop an educational program with San Luis Obispo Regional Rideshare to provide occupants of non-residential uses with alternative transportation and smart commute information (e.g., transportation board, electronic kiosk, new hire packets, web portal, newsletters, social media, etc.). d. Incorporate a goal/policy into the Specific Plan to implement programs to reduce employee vehicle miles traveled at non-residential uses (e.g., incentives; SLO Regional Rideshare trip reduction program; bicycle share programs; shuttles/vanpools; on-site employee lockers, showers, housing; alternative employee schedules [e.g., 9–80s, 4–10s, telecommuting, satellite worksites, etc.]). e. Implement circulation design elements in parking lots for non-residential uses to reduce vehicle queuing and improve the pedestrian environment. f. Exceed CalGreen standards for providing on-site bicycle parking at non-residential uses by 25 percent. <p>Plan Requirements and Timing. The project applicant shall incorporate Alternative Transportation and Transportation Demand Management Measures into the Specific Plan. Developers of projects in the Specific Plan area shall incorporate applicable transportation demand measures into project plans and submit documentation to the city that employers in non-residential components of the project have either implemented trip reduction measures or provided proof that applicable measures are infeasible.</p> <p>Monitoring. The city shall verify that Alternative Transportation and Transportation Demand Management Measures have been incorporated into the Specific Plan and that applicable improvements are included in developments in the Specific Plan area prior to issuance of occupancy permits. The city shall verify that public transit amenities have been installed prior to the issuance of the first occupancy permit. The city shall verify that on-site circulation design elements in parking lots and required on-site bicycle parking have been installed prior to the issuance of occupancy permits for non-residential uses.</p>	<p>Implementation of Mitigation Measure AQ-1, T-1(a-c), T-2(a-b), T-5, and T-7(a-b) would address potential inconsistencies with the 2001 CAP transportation control measures and land use strategies. Therefore, impacts related to consistency with the 2001 CAP would be less than significant with mitigation incorporated.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
<p>AQ-2. Construction of the project would generate temporary increases in criteria air pollutant emissions. Construction emissions of ROG and NO_x would exceed SLOAPCD construction thresholds. Impacts would be less than significant with mitigation incorporated (Class II).</p>	<p>AQ-2(a) Construction Activity Management Plan. Prior to the start of construction activities within the Specific Plan area, the project applicant shall prepare a Construction Activity Management Plan (CAMP) to reduce construction-generated emissions. At a minimum, the CAMP shall incorporate SLOAPCD-recommended measures for the control of construction-generated emissions and shall be submitted to the city for review and approval with the grading permit application. If implementation of SLOAPCD-recommended Standard and Best Available Control Technology (BACT) measures cannot reduce emissions below applicable SLOAPCD emissions thresholds, off-site mitigation may be required in coordination with SLOAPCD. The emission control measures and potential off-site mitigation requirements contained in the CAMP shall apply to all construction activities facilitated by the proposed Specific Plan. The CAMP shall include the following elements:</p> <ul style="list-style-type: none"> a. A Dust Control Management Plan that encompasses all, but is not limited to, dust control measures; b. Tabulation of on and off-road construction equipment (age, horsepower and miles and/or hours of operation); c. A schedule that restricts construction truck trips to non-peak hours to reduce peak-hour emissions; d. A limit on the length of the construction work-day period, if necessary; e. A schedule that phases construction activities, if appropriate; and f. Special provisions to address high heat and windy conditions. <p>The project applicant shall retain a third-party air quality consultant to conduct periodic monitoring of implementation of the CAMP during construction activities in the Specific Plan area. The third-party consultant shall be approved by the city and shall submit quarterly reports to the city that evaluate implementation of the required elements of the CAMP.</p> <p>Plan Requirements and Timing. The project applicant shall submit the CAMP to the city and SLOAPCD for review prior to the issuance of grading permits for the first project phase.</p> <p>Monitoring. The city shall verify compliance with the CAMP through review of the third-party consultant evaluation reports.</p> <p>AQ-2(b) Standard Control Measures for Construction Equipment. The following standard mitigation measures shall be included in the CAMP and implemented during construction activities in the Specific Plan area to reduce construction-generated NO_x, ROG, and DPM:</p> <ul style="list-style-type: none"> a. Maintain all construction equipment in proper tune according to manufacturer's specifications; b. Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the state Off-Road Regulation; d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the state On-Road Regulation; e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine 	<p>Implementation of Mitigation Measures AQ-2(a) through AQ-2(g) would reduce construction-related air quality impacts to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>standards identified in the above two measures (e.g., captive or NOX exempt area fleets) may be eligible by proving alternative compliance;</p> <ul style="list-style-type: none"> f. All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and on job sites to remind drivers and operators of the 5 minute idling limit; g. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted; h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors; i. Electrically-powered equipment shall be used when feasible; j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and k. Use alternatively-fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel. <p>Plan Requirements and Timing. Construction equipment emission control measures shall be included on grading and building plans, as applicable. The project applicant shall submit proof of implementation of SLOAPCD-approved measures.</p> <p>Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.</p> <p>AQ-2(c) Best Available Control Technology (BACT) for Construction. The following BACT for diesel-fueled construction equipment shall be included in the CAMP and implemented during construction activities in the Specific Plan area to reduce construction-generated ozone precursor emissions:</p> <ul style="list-style-type: none"> a. Incorporate the use of newer off-road equipment with Tier 3 and Tier 4 engines where feasible; b. Repower older off-road equipment with Tier 3 and Tier 4 engines where feasible; c. Utilize heavy-duty trucks meeting the standards of CARB's Truck and Bus Regulation for on-road heavy-duty diesel engines, which requires nearly all trucks to have 2010 or newer model year engines; and d. Install California Verified Diesel Emission Control Strategies. Examples include, but are not limited to, diesel particulate filter systems, Purifilter Engine Control Systems, diesel retrofit systems, and Sootfilter systems. <p>Plan Requirements and Timing. BACT measures shall be included in the CAMP and printed on grading and building plans, as applicable. The project applicant shall submit proof of implementation of SLOAPCD-approved measures before final inspection of grading.</p> <p>Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.</p> <p>AQ-2(d) Architectural Coating. Construction of new development in the Specific Plan area shall use low-VOC content paints not exceeding 50 grams per liter. To the extent locally available, prefinished building materials or materials that do not require the application of architectural coatings shall be utilized. This requirement shall be incorporated into the CAMP.</p> <p>Plan Requirements and Timing. Architectural coating measures shall be included in the project CAMP and printed on building plans, as applicable. The project applicant shall submit proof of implementation of SLOAPCD-approved measures before final inspection of grading.</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.</p> <p>AQ-2(e) Idling Restrictions. The following measures shall be included in the CAMP and implemented to reduce construction emissions from on- and off-road construction equipment (NOX, ROG, and DPM). These measures shall be shown on grading and building plans:</p> <ul style="list-style-type: none"> a. Idling Restrictions Near Sensitive Receptors for Both On- and Off-road Equipment. <ul style="list-style-type: none"> i. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors; ii. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted; iii. Alternatively-fueled equipment shall be utilized where feasible; and, iv. Signs that specify the no-idling requirements shall be posted and enforced at the construction site. b. Idling Restrictions for On-road Vehicles. Section 2485 of Title 13, the California Code of Regulations limits diesel-fueled commercial motor vehicles that operate in the state of California with gross vehicular weight ratings of greater than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles: <ul style="list-style-type: none"> i. Shall not idle the vehicle's primary diesel engine for greater than five minutes at any location, except as noted in subsection (d) of the regulation; and, ii. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area, except as noted in subsection (d) of the regulation. <p>In addition, signs shall be posted in the designated queuing areas and job sites to remind drivers of the five-minute idling limit. The specific requirements and exceptions in the regulation can be reviewed at the following web site: www.arb.ca.gov/msprog/truck-idling/2485.pdf.</p> c. Idling Restrictions for Off-road Equipment. Off-road diesel equipment shall comply with the five-minute idling restriction identified in Section 2449(d)(3) of CARB's In-Use Off-Road Diesel regulation: www.arb.ca.gov/regact/2007/ordiesl07/froal.pdf. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five-minute idling limit. <p>Plan Requirements and Timing. Idling restrictions shall be included on grading and building plans, as applicable. The project applicant shall submit proof of implementation of SLOAPCD-approved measures before final inspection of grading.</p> <p>Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.</p> <p>AQ-2(f) Off-Site Mitigation. Based on the estimated emissions identified in the CAMP, off-site mitigation approved by SLOAPCD shall be implemented to reduce construction-related emissions generated by stationary and mobile sources prior to the start of construction activities within the Specific Plan area. In accordance with SLOAPCD methodology, excess emissions shall be multiplied by the cost effectiveness of mitigation as defined in the state's current Carl Moyer Incentive Program Guidelines to determine the annual off-site mitigation</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>amount. The project applicant shall coordinate with SLOACPD to implement off-site reduction measures or pay the off-site mitigation amount plus an administration fee (to be determined by SLOAPCD) to SLOACPD to administer emission reduction projects. Off-site emissions reduction measures may include, but would not be limited to, developing a funding program to provide the following emissions-reducing improvements:</p> <ul style="list-style-type: none"> a. Buy and scrap older heavy-duty diesel vehicles or equipment; b. Replace/repower transit buses; c. Replace/repower heavy-duty diesel school vehicles (i.e., bus, passenger or maintenance vehicles); d. Retrofit or repower heavy-duty construction equipment, or on-road vehicles; e. Replace/repower marine diesel engines; f. Repower or contribute to funding clean diesel locomotive main or auxiliary engines; g. Purchase Verified Diesel Emission Control Strategies for local school buses, transit buses or construction fleets; h. Install or contribute to funding alternative fueling infrastructure (i.e., fueling stations for CNG, LPG, conductive and inductive electric vehicle charging, etc.); and i. Expand of existing transit services. <p>Plan Requirements and Timing. Construction emission reduction measures shall be included on grading and building plans, as applicable. As necessary, the project applicant shall submit proof of implementation of SLOAPCD-approved off-site mitigation measures before final inspection of grading.</p> <p>Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.</p> <p>AQ-2(g) Fugitive Dust Control Measures. The following measures shall be implemented to reduce construction-generated fugitive dust. These measures shall be included in the Construction Activity Management Plan (CAMP) shown on grading and building plans.</p> <ul style="list-style-type: none"> a. Reduce the amount of the disturbed area where possible. b. Use water trucks, SLOAPCD-approved dust suppressants, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the SLOAPCD's limit of 20 percent opacity for greater than 3 minutes in any 60-minute period.¹ Increased watering frequency would be required whenever wind speeds exceed 15 mph and during summer months (i.e., June through September). Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of a SLOAPCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. c. All dirt stockpile areas shall be sprayed with water or a SLOAPCD-approved dust suppressant daily as needed. 	

¹ The 20 percent opacity limit is a measure of the visibility of dust emissions and typically corresponds to the level at which dust emissions become clearly visible to the average human eye.

Impact	Mitigation Measure (s)	Significance After Mitigation
	<ul style="list-style-type: none"> d. Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented as soon as possible following completion of any soil disturbing activities; e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating, native erosion control seed mix and watered until vegetation is established. f. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the City of Paso Robles. g. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. i. All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114. j. Wheel washers shall be installed at the construction site entrance/exist, tires or tracks of all trucks and equipment leaving the site shall be washed, or other SLOAPCD-approved track-out prevention devices sufficient to minimize the track-out of soil onto paved roadways shall be implemented. k. Streets shall be swept at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible. l. The burning of vegetative material shall be prohibited. m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division and City of Paso Robles prior to the start of any grading, earthwork or demolition. n. When applicable, portable equipment, 50 horsepower or greater, used during construction activities shall be registered with the statewide Portable Equipment Registration Program (issued by CARB) or be permitted by SLOAPCD. Such equipment may include power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g., aggregate plant, asphalt plant, concrete plant). <p>Plan Requirements and Timing. Fugitive dust control measures shall be included on grading plans, as applicable. The project applicant shall submit proof of implementation of SLOAPCD-approved measures before final inspection of grading.</p> <p>Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
<p>AQ-4. The Specific Plan would not expose sensitive receptors to substantial concentrations of toxic air contaminants or naturally-occurring asbestos. However, project demolition activities would have the potential to expose sensitive receptors to substantial concentrations of asbestos, lead, and localized particulate matter. Impacts would be less than significant with mitigation incorporated (Class II).</p>	<p>AQ-4 Demolition Emission Control Measures. The following mitigation measures shall be implemented to reduce the disturbance of ACM and lead-coated materials.</p> <ol style="list-style-type: none"> Demolition of on-site structures (i.e., residential units and associated outbuildings) shall comply with the procedures required by the National Emission Standards for Hazardous Air Emissions requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the control of asbestos emissions during demolition activities. SLOAPCD is delegated authority by the U.S. EPA to implement the Federal Asbestos NESHAP. Prior to demolition of on-site structures, SLOAPCD shall be notified, per NESHAP requirements. If during the demolition of existing structures (i.e., residential units and associated outbuildings), paint is separated from the construction materials (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed of in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if the paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as non-hazardous construction debris. The landfill operator shall be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements. Approval of a lead work plan and permit may be required. Lead work plans, if required, shall be submitted to SLOAPCD ten days prior to the start of demolition. <p>Plan Requirements and Timing. The project applicant or developers of individual projects in the Specific Plan area shall submit proof that SLOAPCD has been notified prior to demolition activities, as necessary, and that paint waste has been evaluated by a qualified hazardous materials inspector and handled according to their recommendations.</p> <p>Monitoring. The city shall verify notification of SLOAPCD of asbestos work, as necessary, prior to the issuance of demolition permit(s). The city shall verify implementation of the Demolition Emission Control Measures related to lead-based paint, as necessary, periodically during demolition activities as necessary and prior to issuance of grading permits.</p>	<p>Implementation of Mitigation Measures AQ-2(a) through AQ-2(g), AQ-3, AQ-4 would reduce air quality impacts to sensitive receptors to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
<p>AQ-5. Grading and other earthmoving activities during project construction would have the potential to expose sensitive receptors to <i>Coccidioides</i> fungus, which can cause Valley Fever. This impact would be less than significant with mitigation incorporated (Class II).</p>	<p>AQ-5 Valley Fever Suppression Measures. The project application and contractor(s) shall implement the following measures during construction activities to reduce impacts related to Valley Fever.</p> <ol style="list-style-type: none"> If peak daily wind speeds exceed 15 mph or peak daily temperatures exceed 95 degrees Fahrenheit for three consecutive days, additional dust suppression measures (such as additional water or the application of additional soil stabilizer) shall be implemented prior to and immediately following ground disturbing activities. The additional dust suppression shall continue until winds are 10 mph or lower and outdoor air temperatures are below a peak daily temperature of 90 degrees for at least two consecutive days. The additional dust suppression measures shall be incorporated into the Construction Activity Management Plan (see Mitigation Measure AQ-2[a]). Heavy construction equipment traveling on un-stabilized roads within the Specific Plan area shall be preceded by a water truck to dampen roadways and reduce dust from transportation along such roads. This measure shall be incorporated into the Construction Activity Management Plan (see Mitigation Measure AQ-2[a]). The project developer(s) shall notify the San Luis Obispo County Public Health Department and the city not more than 60 nor less than 30 days before construction activities commence to allow the San Luis Obispo County Public Health Department opportunity to provide educational outreach to community members and medical providers, as well as enhanced disease surveillance in the area both during and after construction activities involving grading. Prior to any project grading activity, the project construction contractor(s) shall prepare and implement a worker training program that describes potential health hazards associated with Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction, including the fact that certain ethnic groups and immune-compromised persons are at greater risk of becoming ill with Valley Fever. The objective of the training shall be to ensure the workers are aware of the danger associated with Valley Fever. The worker training program shall be included in the standard in-person training for project workers and shall identify safety measures to be implemented by construction contractors during construction. Prior to initiating any grading, the project applicant shall provide the city and the San Luis Obispo County Public Health Department with copies of all educational training material for review and approval. No later than 30 days after any new employee or employees begin work, the project applicant shall submit evidence to the city that each employee has acknowledged receipt of the training (e.g., sign-in sheets with a statement verifying receipt and understanding of the training). The applicant shall work with a medical professional, in consultation with the San Luis Obispo County Public Health Department, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site that includes the following information on Valley Fever: <ul style="list-style-type: none"> Potential sources/causes Common symptoms 	<p>Implementation of Mitigation Measures AQ-2(a) through AQ-2(g), AQ-3, AQ- and AQ-5 would reduce air quality impacts to sensitive receptors to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<ul style="list-style-type: none"> Options or remedies available should someone be experiencing these symptoms The location of available testing for infection <p>Prior to construction permit issuance, this handout shall have been created by the applicant and reviewed by the city. No less than 30 days prior to any surface disturbance (e.g., grading, filling, trenching) work commencing, this handout shall be mailed to all existing residences within three miles of the Specific Plan area.</p> <p>Plan Requirements and Timing. The project applicant shall submit the CAMP to the city and SLOAPCD for review prior to the issuance of grading permits for the first project phase. Developers of individual projects in the Specific Plan area shall submit proof that San Luis Obispo County Public Health Department has been notified prior to commencement of construction activities; a worker training program has been conducted; and the educational handout has been mailed to existing residences within three miles of the Specific Plan area.</p> <p>Monitoring. The city shall verify compliance with the CAMP through review of the third-party consultant evaluation reports. The city shall also verify notification of the San Luis Obispo County Public Health Department, implementation of the worker training program, and mailing of the educational handout via applicant-submitted materials.</p>	
Biological Resources		
<p>BIO-1. The project would result in impacts to special status wildlife species including San Joaquin kit fox, Western spadefoot, American badger, pallid bat, Townsend's big-eared bat, burrowing owl, and grasshopper sparrow, if present. Ground disturbing activities could result in injury or mortality of individuals of the species and remove suitable habitat. This impact would be less than significant with mitigation (Class II).</p>	<p>BIO-1(a) San Joaquin Kit Fox Impact Compensatory Mitigation. Compensatory mitigation for the removal of SJKF habitat shall be provided at a ratio of not less than 3:1 (area mitigated: area impacted) consistent with the County of San Luis Obispo standard mitigation ratio for SJKF at the project location (San Luis Obispo County, 2007) and evaluation conducted by Althouse and Meade (Appendix D). Compensatory mitigation shall be accomplished through one of the three following methods:</p> <ol style="list-style-type: none"> The Owner/Applicant shall establish an on-site and/or offsite conservation easement of suitable size to offset impacts to SJKF habitat at a ratio of not less than 3:1 (area mitigated: area impacted) and shall be located in the SJKF corridor area (e.g., within the San Luis Obispo County SJKF habitat area northwest of Highway 58). Mitigation areas shall contain equal or greater SJKF habitat value than those impacted. Compensatory mitigation areas shall have a restrictive covenant prohibiting future development/disturbance and shall be managed in perpetuity to encourage persistence and enhancement of SJKF. Compensatory mitigation lands cannot be located on land that is currently held publicly for resource protection. The compensatory mitigation areas shall be managed by a conservation lands management entity or other qualified easement holder. The Owner/Applicant shall provide fees sufficient to cover administrative costs incurred in the creation of the conservation easement (appraisal, documenting baseline conditions, etc.) and funds in the form of a non-wasting endowment to cover the cost of monitoring and enforcing the terms of the conservation easement in perpetuity. Lands to be conserved as well as determination of a qualified easement holder will be subject to the review and approval of CDFW, USFWS, and the city. If acceptable by the city, CDFW, and USFWS, funds shall be deposited into an approved in-lieu fee program, 	<p>Implementation of Mitigation Measures BIO-1(a) through BIO-1(g) would reduce impacts to listed, candidate or special-status plant and wildlife species to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>which would provide for the protection in perpetuity of suitable habitat in the SJKF corridor area within San Luis Obispo County which can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the San Luis Obispo County SJKF Voluntary Fee-Based Compensatory Mitigation Program (Program). The fee would be determined based on the current (at time of grading permit application) cost-per-unit, per acre of mitigation.</p> <p>c. Purchase credits at a CDFW and USFWS-approved conservation bank, specifically the Palo Prieto Conservation Bank. The total fee would be determined based on the current (at time of grading permit application) cost-per-credit, per acre of mitigation.</p> <p>Plan Requirements and Timing. The Owner/Applicant shall calculate the total acreages required to meet all compensatory mitigation obligations and submit these totals to the city, CDFW, and USFWS.</p> <p>Monitoring. Prior to issuance of grading permits, the Owner/Applicant shall provide documentation to the city that one or a combination of the above mitigation alternatives has been implemented and that compensatory mitigation obligations have been met. For options 1 and 3, the city shall approve the conservation bank and/or location of mitigation lands, the holder of conservation easements, and the restrictions contained in the easement(s) created for the permanent protection of these lands. The city shall review and approve documentation of compensatory mitigation land acquisition and associated restrictive covenant for consistency with conditions outlined in this mitigation measure.</p> <p>BIO-1(b) San Joaquin Kit Fox Impact Avoidance and Minimization. The Owner/Applicant shall ensure the following actions are implemented to avoid and minimize potential impacts to San Joaquin Kit Fox:</p> <p>a. Prior to issuance of grading and/or construction permits, the Owner/Applicant shall provide evidence that they have retained a qualified biologist acceptable to the city. The qualified biologist shall perform the following monitoring activities:</p> <p>i. Prior to issuance of grading and/or construction permits and within 30 days prior to initiation of site disturbance and/or construction, a qualified biologist shall conduct a preactivity (i.e., pre-construction) survey for known or potential kit fox dens and submit a letter to the city reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.</p> <p>ii. The qualified biologist shall conduct weekly site visits during site-disturbance activities (i.e., grading, trenching, diking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days. Site disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason. When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the city.</p> <p>iii. Prior to or during project activities, if any observations are made of SJKF, or any known or potential SJKF dens are discovered within the project limits work shall stop and the qualified biologist shall re-assess the probability of incidental take (e.g., harm or death) to SJKF. At the time a den is discovered, the</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>biologist shall contact USFWS and the CDFW for guidance on possible additional SJKF protection measures to implement and whether or not a Federal and/or state incidental take permit is needed. If a potential den is encountered during construction, work shall stop until such time the USFWS/CDFW determines it is appropriate to resume work.</p> <p>b. If incidental take of SJKF during project activities is determined to be possible by the qualified biologist before project activities commence, the Owner/Applicant must consult with the USFWS and CDFW. Work shall not commence until the Owner/Applicant has obtained all necessary permits and approvals and shall implement measures as required by these permits and approvals. In addition, the qualified biologist shall implement the following measures:</p> <p>i. Within 30 days prior to initiation of site disturbance and/or construction, fenced exclusion zones shall be established around all known and potential SJKF dens as defined in the Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999). Exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances:</p> <ul style="list-style-type: none"> ▪ Potential kit fox den: 50 feet ▪ Known or active kit fox den: 100 feet ▪ Kit fox pupping den: 150 feet <p>ii. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.</p> <p>iii. If SJKF or known or potential SJKF dens are found on site, daily monitoring by a qualified biologist shall be required during ground disturbing activities.</p> <p>c. Prior to issuance of grading and/or construction permits, the Owner/Applicant shall clearly delineate the following as a note on the project plans: "Speed signs of 25 mph (or lower) shall be posted for all construction traffic to minimize the probability of road mortality of the San Joaquin kit fox". Speed limit signs shall be installed in the Specific Plan area within 30 days prior to initiation of site disturbance and/or construction.</p> <p>d. Prior to issuance of grading and/or construction permit and within 30 days prior to initiation of site disturbance and/or construction, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources including SJKF. At a minimum, as the program relates to SJKF, the training shall include the SJKF life history, all mitigation measures specified by the city, USFWS and CDFW (if applicable), as well as any related biological report(s) prepared for the project. The Owner/Applicant shall notify the city shortly prior to this meeting. A SJKF fact sheet shall also be developed prior to the training program, and distributed at</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>the training program to all contractors, employers and other personnel involved with the construction of the project.</p> <p>e. During the site disturbance and/or construction phase, grading and construction activities after dusk shall be prohibited unless coordinated through the city, during which additional SJKF mitigation measures may be required.</p> <p>Plan Requirements and Timing. The components of this measure shall be implemented prior to issuance of grading permits and/or initiation of site disturbance/construction. Monitoring. The city shall review and approve documentation of compliance with the conditions outlined in the measure.</p> <p>BIO-1(c) Western Spadefoot Impact Avoidance and Minimization. The Owner/Applicant shall ensure the following actions are implemented to avoid and minimize potential impacts to western spadefoot:</p> <p>a. For work conducted during the western spadefoot migration and breeding season (November 1 to May 31), a qualified biologist will survey the active work areas (including access roads) in mornings following measurable precipitation events. Construction may commence once the biologist has confirmed that no western spadefoot (any life stage) are in the work area.</p> <p>b. If adult western spadefoot is found within the construction footprint, it will be allowed to move out of harm's way of its own volition, or a qualified biologist will relocate the individual to the nearest burrow that is outside of the construction impact area. Prior to beginning work each day, a qualified biologist will inspect underneath equipment and stored pipes greater than 1.2 inches (3 cm) in diameter for western spadefoot. If any are found, they will be allowed to move out of the construction area under their own accord, or a qualified biologist will relocate the individual to the nearest burrow that is outside of the construction impact area.</p> <p>c. Trenches and holes will be covered and inspected by the construction contractor daily for stranded animals. Trenches and holes deeper than one foot deep will contain escape ramps (maximum slope of 2:1) to allow trapped animals to escape uncovered holes or trenches. Holes and trenches will be inspected by the construction contractor prior to filling.</p> <p>Plan Requirements and Timing. Surveys are required between November 1 and May 31 following measurable precipitation events. Components 2 through 3 of this measure shall be implemented throughout project construction.</p> <p>Monitoring. The city shall review and approve documentation of compliance with the conditions outlined in the measure.</p> <p>BIO-1(d) Pallid Bat and Townsend's Big-Eared Bat Impact Avoidance and Minimization. The Owner/Applicant shall ensure the following actions are implemented to avoid and minimize potential impacts to special status bat species:</p> <p>a. Upon project approval and prior to construction (including tree removal and demolition of structures), a qualified biologist shall conduct a survey of all trees and structures in the Specific Plan area to determine if roosting bats are present during the non-breeding season (November through March). The biologist shall</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>also have access to all interior attics, as needed. If a colony of bats is found roosting in any tree or structure, further surveys shall be conducted sufficient to determine the species present and the type of roost (day, night, maternity, etc.). If the bats are not part of an active maternity colony, passive exclusion measures may be implemented with approval from CDFW. Exclusions shall occur outside the breeding season (typically May through August) and winter hibernation (typically December through February).</p> <p>b. If bats are roosting in tree cavities or structures in the Specific Plan area during the daytime but are not part of an active maternity colony, then exclusion measures must include one-way valves that allow bats to get out but are designed so that the bats may not re-enter the structure.</p> <p>c. If a bat colony is excluded, appropriate alternate bat habitat shall be installed in or adjacent to the Specific Plan area. For each occupied roost removed, one bat box shall be installed in similar habitat and should have similar cavity or crevices properties to those which are removed, including access, ventilation, dimensions, height above ground, and thermal conditions. The location and design of the bat box(es) shall be subject to approval by the city in coordination with a qualified biologist. Active maternal bat colonies may not be disturbed during the pupping season (April through July).</p> <p>Plan Requirements and Timing. Surveys and exclusion must be completed prior to issuance of grading or demolition permits. The survey results and exclusion methodology and results must be submitted to the city within one week of the survey. The Owner/Applicant shall consult with a qualified biologist to determine if a bat proposed for exclusion is breeding (if conducted during the typical breeding season) or hibernating (if conducted during the typical winter hibernation season) and provide the rationale to the city for approval prior to implementing the exclusion.</p> <p>Monitoring. The city shall review and approve the survey results and provide confirmation of compliance with the conditions outlined in the measure. The city shall review and approve the Owner/Applicant's methodology and rationale for excluding bats prior to implementation of the exclusion.</p> <p>BIO-1(e) Burrowing Owl Impact Avoidance and Minimization. Not more than 14 days prior to any work that affects habitat containing burrows, the Owner/Applicant shall ensure pre-construction surveys are conducted by a qualified biologist in a manner sufficient to determine whether breeding, wintering, and/or transient burrowing owls are present in the work area. The survey shall be conducted within all project work areas and a 150m buffer consistent with the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993)</p> <p>If burrowing owls are present in the work area during the breeding season (February 1 through August 31), construction shall not occur within 250 feet of the burrow until it is monitored by a qualified biologist to determine if a breeding pair is present. If a breeding pair is confirmed, the burrow must be avoided and protected from impacts with a 250 foot buffer until nesting has been deemed complete by a qualified biologist. If a breeding pair is not present, passive relocation may be used. If burrowing owls are present during the non-breeding season, a passive relocation effort, such as a one-way door, may be implemented. Monitoring, relocation, and any other mitigation must be conducted by a qualified wildlife biologist. Mitigation and</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>protection measures shall incorporate recommendations outlined in current survey guidelines from CDFW.</p> <p>Plan Requirements and Timing. The Owner/Applicant shall submit the results of the survey to the city within one week of completing the survey. The Owner/Applicant shall consult with a qualified wildlife biologist to establish avoidance buffers prior to commencement of construction activities if burrowing owls are determined present. If passive relocation is employed, the Owner/Applicant must provide the city with documentation of the effort and summary of the results.</p> <p>Monitoring. The city shall review and approve the survey results and provide confirmation of compliance with the conditions outlined in the measure. The city shall ensure the avoidance buffers are established and maintained as needed. The city shall review and approve the results of the passive relocation effort, as applicable.</p> <p>BIO-1(f) Nesting Birds and Grasshopper Sparrow Impact Avoidance and Minimization. If initial ground disturbing activities and vegetation removal occurs during the typical avian nesting period, between March 15 and August 15, nesting bird surveys shall be conducted by a qualified biologist within one week prior to initial ground disturbance activities or removal of vegetation. Surveys shall continue to be conducted within the timeframes specified above until all vegetation removal activities are completed. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests of passerine species and 300 feet of nests of raptor species until chicks are fledged. A pre-construction survey report shall be submitted to the city immediately upon completion of the survey. The report shall detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements. A map of the Specific Plan area and nest locations shall be included with the report. The biologist conducting the nesting survey shall have the authority to reduce or increase the recommended buffer depending upon site conditions.</p> <p>Plan Requirements and Timing. The survey is required if initial ground disturbing activities or vegetation removal occurs between March 15 and August 15. If a survey is required, results of the survey shall be submitted to the city within one week of conducting the survey. The Owner/Applicant shall establish avoidance buffers prior to commencement of construction activities, as required.</p> <p>Monitoring. The city shall review and approve the survey results and provide confirmation of compliance with the conditions outlined in the measure. The city shall ensure the avoidance buffers are established and maintained as needed.</p> <p>BIO-1(g) Worker Environmental Awareness Program Training. Prior to the initiation of construction activities (including staging and mobilization), the Owner/Applicant shall ensure all personnel associated with project construction attend a Worker Environmental Awareness Program (WEAP) training.</p> <p>The training shall be conducted by a qualified biologist, to aid workers in recognizing special status resources that may occur in the project area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and avoidance measures required to reduce impacts to</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form provided by the trainer documenting they have attended the WEAP and understand the information presented to them.</p> <p>Plan Requirements and Timing. The training shall occur prior to construction activities. The Owner/Applicant shall provide the signed form of all attendees within one week of the training to the city to document compliance.</p> <p>Monitoring. The city shall verify that the worker awareness program conforms to the required conditions.</p>	
<p>BIO-2. The project would result in impacts to riparian areas. This impact would be less than significant with mitigation (Class II).</p>	<p>BIO-2 Riparian Impacts Mitigation. Permanent impacts to riparian areas/red willow thicket shall be offset through on-site riparian restoration at a ratio of not less than 2:1 (habitat restored to habitat impacted). Temporarily impacted riparian areas shall be restored immediately following disturbance. The restoration program shall be incorporated into a Habitat Mitigation and Monitoring Plan (HMMP) prepared by a qualified biologist, which will identify the specific mitigation sites and will include a weed management plan and open space management plan specific to the Olsen-Chandler Ranch oak woodland and riparian habitat areas along Turtle Creek and vicinity of the stormwater pond. The HMMP shall include, at a minimum, the following components:</p> <ul style="list-style-type: none"> a. Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type); b. Goal(s) of the compensatory mitigation project type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved; c. Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values of the compensatory mitigation site); d. Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan [including plant species to be used, container sizes, seeding rates, etc.]); e. Maintenance activities during the monitoring period, including weed removal and irrigation as appropriate (activities, responsible parties, schedule); f. Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports); g. Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 percent survival of container plants and 80 percent relative cover by vegetation type; h. An adaptive management program and remedial measures to address negative impacts to restoration efforts; 	<p>Implementation of Mitigation Measure BIO-2 would reduce impacts to riparian areas to a less than significant level</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<ul style="list-style-type: none"> i. Notification of completion of compensatory mitigation and agency confirmation; and j. Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism). <p>The city shall review proposed mitigation areas prior to implementation of the HMMP. On-site restoration is preferred, but if infeasible, the city may require alternative off-site restoration sites.</p> <p>Plan Requirements and Timing. The HMMP shall be submitted to and approved by the city prior to issuance of grading permits.</p> <p>Monitoring. The Owner/Applicant shall contract with a qualified biologist to prepare and submit annual monitoring reports to the city. The city shall review the monitoring reports and determine whether the restoration has successfully mitigated for impacts to riparian habitat at the required ratio.</p>	
<p>BIO-3. The project would impact state and federally protected wetlands through direct removal, filling, or hydrological interruption. This impact would be less than significant with mitigation (Class II).</p>	<p>BIO 3(a) Agency Coordination. Impacts to drainages and wetlands as a result of the project are anticipated to require permits from U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife. The Owner/Applicant shall comply with all state and federal permitting requirements. The Owner/Applicant shall obtain and produce for the city correspondence from applicable state and federal agencies regarding compliance of the proposed development with state and federal laws.</p> <p>Plan Requirements and Timing. The applicant shall submit copies of correspondence and/or permits (as applicable) with applicable agencies to the city prior to issuance of grading permits.</p> <p>Monitoring. The city shall ensure that grading permits conform to the conditions of any permits issued by state and federal agencies.</p> <p>BIO-3(b) Wetland and Drainage Mitigation. Impacts to federal wetland areas and drainages (as defined by the Clean Water Act Section 404) shall be mitigated at a minimum ratio of 3:1 (acres of habitat restored to acres impacted). The mitigation program shall be developed by a qualified biologist and be incorporated into and conform with the HMMP requirements under Mitigation Measure BIO-2. The mitigation shall be implemented for no less than five years after construction or until the local jurisdiction and/or the permitting authority (e.g., USACE) has determined that restoration has been successful.</p> <p>Plan Requirements and Timing. The HMMP shall be submitted to and approved by the city prior to issuance of grading permits.</p> <p>Monitoring. The Owner/Applicant shall contract with a qualified biologist to prepare and submit annual monitoring reports to the city. The city shall review the monitoring reports and determine whether the restoration has successfully mitigated for impacts to riparian habitat at the required ratio.</p> <p>BIO-3(c) Jurisdictional Areas Best Management Practices During Construction. The following best management practices shall be required for grading and construction within jurisdictional areas or wetlands where impacts are authorized. In addition, the measures shall be required at locations where construction occurs within 100 feet from jurisdictional areas or wetlands.</p> <ul style="list-style-type: none"> a. Access routes, staging, and construction areas shall be limited to the minimum area necessary to achieve 	<p>Implementation of Mitigation Measures BIO-3(a) through BIO-3(c) would reduce impacts to jurisdictional areas to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>the project goal and minimize impacts to other waters (federal and state) including locating access routes and ancillary construction areas outside of jurisdictional areas.</p> <ul style="list-style-type: none"> b. To control erosion and sediment runoff during and after project implementation, appropriate erosion control materials shall be deployed and maintained to minimize adverse effects on jurisdictional areas in the vicinity of the project. c. Project activities within the jurisdictional areas should occur during the dry season (typically between May 1 and September 30) in any given year, or as otherwise directed by the regulatory agencies. Deviations from this work window can be made with permission from the relevant regulatory agencies. d. During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site. e. All project-generated debris, building materials, and rubbish shall be removed from jurisdictional areas and from areas where such materials could be washed into them. f. Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project-related activities, shall be prevented from contaminating the soil and/or entering jurisdictional areas. g. All refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should an accidental spill occur. <p>Plan Requirements and Timing. These measures shall be implemented during grading and construction and shall be included on all land use, grading, and building plans. The Owner/Applicant shall retain a qualified biologist to assist with the preparation of plans, monitor compliance with the above measures and provide to monthly monitoring reports to the city to document compliance.</p> <p>Monitoring. The city shall ensure the above measures are implemented and included on all land use, grading, and building plans. The city shall review documentation and confirm compliance with the above measures. If the qualified biologist and/or the city finds construction activities are out of compliance, work shall stop until measures are fully implemented.</p>	
<p>BIO-4. The project would result in impacts to protected trees. This impact would be less than significant with mitigation (Class II).</p>	<p>BIO-4(a) Oak Tree Compensatory Mitigation. The Owner/Applicant shall ensure the following actions are implemented to compensate for impacts to protected oak trees:</p> <ul style="list-style-type: none"> a. Impacted oaks shall be mitigated for by planting one 24-inch boxed tree with at least a 1.5-inch diameter for impacts less than 50 percent of the critical root zone (CRZ; area of root space that is within a circle circumscribed around the trunk of a tree using a radius of one foot per inch diameter at breast height) as defined by the City Oak Tree Protection Ordinance. Two 24-inch boxed trees shall be planted for trees with impacts of 50 percent or greater of the tree. The mitigation trees shall be planted within the Specific Plan area and incorporated into the landscape plan. If boxed trees are not available, or are not sourced from 	<p>Implementation Mitigation Measures BIO-4(a) and BIO-4(b) would reduce impacts to protected trees to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>California's central coast region, smaller caliper trees may be planted at a ratio of 5:1 for each tree removed. Additional trees may be planted from acorns collected on site, protected from below and above-ground browse damage, and counted as mitigation trees if they reach a height of three feet by Year 7 and exhibit high vigor.</p> <p>b. Oak trees removed by the project shall be replaced in accordance with the Paso Robles Oak Tree Protection Ordinance. Replacement oaks for removed trees must be equivalent to 25 percent of the diameter of the removed tree(s). For example, the replacement requirement for removal of two trees of 15 inches DBH (30 total diameter inches), would be 7.5 inches (30 inches removed x 0.25 replacement factor). This requirement could be satisfied by planting five 1.5-inch trees, or three 2.5-inch trees, or any other combination totaling 7.5 inches. A minimum of two 24-inch box, 1.5-inch trees shall be required for each oak tree removed.</p> <p>Replacement trees shall be seasonally maintained (browse protection, weed reduction and irrigation, as needed) and monitored annually for at least 7 years by a city-approved arborist. The arborist shall prepare an annual report detailing the condition of each replacement tree and any maintenance activities conducted. Any trees that are dead or in decline during the 7 year monitoring will be replaced and monitored for an additional 7 years after the replacement is planted.</p> <p>Plan Requirements and Timing. Replacement trees shall be installed during the Phase of construction in which they are impacted or removed. The Owner/Applicant shall submit the annual reports to the city by December 31 of each year of monitoring.</p> <p>Monitoring. The city shall review and approve the Tree Protection Plan and ensure the replacement trees are consistent with the requirements in the above measure.</p> <p>BIO-4(b) Oak Tree Protection. The Owner/Applicant shall ensure the following actions are implemented to avoid and minimize potential impacts to protected oak trees:</p> <ol style="list-style-type: none"> Tree canopies and trunks within 50 feet of proposed disturbance zones shall be mapped and numbered by a city-approved arborist or biologist and a licensed land surveyor. Data for each tree shall include date, species, number of stems, diameter at breast height (DBH) of each stem, CRZ diameter, canopy diameter, tree height, health, habitat notes, and nests observed. An oak tree protection plan shall be prepared and approved by the city that outlines the specific tree protection measures that will apply to each protected oak tree in the Specific Plan area. Impacts to the oak canopy or CRZ shall be avoided where practicable. Impacts include pruning, any ground disturbance within the dripline or CRZ of the tree (whichever distance is greater), and trunk damage. Protective fencing shall be installed at the edge of the critical root zone or line of encroachment for each tree or group of trees that will not be removed. The fence shall be installed before any construction or earth moving begins. The proposed fencing shall be shown on the grading plan. It must be a minimum of 4' high chain link, snow or safety fence staked (with t-posts 8 feet on center). The Owner/Applicant shall be responsible for maintaining an erect fence throughout the construction period. The arborist(s), upon 	

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>notification, will inspect the fence placement once it is erected. After this time, fencing shall not be moved without arborist inspection/approval. If the orange plastic fencing is used, a minimum of four zip ties shall be used on each stake to secure the fence. Weatherproof signs shall be permanently posted on the fences every 50 feet, with the following information: Tree Protection Zone: No personnel, equipment, materials, or vehicles allowed.</p> <ul style="list-style-type: none"> e. Oil, gasoline, chemicals and other construction materials or equipment which might be harmful to oak trees shall not be stored within the CRZ of the tree. f. Slopes and drains shall be installed according to the city specifications so as to avoid harm to the oak trees due to excess watering. All impacts within the CRZ (e.g., grading, trenching, pruning, utility placement) shall be supervised by a certified arborist approved by the city or the arborist's designated biologist. g. Damage to any tree during construction shall be immediately treated, as appropriate, by an arborist approved by the city to prevent disease or pest infestation. Damage will be reported to the city during each month of construction. The property owner shall be responsible for correcting any damage to oak trees on the property in a manner specified by an arborist approved by the city at the Owner/Applicant's expense. h. No paint thinner, paint, plaster or other liquid or solid excess or waste construction materials or waste water shall be dumped on the ground or into any grate between the outer edge of the CRZ and the base of the oak trees, or uphill from any oak tree where such substance might reach the roots through a leaching process. i. Wires, signs and other similar items shall not be attached to the oak trees. j. All root pruning shall be completed with sharpened hand pruners. Pruned roots shall be immediately covered with soil or moist fabric. k. Oak tree impacts, record of treatment, and protection methods shall be included in a monthly report to the city during active construction periods. <p>Plan Requirements and Timing. These measures shall be implemented prior to and/or during grading and construction and shall be included on all land use, grading, and building plans. The Owner/Applicant shall retain a city-approved arborist or biologist to monitor compliance with the above measures.</p> <p>Monitoring. The city shall ensure the above measures are implemented and included on all land use, grading, and building plans. The city shall review documentation and confirm compliance with the above measures.</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
Cultural Resources and Tribal Cultural Resources		
<p>CR-2. Grading and other ground-disturbing activities in the Specific Plan area could result in impacts to previously unidentified archaeological resources. This impact would be significant but mitigable (Class II).</p>	<p>CR-2(a) Cultural Resources Monitoring Plan and Qualified Principal Investigator/Native American Monitor. A qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology (hereafter qualified archaeologist), and a Native American monitor shall be retained to carry out all mitigation measures related to archaeological resources.</p> <p>A cultural resource monitoring plan (CRMP) will be developed by the principal investigator in consultation with the Native American Tribes that identifies the locations and activities that require monitoring. The principal investigator shall inspect initial subsurface construction disturbance at locations that may harbor subsurface resources that were not identified on the site surface. The monitor(s) shall be on-site during initial earthmoving activities, including grading, trenching, vegetation removal, or other excavation activities as specified by the CRMP.</p> <p>Plan Requirements and Timing. The CRMP shall be submitted to the city for review and approval prior to issuance of a grading permit. The Owner/Applicant shall retain a qualified archaeologist and Native American to implement the above measures.</p> <p>Monitoring. The city will review the CRMP prior to issuance of grading permits. The city will monitor compliance during construction.</p> <p>CR-2(b) Unanticipated Discovery of Archeological Resources. The CRMP will describe that in the event that archaeological resources are exposed during construction activity, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the resource. In the event that any artifact or an unusual amount of bone or shell is encountered during construction, work shall be immediately stopped within 100 feet of the exposed resource until a qualified archaeologist can evaluate the find. Examples of such resources might include: ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they must be avoided or mitigated pursuant to the qualified archaeologist's direction and in consultation with appropriate Native American tribal representatives. Mitigation may involve preservation in place or documentation and excavation of the resource. A report by the archaeologist evaluating the find and identifying mitigation actions taken shall be submitted to the city.</p> <p>Plan Requirements and Timing. These requirements shall be described in the CRMP and reflected on grading and building plans and implemented during construction.</p> <p>Monitoring. The city will review the CRMP prior to issuance of grading permits. The city will monitor compliance during construction.</p>	<p>Implementation of Mitigation Measures CR-2(a) and CR-2(b) would reduce potential impacts to archaeological resources to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
CR-4. Grading and other ground-disturbing activities in the Specific Plan area could result in impacts to previously unidentified tribal cultural resources. Therefore, this impact would be significant but mitigable (Class II).	<p>CR-4 Unanticipated Discovery of Tribal Cultural Resources. In the event that cultural resources of Native American origin are identified during construction activity all work shall be halted in the vicinity of the discovery until the significance of the resource can be assessed. The city shall begin or continue Native American consultation procedures, in coordination with a qualified archaeologist, if appropriate. If the city, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s). The mitigation plan may include but would not be limited to capping and avoidance, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measure.</p> <p>Plan Requirements and Timing. These requirements shall be described in the CRMP and reflected on grading and building plans.</p> <p>Monitoring. These measures shall be implemented during grading and construction. The Owner/Applicant shall retain a qualified archaeologist and Native American monitor to monitor compliance with the above measures.</p>	Implementation of Mitigation Measure CR-4 would reduce potential impacts to tribal cultural resources to a less than significant level.
Energy		
E-2. The project would not be consistent with the City's Climate Action Plan energy efficiency measures. This impact would be less than significant with mitigation incorporated (Class II).	Mitigation Measure GHG-2 would apply.	Mitigation Measure GHG-2 would ensure that the project would be consistent with the city's CAP, and impacts would be less than significant.
Geology/Soils		
GEO-2. Portions of the project site contain soils that are highly erodible. On-site development may increase soil erosion on the project site during and after construction. This impact would be significant but mitigable (Class II).	<p>GEO-2 Moisture Conditioning & Fill Compaction. The recommendations of the Geotechnical Report, including those pertaining to grading and soils compaction operations shall be incorporated into the project plans and specifications.</p> <p>Plan Requirements and Timing. To be confirmed by the city prior to permit approval.</p> <p>Monitoring. The Geotechnical Engineer shall perform observation and testing as necessary to ensure that grading operations conform the recommendations of the Geotechnical Report to the satisfaction of the City Engineer.</p>	Implementation of Mitigation Measure GEO-2 would reduce impacts associated with the short-term exposure of graded soils and potential for soil erosion and sedimentation into drainages resulting from buildout of the project to a less than significant level.

Impact	Mitigation Measure (s)	Significance After Mitigation
<p>GEO-3. Expansive soils are present in the specific plan area. Development on expansive soils could damage slabs and foundations. This impact would be significant but mitigable (Class II).</p>	<p>GEO-3 Geotechnical Report Measures. The recommendations of the Geotechnical Report, including those pertaining to earthwork and grading and intended to reduce impacts from expansive soils, shall be incorporated into the project plans and specifications.</p> <p>Plan Requirements and Timing. To be confirmed by the city prior to permit approval.</p> <p>Monitoring. The Geotechnical Engineer is to perform field observation and testing as necessary to confirm that grading operations conform the recommendations of the Geotechnical Report to the satisfaction of the Building Official and the City Engineer.</p>	<p>Implementation of Mitigation Measure GEO-2 and Mitigation Measure GEO-3 would reduce potential impacts due to expansive soils to a less than significant level.</p>
<p>GEO-4. Paleontological resources may be present in fossil-bearing soils that underlay the Specific Plan area. Ground-disturbing activities could damage resources that may be present below the surface. This impact would be significant but mitigable (Class II).</p>	<p>GEO-4(a) Worker Paleontological Resource Awareness Session. A qualified city-approved consultant selected by the Owner/Applicant shall develop a worker awareness program to educate all workers regarding the protection of any paleontological resources that may be discovered during project development, as well as appropriate procedures to enact should paleontological resources be discovered. The qualified consultant shall develop appropriate training materials including a summary of geologic units present at the development site, potential paleontological resources that may be encountered during development, and worker attendance sheets to record workers' completions of the awareness session. The worker awareness session for paleontological resources shall occur prior to project development, and as new employees are added to the project site workforce. The qualified consultant shall provide awareness session sign-in sheets documenting employee attendance to the city for review as requested.</p> <p>Plan Requirements and Timing. The worker awareness program shall be reviewed and approved by the city prior to grading permit issuance. The Owner/Applicant shall provide city compliance monitoring staff with the name and contact information for the qualified consultant prior to grading/building permit issuance and pre-construction meeting.</p> <p>Monitoring. The Owner/Applicant shall demonstrate that the worker awareness program conforms to the required conditions to the satisfaction of the city.</p> <p>GEO-4(b) Paleontological Monitoring and Handling of Resources Inadvertently Discovered During Grading. If unrecorded paleontological resources are uncovered during ground disturbance or construction activities, the Owner/Applicant, under the direction of the qualified consultant identified in Mitigation Measure GEO-3(a) shall:</p> <ol style="list-style-type: none"> Temporarily halt construction or excavation activities within 50 feet of the find and redirect activity to other work areas; Immediately notify the city regarding the resource and redirected grading activity; and Obtain the services of a professional paleontologist who shall assess the significance of the find and provide recommendations as necessary for its proper disposition for review and approval by the City of Paso Robles. All significance assessment and mitigation of impacts to the paleontological resource and verification shall be reviewed by the City of Paso Robles prior to resuming grading in the area of the find. Mitigation may involve preservation in place or documentation and excavation of the resource. 	<p>Implementation of Mitigation Measures GEO-4(a) and GEO-4(b) would reduce the project's potential impacts to paleontological resources to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>Upon discovery of potentially significant paleontological resources and completion of the above measures, the Owner/Applicant shall submit to City of Paso Robles a report prepared by the qualified paleontologist documenting all actions taken.</p> <p>Plan Requirements and Timing. This condition shall be printed on all building and grading plans.</p> <p>Monitoring. City compliance monitoring staff shall confirm monitoring by the qualified consultant.</p>	
Greenhouse Gas Emissions		
<p>GHG-2. The project would not be consistent with the city's cap and the SLOCOG 2019 RTP. This impact would be less than significant with mitigation incorporated (Class II).</p>	<p>GHG-2 Greenhouse Gas Emission Reduction Measures. The applicant shall incorporate into the Olsen/South Chandler Ranch Specific Plan GHG emission reduction measures that are consistent with the "mandatory" measures identified in the Paso Robles Climate Action Plan (CAP). To the extent possible, "voluntary" measures identified in the city's CAP should also be incorporated. Consistent with the city's CAP, GHG reduction measures shall include, but would not be limited to:</p> <ul style="list-style-type: none"> a. All tract improvement plans, public improvement plans and on-site improvement plans shall utilize LED high-efficiency lights for parking lots, streets, trails, and other public areas. (CAP Measure E-5) b. Building permit plans for all commercial buildings shall include only LED high-efficiency lights in parking areas and other exterior spaces. (CAP Measure E-5) c. Building permit plans for all commercial and multi-family development shall include on-site bicycle parking beyond that required by the California Green Building Standards Code (e.g., lockers or a locked room with standard racks and access limited to bicyclists only). (CAP Measure TL-1) d. All tentative subdivision maps and improvement plans within the Specific Plan area shall provide direct pedestrian and bicycle access from all cul-de-sacs and dead end streets that serve five or more properties to either a street or a dedicated multi-use path through the use of access easements, public dedications or similar means. Paths shall be improved or funded by the applicant before final subdivision maps may be recorded. (CAP Measure TL-2) e. The Specific Plan transportation network shall be designed to minimize barriers to pedestrian access and interconnectivity. (CAP Measure TL-2) f. The Specific Plan transportation network shall incorporate traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, minicircles, tight corner radii, etc.). (CAP Measure TL-2) g. Prior to the approval of any/all tentative subdivision maps that would result in the extension of Niblick Road, the permanent closure of any portion of Linne Road, the extension of Parkview Lane, and/or the extension of Scott Street, the applicant shall consult with the San Luis Obispo Regional Transit Authority or successor agency to determine needed alterations to local bus routes. Before the recordation of the related final subdivision map(s), the applicant shall construct or fund infrastructure needed to provide safe and convenient access to public transit within and contiguous to the Specific Plan area (CAP Measure TL-3). h. Any tentative subdivision map that results in the permanent closure of Linne Road between Airport Road 	<p>Mitigation Measure GHG-2 would ensure that the project would be consistent with the city's CAP.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>and Poppy Lane to automobile traffic shall include a pedestrian and bicycle connection through the road closure. Before the recordation of the related final subdivision map, the connection shall be improved or funded by the applicant. (CAP Measure TL-3)</p> <ul style="list-style-type: none"> i. The Specific Plan shall be designed accommodate future public transit bus stop pull outs along the Niblick Road extension as recommended by the San Luis Obispo Regional Transit Authority. (CAP Measure TL-3) j. Specific Plan area development shall comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation. (CAP Measure W-1) k. Subdivision improvement plans shall include infrastructure to accommodate recycled water when it becomes available. (CAP Measure W-1). l. The Specific Plan Areas shall utilize recycled water to the maximum extent feasible when recycled water becomes available. (CAP Measure W-1) m. Construction activity in the Specific Plan area shall divert a minimum of 65 percent of non-hazardous construction or demolition debris. (CAP Measure S-1) n. Street trees shall be planted on all public and private streets to provide significant street shading at maturity. Street trees shall be planted at a spacing equal to the expected width of the tree at maturity (i.e., if a tree species grows to 30 feet in width, it shall be planted at an average spacing of 30 feet on center). (CAP Measure T-1) o. The project shall cooperate on the design and funding of a Class 1 bikeway connection along Meadowlark Road to the Beechwood Specific Plan. p. The city shall encourage the use of electrically powered appliances (e.g., water heaters, clothes dryers, cooking appliances, pool heating systems). Where gas appliances are installed, electrical services shall be provided to accommodate future retrofit to electrical appliances. <p>Plan Requirements and Timing. The project applicant shall incorporate Greenhouse Gas Emission Reduction Measures as policies into the Final Specific Plan. Developers of projects in the Specific Plan area shall incorporate applicable measures into project plans and submit documentation to the city that measures have been implemented or provide proof to the city that equivalent reductions have been achieved through other city-approved emissions reduction practices.</p> <p>Monitoring. The project applicant shall retain a third-party greenhouse gas consultant to provide a statement to the city that verifies that Greenhouse Gas Reduction Measures have been incorporated into the Specific Plan and that applicable improvements are included in developments in the Specific Plan area once prior to issuance of building permits and again prior to issuance of occupancy permits. The city shall verify that transportation network improvements have been installed prior to the issuance of occupancy permits.</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
Hazards and Hazardous Materials		
<p>Impact HAZ-2. Small quantities of hazardous materials may be used in conjunction with the proposed residential and commercial uses on site. These materials would typically be limited in type and quantity such that they would not create a hazard to the public or environment. However, dry cleaning operations in the proposed neighborhood commercial overlay district may result in exposure of residential uses to perchlorethylene and other solvents. This impact would be less than significant with mitigation incorporated (Class II).</p>	<p>HAZ-2 Dry Cleaner Location Restriction. The Specific Plan shall be revised to reflect that dry cleaners that would use perchlorethylene prohibited within 500 feet of residential land uses.</p> <p>Plan Requirements and Timing. The project applicant shall incorporate the dry cleaner location restriction requirement into the Specific Plan.</p> <p>Monitoring. The city shall verify that the required dry cleaner location restriction has been incorporated into the Specific Plan and that development applications within the Neighborhood Commercial overlay district comply with this requirement.</p>	<p>Implementation of Mitigation Measure HAZ-2 would reduce potential impacts to sensitive receptors associated with dry cleaning operations to a less than significant level.</p>
<p>HAZ-4. Residual pesticides and agricultural chemicals in soil due to historical use of pesticides and other agricultural chemicals onsite could create a hazard to construction workers during the construction phase of the project. Impacts would be significant but mitigable (Class II).</p>	<p>HAZ-4 Soil Sampling and Remediation. Prior to issuance of any grading permits or site disturbance/tract improvements, a contaminated soil assessment shall be completed in the portions of land to be graded for development. Soil samples shall be collected under the supervision of a professional geologist or environmental professional to determine the presence or absence of contaminated soil in these areas. The sampling density shall be in accordance with guidance from the County of San Luis Obispo Environmental Health Services Division, so as to define the volume of soil that may require remediation. Laboratory analysis of soil samples shall be analyzed for the presence of organochlorine pesticides, in accordance with EPA Test Method SW8081A, and heavy metals in accordance with EPA Test Methods 6010B and 7471A. If soil sampling indicates the presence of pesticides or heavy metals exceeding applicable environmental screening levels, the soil assessment shall identify the volume of contaminated soil to be excavated.</p> <p>If concentrations of contaminants exceed EPA action levels and therefore warrant remediation, the applicant shall prepare a Contaminated Soils Assessment and Remediation Plan. The plan shall identify the contaminant, the volume of contaminated soil, treatment or remediation methods, and regulatory permits required to complete the remediation. Remediation activities shall require implementation of all applicable project</p>	<p>With implementation of Mitigation Measure HAZ-4, impacts related to exposure to potential residual agricultural chemicals would be reduced to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>construction requirements, including other construction-related mitigation measures identified in this EIR. All necessary reports, regulations and permits shall be followed to achieve cleanup of the site. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the County of San Luis Obispo Environmental Health Services Division, the RWQCB, or DTSC. All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests.</p> <p>Plan Requirements and Timing. Prior to issuance of any grading permits or site disturbance/tract improvements, a contaminated soil assessment shall be completed in the portions of land to be graded for development. The Contaminated Soils Assessment and Remediation Plan, if necessary, shall be submitted and approved by the city and applicable regulatory oversight agency prior to the issuance of project grading permits or site disturbance/tract improvements, whichever comes first.</p> <p>Monitoring. As applicable, the city shall ensure implementation of a remediation program according to the measures included therein and as approved by a regulatory oversight agency.</p>	
Hydrology and Water Quality		
<p>HWQ-1. During project construction, surface soil would be subject to erosion which may cause pollution of the downstream watershed. The project's impact on water quality during construction would be significant but mitigable (Class II).</p>	<p>HWQ-1(a) Stormwater Pollution Prevention Plan. All grading and construction activities shall be implemented pursuant to SWPPPs prepared for mass grading/tract improvements in the Specific Plan area as well as for development of each planning area within the Specific Plan area. The SWPPPs shall be prepared by the project applicant and submitted by the city to the Central Coast RWQCB under the NPDES Phase II program. At a minimum, the SWPPPs shall include the BMPs/source control measures and maintenance requirements included in the Stormwater Control Plan for the project. These measures include permanent and operation source control BMPs for landscaping, waste disposal, outdoor equipment storage, and parking, as follows:</p> <ul style="list-style-type: none"> a. Landscaping <ul style="list-style-type: none"> i. <i>Permanent</i> – Final landscaping plans that include: preservation of existing native trees, shrubs and ground cover to the maximum extent possible; landscaping designed to minimize over-irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution; and plant selections appropriate to site conditions to provide successful establishment. ii. <i>Operational</i> – Maintain landscaping using minimum or no pesticides; dispose of grass clippings, leaves, sticks, or other collected vegetation as green waste or by composting; do not dispose of collected vegetation into waterways or storm drainage systems; and use mulch or other erosion control measures on exposed soils. b. Refuse Areas <ul style="list-style-type: none"> i. <i>Permanent</i> – Signs posted on or near dumpsters with the words “Do not dump hazardous material here” 	<p>Implementation of Mitigation Measures HWQ-1(a) through HWQ-1(c), and compliance with existing regulations, would ensure that the potentially significant construction runoff and associated impacts to water quality would be reduced to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>or similar; and outdoor dumpsters to be covered and graded to landscape areas.</p> <p>ii. <i>Operational</i> – Adequate number of receptacles to be provided; inspect receptacles regularly; repair or replace leaky dumpsters, keep dumpsters covered, collect litter daily, and clean up spills immediately; and keep spill control materials available onsite.</p> <p>c. Outdoor equipment storage</p> <p>i. <i>Permanent</i> – Maintenance and construction vehicles to be parked/stored onsite; storage area paved and sufficiently impervious to contain leaks and spills; and parking area directed to gravel infiltration swale for infiltration before discharging from the site.</p> <p>ii. <i>Operational</i> – Clean up spills or leaks immediately; keep spill control materials available onsite; inspect vehicles and equipment being stored onsite to identify spills and leaks; and address appropriately to reduce future spills and leaks.</p> <p>d. Parking Areas</p> <p>i. <i>Operational</i> – Sweep parking areas regularly to prevent accumulation of litter and debris; collect debris from pressure washing to prevent entry into the storm drain system; and collect wash water containing any cleaning agent or degreaser and discharge to the sanitary sewer.</p> <p>Maintenance requirements include:</p> <p>a. Monthly inspections of the bio-retention landscape area and swale for litter, debris, leaves, dead vegetation, and anything else that might interfere with flow and infiltration.</p> <p>b. After storm events, determining whether bio-retention swale area is draining correctly.</p> <p>c. Annual and after storm event inspections of discharge locations for gullies, washouts, evidence of uncontrolled surface water flow, or erosion to the existing slope.</p> <p>d. Annual inspections for growth of trees or invasive plants in the bio-retention swale.</p> <p>e. Annual and after storm event inspections of gravel swale for potential contaminants from spills or illicit discharge.</p> <p>Plan Requirements and Timing. The project applicant shall prepare SWPPPs that identify construction-related staging and maintenance areas, and at a minimum, the BMPs/source control measures and maintenance requirements included in the Stormwater Control Plan. The SWPPP and notices shall be submitted for review and approval by the city prior to the initiation of tract improvements, grading, or construction.</p> <p>Monitoring. The city shall ensure compliance with the SWPPPs. A Geotechnical Engineer or an Engineering Geologist shall monitor technical aspects of the grading activities, including installation of the drainage outlets and associated headwalls and aprons. The city shall also inspect the site during grading to monitor runoff and after conclusion of grading activities.</p> <p>HWQ-1(b) Berms and Basins. As specified in the SWPPP, the applicant shall be required to manage and control runoff by constructing temporary berms, sediment basins, runoff diversions, or alternative BMPs as approved by the Central Coast RWQCB as part of the SWPPP submittal, in order to avoid unnecessary siltation into local</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>streams during construction activities where grading and construction shall occur in the vicinity of such streams.</p> <p>Plan Requirements and Timing. Berms and basins shall be constructed when grading commences. The project applicant shall sufficiently document, to the Central Coast RWQCB's satisfaction, the proper installation of such berms and basins during grading.</p> <p>Monitoring. The city shall ensure berms, sediment basins, runoff diversions, or alternative BMPs are included on project construction plans prior to approval. The city shall also inspect the site during grading to monitor compliance with this measure.</p> <p>HWQ-1(c) Erosion and Sediment Control Plan. As specified in the SWPPP and the city's Stormwater Control ordinance, the applicant shall be required to prepare and submit site-specific erosion and sediment control plans for mass grading/tract improvements in the Specific Plan area as well as for development of each planning area within the Specific Plan area. The plans shall be designed to minimize erosion and water quality impacts, to the extent feasible, and shall be consistent with the requirements of the project's SWPPPs. The plans shall include the following:</p> <ul style="list-style-type: none"> a. Graded areas shall be revegetated with deep-rooted, native, non-invasive drought tolerant species to minimize slope failure and erosion potential. Geotextile fabrics shall be used as necessary to hold slope soils until vegetation is established; b. Temporary storage of construction equipment shall be limited to a minimum of 100 feet away from drainages on the project site; c. Erosion control structures shall be installed; d. Demonstrate peak flows and runoff for each phase of construction; and e. Be coordinated with habitat restoration efforts, including measures to minimize removal of riparian and wetland habitats and trees (Mitigation Measures BIO-2, BIO-3[a], BIO-3[b], BIO-3[c], BIO-4[a], and BIO-4[b]). <p>Erosion and sediment control plans shall be submitted for review and approval by the city. The applicant shall ensure installation of erosion control structures prior to beginning of construction of any structures, subject to review and approval by the city.</p> <p>Plan Requirements and Timing. The project applicant shall prepare site-specific erosion and sediment control plans consistent with the requirements of the SWPPPs. The erosion and sediment control plans shall be submitted for review and approval by the city prior to the initiation of grading and/or construction.</p> <p>Monitoring. The city shall ensure compliance with the erosion and sediment control plans. The city shall also inspect the site during grading to monitor runoff and after conclusion of grading activities.</p>	

Impact	Mitigation Measure (s)	Significance After Mitigation
<p>HWQ-3. During operation, the proposed residential and commercial uses would increase the quantities of pollutants associated with urban uses. The project’s impact on water quality would be significant but mitigable (Class II).</p>	<p>HWQ-3(a) Stormwater Quality Treatment Controls. Best Management Practice (BMP) devices shall be incorporated into the stormwater quality system depicted in the erosion and sediment control plan (refer to Mitigation Measure HWQ-1[c]). BMPs shall include, at a minimum, the BMPs/source control measures and maintenance requirements included in Stormwater Control Plans. These measures include permanent and operation source control BMPs for landscaping, waste disposal, outdoor equipment storage, and parking (refer to Mitigation Measure HWQ-1[a]).</p> <p>Plan Requirements and Timing. The BMPs for stormwater quality shall be shown on project design plans and submitted for review by the city prior to approval of final project plans.</p> <p>Monitoring. The city shall monitor project compliance with the BMPs prior to acceptance of the grading, the occupancy of residents, and/or permit finals. The city may also periodically inspect the site to ensure compliance.</p> <p>HWQ-3(b) Stormwater Best Management Practice Maintenance Manual. The project applicant shall prepare a development maintenance manual for the stormwater quality system/Low Impact Development Best Management Practices (BMPs). The maintenance manual shall include detailed procedures for maintenance and operations of all stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer’s or designer’s maintenance specifications. The manual shall require that devices be cleaned annually prior to the onset of the rainy season (i.e., October 15th) and immediately after the end of the rainy season (i.e., May 15th). The manual shall also require that all devices be checked after major storm events.</p> <p>Plan Requirements and Timing. The project applicant shall prepare development maintenance manual as specified in this measure. The development maintenance manual shall be submitted for review and approval by the city prior to approval of grading and public improvement plans.</p> <p>Monitoring. The city shall ensure compliance with the requirements in the development maintenance manual as required by the state. The city may also inspect the site after occupancy to ensure implementation of the requirements in the development maintenance manual.</p> <p>HWQ-3(c) Stormwater BMP Semi-Annual Maintenance Report. The property manager(s) or acceptable maintenance organization shall submit to the City of Paso Robles Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15th and May 15th of each year). The requirement for maintenance and report submittal shall be recorded against the property.</p> <p>Plan Requirements and Timing. The applicant shall demonstrate inclusion of BMPs within the tentative tract maps, and utilities plans, which shall be submitted for review and approval by the city prior to development plan approval and final tentative tract map recordation. Monitoring. The city shall review and approve the required plans and maintenance manual with tentative tract map approval.</p>	<p>Implementation of Mitigation Measures HWQ-3(a) through HWQ-3(c) as well as compliance with the Central Coast RWQCB’s Post Construction Requirements, NPDES discharge permits, and the requirements of the city’s Stormwater Control ordinance would ensure that the potentially significant impacts to water quality resulting from pollutants from urban uses included in the project would be reduced to a less than significant level.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
Land Use/Planning		
LU-2. With implementation of the mitigation measures in this EIR, the project would be consistent with applicable city policies and standards, and the land use strategy in SLOCOG's 2019 regional transportation plan. This impact would be less than significant with mitigation (Class II).	This impact would not require additional mitigation measures beyond applicable measures included in other section of this EIR, including those referenced in the statements of consistency/conflict in Table 4.11-1.	Implementation of the mitigation measures referenced in the statements of consistency/conflict in Table 4.11-1 would reduce the project's potential impacts resulting from potential inconsistencies with the applicable land use plans, policies, or regulations to a less than significant level.
Noise		
N-2. Future development in the Specific Plan area may include stationary sources of noise that could result in noise levels that would exceed the City's applicable noise standards at existing noise-sensitive land uses. This impact would be significant but mitigable (Class II).	<p>N-2 Acoustical Assessments for Stationary Noise Sources. The Specific Plan shall include a policy or development standard that requires applicants for new development in the Specific Plan area to provide an acoustical assessment prepared by a qualified professional that meet the following criteria:</p> <ul style="list-style-type: none"> a. New multi-family residential land uses that include centralized HVAC equipment located within 250 feet of existing noise-sensitive land uses; b. New commercial land uses within 825 feet of existing noise-sensitive land uses; c. New music venues or land uses that include exterior PA systems; and d. New school land uses within 825 feet of existing noise-sensitive land uses. <p>The required acoustical assessments shall evaluate potential noise impacts attributable to proposed non-transportation noise sources. Where an acoustical assessment determines that non-transportation source noise levels would exceed applicable city noise standards, noise reduction measures shall be incorporated sufficient to reduce operational noise levels below the city's noise exposure standards for stationary noise sources. Such noise reduction measures may include but are not limited to, the incorporation of setbacks, sound barriers, berms, hourly limitations, or equipment enclosures. The emphasis of such noise reduction measures shall be placed upon site planning and project design. As an alternative to preparing an acoustical assessment for an HVAC noise source, residential uses may provide documentation to the city that the planned HVAC equipment (including manufacturer-recommended shielding) does not produce noise in excess of 65 dBA at a distance of 75 feet from the source.</p> <p>Plan Requirements and Timing. The final Specific Plan shall include the required language prior to approval. Applicants shall submit required reporting prepared by a qualified professional to the city. Identified noise reduction measures shall be incorporated into project site plans prior to the issuance of grading and building</p>	With implementation of Mitigation Measure N-2, this impact would be less than significant.

Impact	Mitigation Measure (s)	Significance After Mitigation
<p>N-3. The project would result in temporary noise in the Specific Plan area vicinity during the construction phase. Construction noise levels could potentially exceed 80 dBA Leq, which would result in a potentially significant temporary noise impact. This impact would be significant but mitigable (Class II).</p>	<p>permits.</p> <p>Monitoring. The city shall verify compliance in accordance with approved building plans.</p>	
	<p>N-3 Construction Equipment Noise Best Management Practices. For all construction activities in the Specific Plan area, noise attenuation techniques shall be employed to ensure that noise levels are minimized. Such techniques shall include:</p> <ul style="list-style-type: none"> a. Unless otherwise provided for in a validly issued permit or approval, noise-generating construction activities shall be limited to the hours of 7:00 AM and 7:00 PM. Noise-generating construction activities shall not occur on Sundays or federal holidays. b. Construction equipment shall be properly maintained and equipped with noise reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers’ recommendations. Equipment-engine shrouds shall be closed during equipment operation. c. Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance. d. Construction vehicles and haul trucks shall utilize roadways which avoid residential neighborhoods and sensitive receptors where possible. Applicants shall submit a proposed construction vehicle and hauling route for city review and approval prior to grading/building permit issuance. The approved construction vehicle and hauling route shall be used for soil hauling trips prior to construction as well as for the duration of construction. e. A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive noise. The liaison shall work directly with the construction contractor to ensure implementation of the appropriate noise reduction measures to address public concerns and to ensure that construction-generated noise levels would not exceed commonly applied noise criteria at nearby noise-sensitive land uses (e.g., 80 dBA Leq). Signage shall be posted at the site perimeter identifying the public liaison’s contact information. f. Temporary barriers shall be installed where noise-generating construction activities would occur within 50 feet of an occupied noise-sensitive land use. Temporary noise barriers shall be constructed of sound curtains/blankets, wood, or material of similar density and usage, to a minimum height of 6 feet above ground level. g. Staging and queuing areas shall be located a minimum of 1,000 feet from nearby noise sensitive land uses identified in the project area at the time of construction (or at the furthest distance possible where a suitable location over 1,000 feet from noise sensitive land uses cannot be identified). h. Stationary equipment (e.g., generators, compressors) shall be located a minimum of 1,000 feet from nearby noise-sensitive land use identified in the project area at the time of construction (or at the furthest distance possible where a suitable location over 1,000 feet from noise-sensitive land uses cannot be identified). <p>Plan Requirements and Timing. Construction plans shall note construction hours, truck routes, and construction Best Management Practices (BMPs) and shall be submitted to the city for approval prior to grading</p>	<p>With the implementation of Mitigation Measure N-3 this impact would be less than significant.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
	<p>and building permit issuance for each project phase. BMPs shall be identified and described for submittal to the city for review prior to building or grading permit issuance. BMPs shall be adhered to for the duration of the project. The schedule and neighboring property owner notification mailing list shall be submitted 10 days prior to initiation of any earth movement.</p> <p>Monitoring. The city shall confirm that construction noise reduction measures are incorporated in plans prior to approval of grading/building permit issuance. The city shall ensure compliance throughout all construction phases. Building inspectors and permit compliance staff shall periodically inspect the site for compliance with activity schedules and respond to complaints.</p>	
<p>N-4. The project would result in groundborne vibration in the specific plan area vicinity, primarily during the construction phase. Vibration levels during project construction would not cause damage to nearby structures or substantially impact residents in nearby dwellings. This impact would be significant but mitigable (Class II).</p>	<p>N-4 Construction Equipment Vibration Best Management Practices. For all construction activities in the Specific Plan area, vibration attenuation techniques shall be employed to ensure that groundborne vibration levels are minimized. Vibration-minimizing techniques shall include:</p> <ul style="list-style-type: none"> a. Unless otherwise provided for in a validly issued permit or approval, vibration-generating construction activities shall be limited to the hours of 7:00 AM and 7:00 PM. vibration-generating construction activities shall not occur on Sundays or federal holidays. b. Groundborne vibration levels near sensitive receptors shall be minimized by limiting the duration of compactor operation within 250 feet of existing residential receptors to a maximum of 2 hours per day. c. A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive groundborne vibration. The liaison shall work directly with the construction contractor to ensure implementation of the appropriate vibration reduction measures to address public concerns and to ensure that groundborne vibration levels would not exceed commonly applied vibration criteria at nearby noise-sensitive land uses (e.g., 85 VdB). Signage shall be posted at the site perimeter identifying the public liaison's contact information. <p>Plan Requirements and Timing. Construction plans shall note construction hours and vibration Best Management Practices (BMPs) and shall be submitted to the city for approval prior to grading and building permit issuance for each project phase. BMPs shall be identified and described for submittal to the city for review prior to building or grading permit issuance. BMPs shall be adhered to for the duration of the project. The schedule and neighboring property owner notification mailing list shall be submitted 10 days prior to initiation of any earth movement.</p> <p>Monitoring. The city shall confirm that construction vibration reduction measures are incorporated in plans prior to approval of grading/building permit issuance. The city shall ensure compliance throughout all construction phases. Building inspectors and permit compliance staff shall periodically inspect the site for compliance with activity schedules and respond to complaints.</p>	<p>With the implementation of Mitigation Measure N-4 this impact would be less than significant.</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
Transportation/Traffic		
T-5. Construction of the project would not result in a significant increase in transportation hazards in the area with the implementation of a Traffic Control Plan. However, the proposed shared parking and bike lanes along Scott Street do not meet required standards as depicted in the proposed Specific Plan. The project's impact on hazardous design features would be significant but mitigable (Class II).	<p>T-5 Shared Parking and Bike Lane Standard. In locations where shared parking and bike lanes are proposed, a minimum 13-foot lane shall be constructed, consistent with city's Standard Construction Drawings. A Class II bike lane shall be striped consistent with the Bicycle and Pedestrian Master Plan.</p> <p>Plan Requirements and Timing. The roadway plans and construction details shall be shown on final design plans and submitted for review by the city prior to approval of final design plans.</p> <p>Monitoring. The city shall ensure compliance with arterial roadway lane standards prior to final of grading permits.</p>	Implementation of Mitigation Measure T-5 as well as compliance with city's General Plan Circulation Element Policies and City Engineering Standards and Specifications would ensure proposed vehicle and multi-modal circulation facilities would not substantially increase a design hazard and would reduce potential impacts of arterial travel lanes and shared parking and bike lanes to a less than significant level.
Class II Cumulative Impacts (Significant but Mitigable)		
Aesthetics		
Cumulative impacts to visual character.	Mitigation Measure AES-2 would apply.	Class III (less than significant).
Agricultural Resources		
Cumulative impacts due to conversion of farmland to non-agricultural use.	Mitigation Measures AG-2(a) and AG-2(b) would apply.	Class III (less than significant).
Biological Resources		
Cumulative impacts to biological resources.	Mitigation Measures BIO-1(a), BIO-2, BIO-3(b), and BIO-4(a) would apply	Class III (less than significant).
Energy		
Cumulative energy impacts.	Mitigation Measure GHG-2 would apply.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
Greenhouse Gas Emissions		
Cumulative impacts related to GHG emissions.	Mitigation Measure GHG-2 would apply	Class III (less than significant).
Land Use/Planning		
Cumulative impacts associated with land use changes.	Mitigation measures in Sections 4.1 through 4.17 would apply.	Class III (less than significant).
Noise		
Cumulative construction noise impacts.	Mitigation Measure N-3 would apply.	Class III (less than significant).
Class III Impacts (Less than Significant)		
Aesthetics		
AES-1. The Specific Plan area is designated by the Paso Robles General Plan for Specific Plan implementation and associated residential development. Therefore, the project would not result in unanticipated changes to public views or adverse effects on scenic vistas in the area. This impact would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
AES-3. The project would introduce new sources of light and glare that would increase light levels in the Specific Plan area vicinity with the possibility of adversely affecting daytime and nighttime views.	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
Compliance with General Plan Policy LU-2D, including development of a city-approved lighting plan would ensure that this impact would remain less than significant (Class III).		
Agricultural Resources		
AG-1. The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as mapped by the FMMP to non-agricultural uses. Impacts would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Cultural Resources		
CR-1. The project would result in the demolition and removal of structures on the Olsen Ranchstead and the Goulart Ranchstead. These structures do not meet the eligibility criteria for listing in the California Register of Historic Resources or otherwise constitute historical resources for the purposes of CEQA. As a result, this impact would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
CR-3. Ground-disturbing activities in the Specific Plan area have the potential to disturb unidentified human remains. Compliance with applicable Public Health and Safety Code and Public Resources Code requirements would ensure that unanticipated discovery of human remains would be addressed appropriately by the County Coroner and NAHC (if required). Therefore, this impact would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Energy		
E-1. Project construction and operation would require temporary and long-term consumption of energy resources. However, the project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
Geology/Soils		
GEO-1. The project site may be subject to strong ground shaking, which could cause fill material to settle; destabilize slopes; and damage structures, property, utilities, road access, and people. Compliance with local, state, and federal regulations would ensure impacts related to ground shaking remain less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Greenhouse Gas Emissions		
GHG-1. Project construction and operation would generate temporary and long-term increases in GHG emissions. These emissions would not result in a potentially significant contribution to climate change. This impact would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Hazards and Hazardous Materials		
HAZ-1. Construction and operation of the proposed residential and commercial uses could result in the accidental release of hazardous materials. However, compliance with applicable regulations	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
related to the handling, transport, and storage of hazardous materials would minimize the risk of potential exposure to these substances, resulting in a less than significant impact (Class III).		
HAZ-3. No schools are located within one-quarter mile of the Specific Plan area. However, the project includes a proposed school site within the Specific Plan area. Compliance with existing federal, state, and local regulations would ensure that hazardous materials impacts to schools would remain less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
HAZ-5. Asbestos Containing Material and Lead Based Paint (LBP) may be present in existing on-site structures. Demolition of these structures would be required to comply with applicable state and local policies and regulations for the control and remediation of hazardous materials to prevent human exposure. Therefore, this impact would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
HAZ-6. Development would not interfere with any emergency evacuation routes in the event of a disaster. Therefore, impacts would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
HAZ-7. The project would be located adjacent to identified moderate to high fire hazard areas designated by Cal Fire. However, compliance with existing regulations pertaining to fire management would ensure potential impacts associated with wildland fire hazards would remain less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Hydrology and Water Quality		
HWQ-2. The project would alter the existing drainage pattern and increase impervious surface area in the Specific Plan area. the proposed detention and existing drainage facilities would not result in an increase in post-development peak runoff from the project site. Project impacts to existing drainage patterns would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
<p>HWQ-4. Approximately eight acres of the Specific Plan area are located within the existing 100-year flood zone. The project would place housing, roadways, and community park space within this 100-year flood zone area, which could increase risks of pollutant release upon inundation. With required preparation of a Conditional Letter of Map Revision (CLOMR) application and receipt of a Letter of Map Revision (LOMR) from FEMA, potential impacts due to flood hazards and pollution as a result of flooding would be less than significant (Class III).</p>	<p>No mitigation measures are required.</p>	<p>Class III (less than significant).</p>
Land Use/Planning		
<p>Impact LU-1. The project would facilitate development of a large, primarily undeveloped area in the City, and would extend circulation routes through the southeastern portion of the City. The project would not divide an established community, and this impact would be less than significant (Class III).</p>	<p>No mitigation measures are required.</p>	<p>Class III (less than significant).</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
Noise		
Impact N-1. Long-term traffic generated by Specific Plan area development would increase local traffic noise levels. The anticipated increase in local traffic noise under existing, near-term and cumulative conditions would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Population/Housing		
PH-1. The project would not result in growth in the planning area that is substantially greater than projected in the SLOCOG regional growth forecast or City's General Plan. This impact would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
PH-2. Implementation of the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Impacts would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
Public Services		
PS-1. The Specific Plan would increase the demand for fire protection services, such that new or expanded facilities would be needed to meet the City's standard response time and level of service standard. Potential impacts would be offset by collection of the CFD Special Tax. Impacts related to the provision of fire protection services would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
PS-2. The Specific Plan would not impact police services such that new or expanded facilities would be required. Impacts to police protection services would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
PS-3. Development facilitated by the specific plan would increase the demand for schools such that new facilities and staff would be required to provide additional student capacity. Through the required payment of state-mandated impact mitigation fees, and inclusion of a School Site Overlay for an elementary school in the Specific Plan, potential	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
impacts to public schools would be less than significant (Class III).		
PS-4. The Specific Plan would increase demand for library services. However, through the required payment of the CFD special Tax, potential impacts to library services and facilities would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Recreation		
REC-1. The project would accommodate new residents in the City of Paso Robles who would use existing and planned parks and recreation facilities. Provision of on-site parks and recreation facilities would meet the adopted City parkland standard for the Specific Plan Area. Therefore, impacts to parks and recreational facilities would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Transportation/Traffic		
Impact T-6. Implementation of the project would not result in inadequate emergency access. This impact would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
Utilities/Service Systems		
Impact U-1. The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. In addition, the City WWTP has adequate capacity to meet the project's anticipated wastewater demand. Therefore, impacts to water, wastewater treatment or storm water drainage, electric power, natural gas, and telecommunications facilities, and WWTP capacity, would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Impact U-2. The project would result in a net increase in City water use by 341.7 AFY. This level of demand can be supported by the City's existing water sources in both normal and drought conditions. Impacts to water supply would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
U-3. The project would not result in exceedance of the Paso Robles Landfill permitted daily throughout or permitted total capacity and would comply with all applicable federal, state, and local regulations for solid waste. Therefore, impacts related to solid waste would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Class III Cumulative Impacts (Less than Significant)		
Aesthetics and Visual Resources		
Cumulative impacts associated with new sources of lighting and glare.	No mitigation measures are required.	Class III (less than significant).
Cumulative impacts to visual resources	No mitigation measures are required.	Class III (less than significant).
Agricultural Resources		
Cumulative impacts to agricultural resources.	No mitigation measures are required.	Class III (less than significant).
Cultural Resources and Tribal Cultural Resources		
Cumulative impacts to cultural resources.	No mitigation measures are required.	Class III (less than significant).
Geology/Soils		
Cumulative impacts related to geological hazards.	No mitigation measures are required.	Class III (less than significant).
Hazards and Hazardous Materials		
Cumulative impacts related to hazards and hazardous materials.	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
Hydrology and Water Quality		
Cumulative impacts to hydrology and water quality.	No mitigation measures are required.	Class III (less than significant).
Population and Housing		
Cumulative impacts to population and housing.	No mitigation measures are required.	Class III (less than significant).
Public Services		
Cumulative impacts to public services.	No mitigation measures are required.	Class III (less than significant).
Recreation		
Cumulative impacts to parks and recreational facilities.	No mitigation measures are required.	Class III (less than significant).
Utilities/Service Systems		
Cumulative impacts to utilities and service systems.	No mitigation measures are required.	Class III (less than significant).

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1 Introduction

This document is an Environmental Impact Report (EIR) that examines the potential effects of approving a Specific Plan and constructing a development project that implements that plan, on an approximately 358-acre site in the City of Paso Robles. This section discusses (1) the project and EIR background; (2) the legal basis for preparing an EIR; (3) the scope and content of the EIR; (4) the lead, responsible, and trustee agencies; and (5) the environmental review process required under the California Environmental Quality Act (CEQA). The proposed project is described in detail in Section 2.0, *Project Description*.

1.1 Project Background

1.1.1 Summary of Proposed Project

The Olsen/South Chandler Ranch Specific Plan project consists of:

- A proposed Specific Plan;
- General Plan amendment;
- Zone change;
- Multiple tentative tract maps;
- Oak tree removal permit;
- Abandonment of portions of public roadways including approximately 17,402 square feet of the Condict Boulevard entrance to the Our Town development, approximately 10,084 square feet of Fontana Road, and approximately 9,668 square feet of Linne Road;
- Development Agreement; and
- Formation of a Community Facilities District for a 358-acre project site.

The 358-acre Specific Plan area is located in the City of Paso Robles on the east side of the city and adjacent to unincorporated San Luis Obispo County lands. The Specific Plan area is comprised of the Olsen Ranch property and the southern portion of the Chandler Ranch property (South Chandler Ranch), the Our Town subdivision tract, and the Centex properties, identified by the following assessor's parcel numbers (APNs):

- 009-795-001 through 009-795-006;
- 009-796-001 through 009-796-028;
- 009-797-001 through 009-797-008;
- 009-797-010 through 009-797-015;
- 009-797-017 through 009-797-021;
- 009-797-023 through 009-797-028;
- 009-798-001;
- 009-798-003;
- 025-381-001; and
- 025-381-005.

The project is intended to be consistent with the development parameters described in the City of Paso Robles 2014 General Plan Update EIR and the 2011 Circulation Element Final EIR. The project includes 1,293 residential units with portions of the site preserved for open space/recreational uses. The project would be constructed in three phases.

1.1.2 Previous Specific Plan Efforts

The City's General Plan requires both the Olsen Ranch and Chandler Ranch properties to have adopted Specific Plans prior to development of the properties. The southern part of the Olsen Ranch was one of several expansion areas to the City's Sphere of Influence addressed in the 2014 update of the General Plan Land Use Element. At that time, the Olsen Ranch property was assigned a growth potential of 673 dwelling units and the larger Chandler Ranch property was assigned a growth potential of 1,439 units, based on an earlier Specific Plan effort and the Sphere of Influence expansion considered in the Land Use Element.

The South Chandler Ranch parcels were part of an earlier Specific Plan that covered the larger Chandler Ranch, which was annexed to the city in 1980. The Chandler Ranch Area Specific Plan envisioned up to 1,439 units on the larger Chandler Ranch property. A Specific Plan effort during the early 2000s led to the completion of a Draft and Final EIR in 2006. The smaller southern portion of the property was then split from the larger portion of the property to the north. Based on the existing zoning, the city has determined that the General Plan Land Use Element would allow 560 dwelling units on the South Chandler Ranch property.

In the early 2000s, Olsen Ranch was combined with the nearby Beechwood Area in a Specific Plan effort. The Olsen Ranch/Beechwood Specific Plan maintained the 2003 growth potential of up to 673 units on the Olsen Ranch property. A draft Specific Plan and administrative draft EIR were completed in 2006; however, the Specific Plan effort was ultimately not completed. When the Olsen/Beechwood Specific Plan was reinitiated later that year, the two areas separated into two separate Specific Plan efforts.

1.1.3 Relationship of the Project to the Land Use Element

The Olsen Ranch and Chandler Ranch properties are identified as Specific Plan areas in the Paso Robles General Plan Land Use Element. To be approved, the Specific Plan must meet dwelling unit and population limits prescribed in Policy LU-1A of the Land Use Element, and the more detailed procedural review and community standards in Policy LU-2G. The project's development standards and design principles reflect the city's objectives for the Specific Plan process, pending site-specific environmental review. This EIR provides the environmental review that describes the consistency of the combined Specific Plan that includes both the Olsen Ranch and South Chandler Ranch properties with the Land Use Element performance standards, or the need to deviate from those standards based on environmental constraints.

1.2 Environmental Impact Report Background

The City of Paso Robles distributed a Notice of Preparation (NOP) of the EIR for a 30-day agency and public scoping period starting on January 28, 2019 and ending on February 26, 2019. In addition, the city held an EIR Scoping Meeting on January 30, 2019 at Paso Robles City Hall. The meeting provided information about the project to members of public agencies, interested stakeholders, and residents/community members. The city received verbal and written comments during the EIR Scoping Meeting. The NOP is presented in Appendix A of this EIR. Table 1-1 summarizes the written

and verbal comments received during the public scoping period, and where in the EIR the issues raised are addressed.

Table 1-1 NOP Comments and EIR Response

Comment Topic/Request	How and Where it was Addressed
<ul style="list-style-type: none"> Common areas and recreational areas 	Recreational impacts are addressed in Section 4.15, <i>Recreation</i> .
<ul style="list-style-type: none"> Affordable workforce housing City resident noted the mix of housing provided by the project Increased population 	Housing and population impacts are addressed in Section 4.13, <i>Population/Housing</i> .
<ul style="list-style-type: none"> Visual effects of fencing bordering the adjacent residences; lighting Potential change of visual quality of the city 	Visual and aesthetic impacts are addressed in Section 4.1, <i>Aesthetics/Visual Resources</i> .
<ul style="list-style-type: none"> View impacts Security issues and police/fire department infrastructure Potential impacts to city schools 	Public services impacts are addressed in Section 4.14, <i>Public Services</i> .
<ul style="list-style-type: none"> Potential traffic congestion and freeway access How the project may improve roadway circulation Roadway capacity for large construction trucks Access points and bridges Traffic safety Potential congestion due to construction 	Transportation and traffic are addressed in Section 4.15, <i>Transportation/Traffic</i> .
<ul style="list-style-type: none"> Water supply and drought conditions City wastewater capacity 	Utilities and service systems impacts are addressed in Section 4.16, <i>Utilities/Service Systems</i> .
<ul style="list-style-type: none"> Potential noise impacts associated with the event center 	Noise impacts are addressed in Section 4.12, <i>Noise</i> .
<ul style="list-style-type: none"> Maintenance of the project and associated financial effects 	The scope of CEQA is limited to the physical environmental effects of a project; as a result, economic and fiscal impacts are not evaluated in this EIR.
<ul style="list-style-type: none"> Potential flooding issues Importance of preserving the natural drainage channel on-site 	Water quality and hydrology impacts are addressed in Section 4.10, <i>Hydrology/Water Quality</i> .
<ul style="list-style-type: none"> Energy and heating sources, such as solar and natural gas 	Energy impacts are addressed in Section 4.6, <i>Energy</i> .
<ul style="list-style-type: none"> Grading on-site 	Geology and soils impacts are addressed in Section 4.7, <i>Geology/Soils</i> .
<ul style="list-style-type: none"> Evacuation routes and capacity 	Hazards and hazardous materials impacts are addressed in Section 4.9, <i>Hazards and Hazardous Materials</i> .
<ul style="list-style-type: none"> Potential impacts to natural habitats and oak trees 	Biological resources impacts are addressed in Section 4.4, <i>Biological Resources</i> .
<ul style="list-style-type: none"> Rezoning 	Land use and planning impacts are addressed in Section 4.11, <i>Land Use/Planning</i> .

1.3 Purpose and Legal Authority

Several of the project's proposed actions: adoption of the Specific Plan, amendments to the General Plan, rezone, approval of multiple tentative tract maps, approval of an oak tree removal permit, abandonment of portions of the Condict Boulevard public right-of-way spur in the Our Town development, Development Agreement, and formation of a Community Facilities District, are discretionary actions requiring approval of the City Council. Therefore, the project is subject to the requirements of CEQA. In accordance with Section 15121 of the State CEQA Guidelines, the purpose of this EIR is to serve as an informational document that:

...will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

This EIR is meant to serve as an informational document for the public, reviewing agencies, and City of Paso Robles decision-makers. The process will culminate with Planning Commission and City Council hearings to consider certification of a Final EIR as well as the project's requested approvals.

The project is a Specific Plan and conceptual development plan which may support tiering of CEQA analysis for future projects in the Specific Plan area. "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a specific plan) with later environmental analysis on narrower projects, incorporating by reference the information and conclusions from the broader EIR, and concentrating the later environmental analysis solely on the issues specific to the later project. However, because the proposed project includes tentative tract maps for development of the Specific Plan area, this EIR contains a project-level environmental review that fulfills the requirements of a project-level EIR. As defined in State CEQA Guidelines Section 15161, a project-level EIR:

...examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.

Pursuant to State CEQA Guidelines Section 15182, "where a public agency has prepared an EIR on a specific plan after January 1, 1980, no EIR or negative declaration need be prepared for a residential project undertaken pursuant to and in conformity to that specific plan," as long as the residential project is within the scope of the EIR, no new environmental effects are anticipated to occur, and no new mitigation measures are required for the residential project.

1.4 Scope and Content

This EIR addresses the environmental issues of focus based on responses to the NOP and scoping discussions among the public, consulting staff, and the City. The City of Paso Robles conducted an initial analysis of the proposed development's impacts through the NOP process. The environmental issues addressed in impact sections in this EIR include:

- Aesthetics/Visual Resources
- Agriculture and Forestry Resources
- Air Quality

- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials (including wildfire)
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities/Service Systems

This EIR builds upon the analysis performed for the previous specific plans prepared for the properties, the City's 2014 General Plan Update EIR, and the City's 2011 Circulation Element Final EIR. For each of the issues referenced above, this EIR identifies potentially significant environmental impacts, including site-specific and cumulative effects of the project, in accordance with the provisions set forth in CEQA and the State CEQA Guidelines. Where possible, this EIR recommends feasible mitigation measures that would reduce or eliminate adverse environmental effects.

A discussion of cumulative impacts, which gives consideration to other projects in the vicinity, is provided in each resource section within Section 4, Environmental Impact Analysis. Cumulative project analyses represent a comprehensive assessment of potential impacts on city resources using a list of past, present, and probable future projects capable of producing related or cumulative impacts (refer to Section 3, Environmental Setting, for a discussion of the cumulative project setting).

Alternatives to the project consistent with CEQA requirements are considered to examine a reasonable range of approaches to minimize environmental impacts while achieving most of the project objectives. The alternatives to the project are evaluated in Section 6, Alternatives.

The analysis in this EIR relies on pertinent city policies and guidelines, existing EIRs and background documents prepared by the City, and documents that guide land use in the city. A full reference list is contained in Section 7, References.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The State CEQA Guidelines provide the standard of adequacy on which this document is based. The Guidelines state:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked

not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure. (Section 15151).

1.5 Lead, Responsible, and Trustee Agencies

The State CEQA Guidelines define “lead,” “responsible,” and “trustee” agencies. The City of Paso Robles is the lead agency for the project because it has the principal responsibility for approving the project. Discretionary approval of the project is vested with the Paso Robles City Council.

A “responsible agency” refers to public agencies other than the lead agency that has discretionary approval over the project. Other responsible agencies include the Army Corps of Engineers for review of a Nationwide or Individual permit (dependent upon the acreage of total wetland disturbance), California Department of Fish and Wildlife for a Streambed Alteration Agreement, Regional Water Quality Control Board (RWQCB) for Section 401 Water Quality Certification and the National Pollutant Discharge Elimination System (NPDES) Storm Water Permit, California Department of Transportation for any required improvements associated with State Route 46 and U.S. 101, Pacific Gas and Electric for any approvals associated with existing PG&E right-of-way in the Specific Plan area, Federal Emergency Management Agency for any required Letter of Map Revision applications related to the Flood Hazard Zone A floodplain revisions, and County of San Luis Obispo for any encroachment permits associated with road improvements on County-maintained roads.

A “trustee agency” refers to a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. The California Department of Fish and Wildlife (CDFW) has jurisdiction over biological resources, including Waters of the State and rare and endangered plant species, which may be affected by project development, and is a trustee agency.

1.6 Environmental Review Process

The environmental impact review process, as required under CEQA, is summarized below. The steps are presented in sequential order.

1. **Notice of Preparation (NOP) and Initial Study.** After deciding that an EIR is required, the lead agency (City of Paso Robles) must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (State CEQA Guidelines Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk’s office for 30 days. The NOP may be accompanied by an Initial Study that identifies the issue areas for which the project could create significant environmental impacts.
2. **Draft EIR Prepared.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Public Notice and Review.** A lead agency must prepare a Notice of Availability of an EIR. The Notice must be placed in the County Clerk’s office for 30 days (Public Resources Code Section 21092). The lead agency must send a copy of its Notice to anyone requesting it (State CEQA Guidelines Section 15087). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: (a) publication in a newspaper of general

circulation; (b) posting on and off of the project site; or (c) direct mailing to owners and occupants of contiguous properties. The lead agency must consult with and request comments on the Draft EIR from responsible and trustee agencies, and adjacent cities and counties (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless a shorter period is approved by the Clearinghouse (Public Resources Code 21091).

4. **Final EIR.** A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision making body reviewed and considered the information in the Final EIR prior to approving a project (State CEQA Guidelines Section 15090).
6. **Lead Agency Project Decision.** The lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid significant environmental effects; or c) approve the project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (State CEQA Guidelines Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (State CEQA Guidelines Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination (NOD).** The lead agency must file a NOD after deciding to approve a project for which an EIR is prepared (State CEQA Guidelines Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30 day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

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2 Project Description

2.1 Summary

The project analyzed in this EIR is the proposed Olsen/South Chandler Ranch Specific Plan (OSCSP or “Specific Plan”). The Olsen/South Chandler Ranch project consists of:

- Specific Plan;
- General Plan amendment (Land Use Element, Housing Element, Parks and Recreation Element, and Safety Element);
- Zone change;
- Multiple tentative tract maps;
- Oak tree removal permit;
- Abandonment of portions of public roadways including approximately 17,402 square feet of the Condict Boulevard entrance to the Our Town development, approximately 10,084 square feet of Fontana Road, and approximately 9,668 square feet of Linne Road;
- Development Agreement; and
- Formation of a Community Facilities District.

The project includes 1,293 residential units ranging from single-family (3 du/ac) to multi-family (20 du/ac); a Neighborhood Commercial Overlay District that would support up to 9,800 square feet of non-residential use; a School Overlay District that would allow development of a public elementary school; approximately 29,335 square feet of community amenities including a community building (planned to operate as a farm stand and community-supported agriculture [CSA] office), a private recreational center (“The Overlook”), and a pool house; and recreational uses including parks and trails. Approximately 30 percent of the site would be preserved for open space/recreational uses. There are 174 native oak trees in the Specific Plan area, approximately 49 (28%) of which would be removed. The site would be mass graded and would require the movement of approximately one million cubic yards of earth. The project would be constructed in three phases. The project is referred to by the applicant as the Vinedo Specific Plan and is described in detail in the April 2019 Vinedo Specific Plan (Appendix B). The specific characteristics of the project are described below.

2.2 Project Proponent

Olsen Ranch 212, LLC
c/o Michael Naggar
629 Dufranc Avenue
Sebastopol, California 95472
(951) 551-7730

2.3 Lead Agency Contact Person

Darren Nash, City Planner
City of Paso Robles, Community Development Department
1000 Spring Street
Paso Robles, California 93446
(805) 237-3970

2.4 Project Location

The 358-acre Specific Plan area is located in Paso Robles on the east side of the city and adjacent to unincorporated San Luis Obispo County lands. The Specific Plan area includes the Olsen Ranch property and southern portion of the Chandler Ranch property, referred to as South Chandler Ranch herein. The northern portion of the Chandler Ranch property is under separate ownership and is not included in the Specific Plan. The Specific Plan area also includes the 1960-area “Our Town” subdivision tract (Tract 232) north of Aaroe Road, and the “Centex” property north of Linne Road, between the Olsen Ranch and South Chandler Ranch properties.

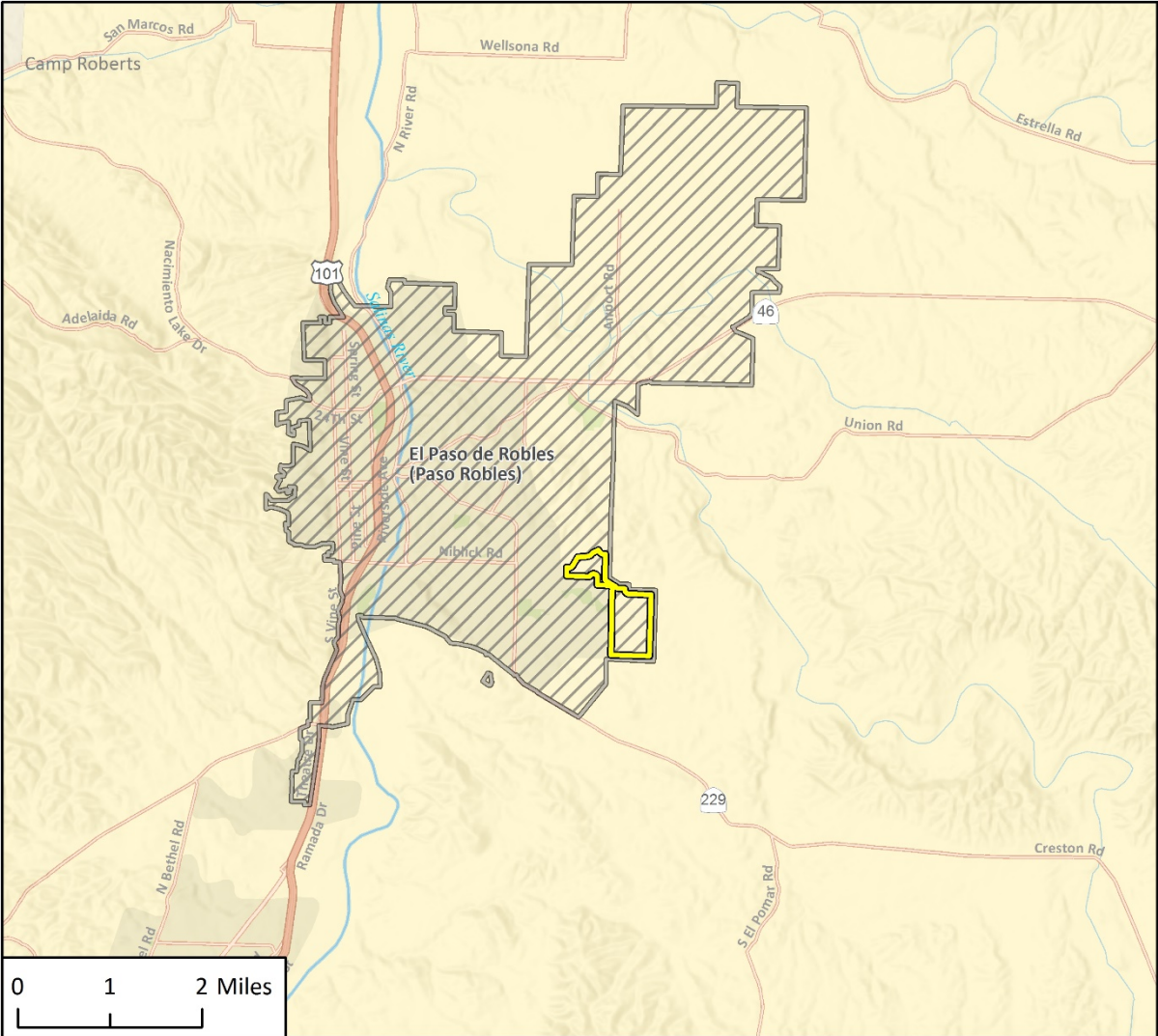
The southern part of Olsen Ranch was one of several expansion areas to the City’s Sphere of Influence addressed in the 2014 update of the General Plan Land Use Element. The South Chandler Ranch parcels were also part of an earlier Specific Plan that covered the larger Chandler Ranch, which was annexed to the city in 1980. A Specific Plan effort during the early 2000s led to the completion of a Draft and Final EIR in 2006. In February 2017, the City approved by resolution a request to initiate a General Plan amendment to split the Chandler Ranch property into two separate specific plan areas and allocate residential density for the two specific plan areas. (Resolution No. 17-021). In the early 2000s, Olsen Ranch was combined with the nearby Beechwood Area in a Specific Plan effort, which was not completed. A draft Specific Plan was completed in 2006, and an administrative Draft EIR was also completed at that time. When the Olsen Ranch/Beechwood Specific Plan was reinitiated in 2006, the two areas were separated into separate Specific Plan efforts.

The Olsen Ranch property is bound by Linne Road to the north, Hanson Road to the east, Meadowlark Road to the south, and Poppy Lane to the west. The South Chandler Ranch property is bounded Fontana Road to the west, Linne Road to the south, and agricultural uses to the north and east. The Specific Plan area is identified by the following assessor’s parcel numbers (APNs):

- 009-795-001 through 009-795-006;
- 009-796-001 through 009-796-028;
- 009-797-001 through 009-797-008;
- 009-797-010 through 009-797-015;
- 009-797-017 through 009-797-021;
- 009-797-023 through 009-797-028;
- 009-798-001;
- 009-798-003;
- 025-381-001; and
- 025-381-005.

Figure 2-1 shows the regional location of the project. Figure 2-2 shows the Specific Plan area in its local context.

Figure 2-1 Regional Location



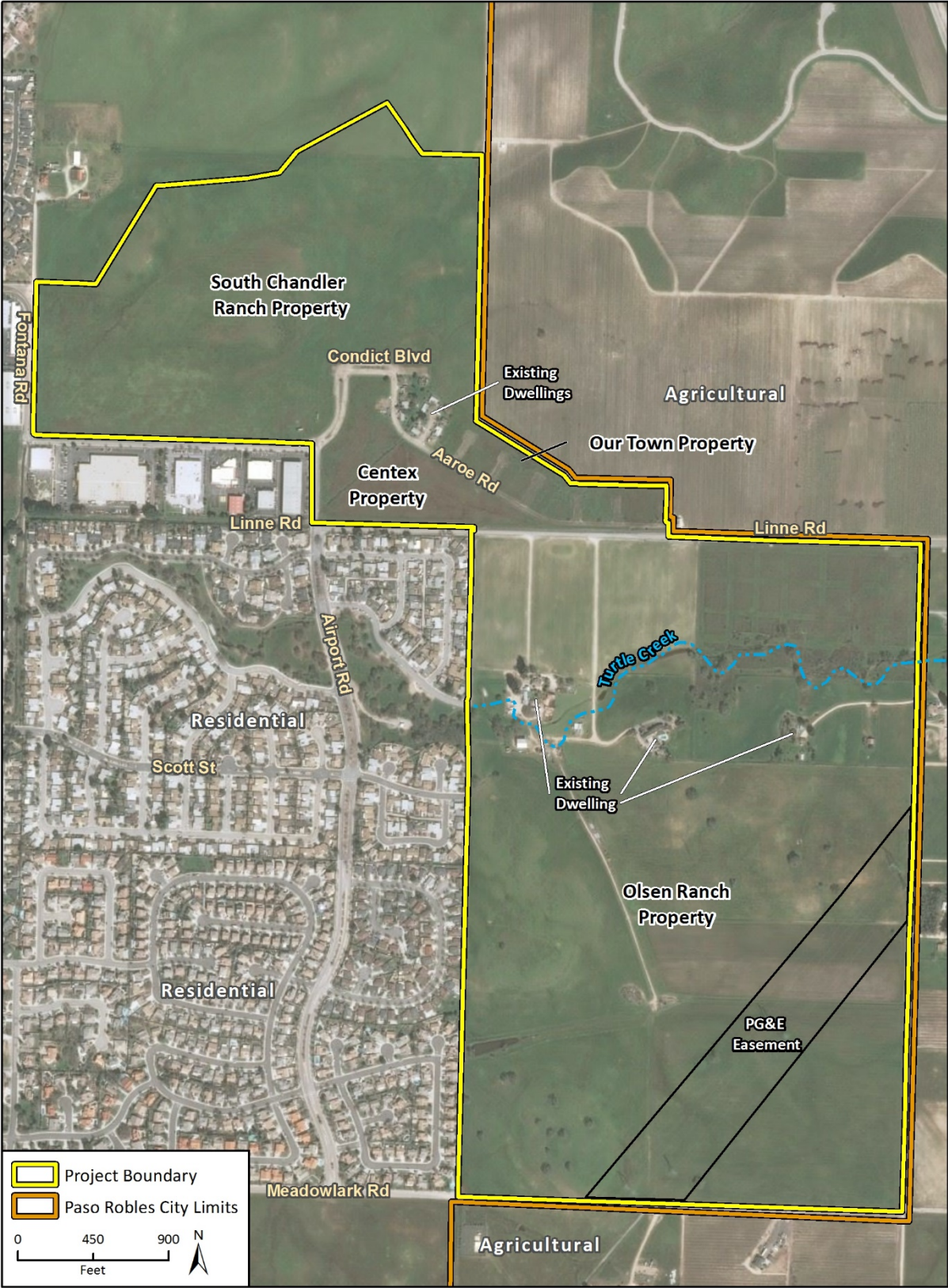
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- Project Location
 - Paso Robles City Limits
- N



Fig 1 Regional Location

Figure 2-2 Project Site Location



2.5 Existing Site Characteristics

2.5.1 Site Features

The Specific Plan area is generally undeveloped, with the exception of three existing rural residential units and associated outbuildings on the northern portion of the Olsen Ranch property and thirteen residential units on the Our Town property. A blue line creek known as Turtle Creek bisects the northern portion of the Olsen Ranch property from east to west. This system drains toward the Specific Plan area's western boundary from Hanson Road. A total of 193 native oak trees are located within the Specific Plan area, with a majority clustered along Turtle Creek in the northern portion of the Olsen Ranch property and oak knoll located in the southern portion of the Olsen Ranch property. A Pacific Gas and Electric (PG&E) transmission line utility easement crosses a portion of the Olsen Ranch property from the southwest to the northeast. The easement includes both 250-kilovolt (kV) and 500-kV circuit lattice tower lines. Figure 2-2 includes an aerial photograph of the site and surrounding area. Figure 2-4a, b, and c include photographs of the existing conditions in the Specific Plan area.

2.5.2 Current Land Use Designation and Zoning

Figure 2-3 summarizes the current zoning for the South Chandler Ranch, Olsen Ranch, Our Town, and Centex property. The current land use designations on the South Chandler Ranch property are Neighborhood Commercial (NC) and Business Park (BP). The South Chandler Ranch property is zoned Planned Industrial (PM). The current land use designations on the Olsen Ranch property are Residential Single Family (RSF). The Olsen Ranch property is predominantly zoned Residential Single Family (R1 PD3 and R1 PD4), with a portion zoned Residential (R4 PD < 95 units). The land use designation on the Our Town property is Residential Multi Family (RMF) and the property is zoned Residential Multi Family (RMF9). The land use designation on the Centex property is Residential Single Family (RSF) and the property is zoned Residential Single Family (RSF6).

2.5.3 Surrounding Land Uses

The Specific Plan area is located within the city limits on the southeastern edge of the City of Paso Robles, on the urban/rural fringe with San Luis Obispo County. Urban development is generally located west of the Specific Plan area, and rural areas are located north, east, and south of the Specific Plan area. Existing uses surrounding the Specific Plan area are shown on Figure 2-2, and include the following:

- **West:** Developed single-family properties in the city, zoned Residential Single Family (R-1); and light industrial uses, zoned Planned Industrial (PM).
- **North:** Agricultural uses within the city's limits, zoned Residential Agriculture (RA).
- **East:** Agricultural uses with vineyards and scattered single-family residences in unincorporated San Luis Obispo County. Hanson Road is adjacent to the eastern boundary of the Olsen Ranch property.
- **South:** Agricultural uses across Meadowlark Road. These include vineyards and scattered single-family residences in the unincorporated San Luis Obispo County. The Beechwood Specific Plan area is also located south of Meadowlark Road.

2.6 Project Characteristics

Adoption of the Olsen/South Chandler Ranch Specific Plan and approval of related entitlements would require several actions from the City and other public agencies, including:

- A proposed Specific Plan;
- General Plan amendment (Land Use Element, Housing Element, Parks and Recreation Element, and Safety Element);
- Zone change;
- Multiple tentative tract maps;
- Oak tree removal permit;
- Abandonment of portions of public roadways including approximately 17,402 square feet of the Condict Boulevard entrance to the Our Town development, approximately 10,084 square feet of Fontana Road, and approximately 9,668 square feet of Linne Road;
- Development Agreement; and
- Formation of a Community Facilities District.

This analysis assumes that existing structures on the Olsen Ranch property would be removed as new construction proceeds. Existing structures and the existing tract configuration on the Our Town property would not be changed as a result of the project. Prior to construction, other approvals would include:

- Development Plans;
- Site Plan Reviews;
- Design Reviews;
- Grading Permits;
- Building Permits; and
- Final maps, public improvement plan.

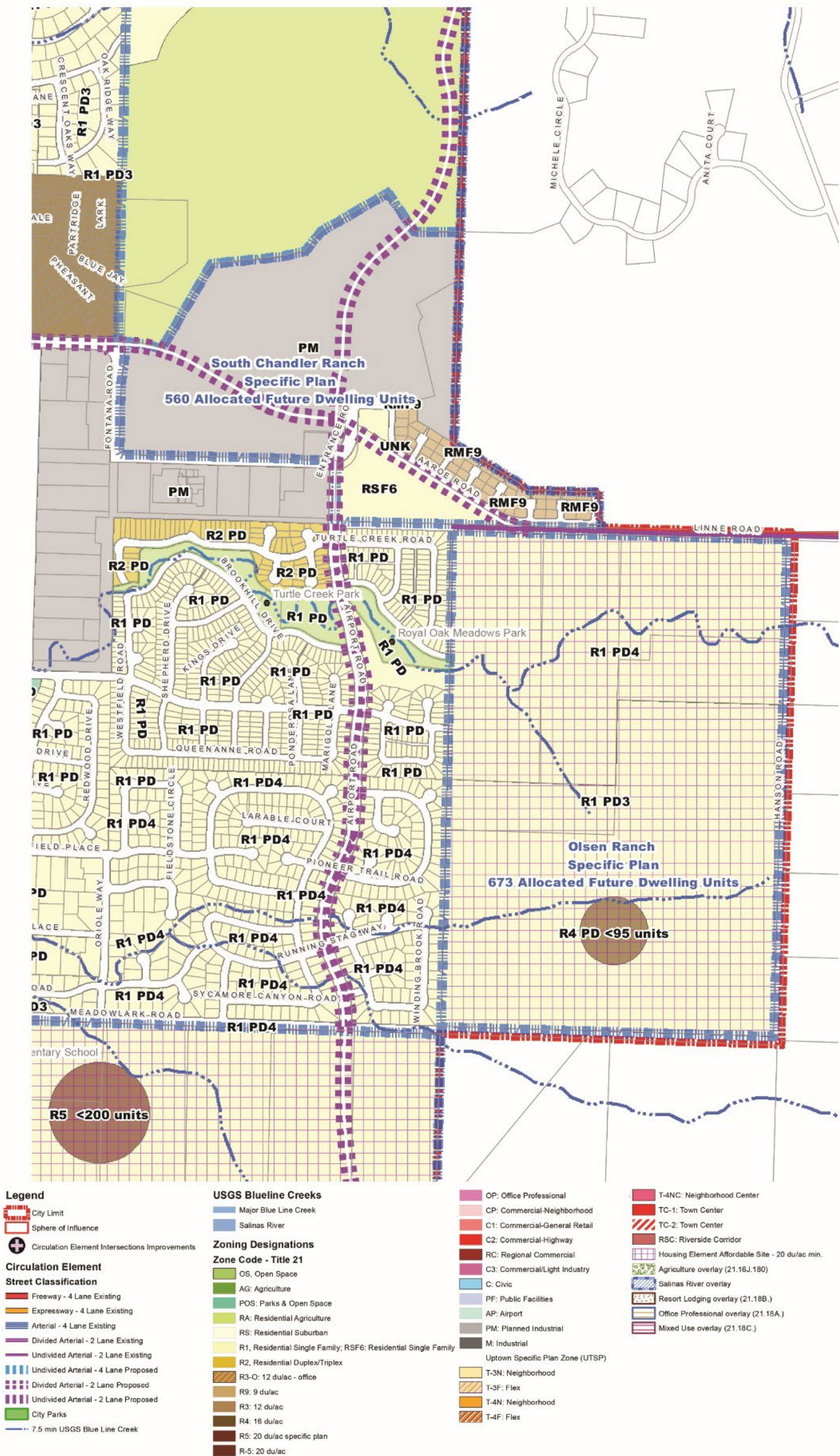
These applications will be processed consistent with the Specific Plan and Mitigation and Monitoring Program. The following sections provide descriptions of major project components outlined in the Specific Plan.

2.6.1 General Plan Amendment

The project includes a General Plan amendment that would address the following project components:

- Integrate the combined planning areas for this project and re-designate the Business Park land use to residential on the South Chandler Ranch property;
- Reallocate 60 units from the Uptown/Town Centre Specific Plan to the Olsen/South Chandler Specific Plan;
- Ensure consistency between the Parks and Recreation Element and the Olsen/South Chandler Specific Plan; and
- Revise the Safety Element setback guidelines for development near the existing high-voltage (250 kV and 500 kV) power lines that cross the Specific Plan area (Policy SF-1).

Figure 2-3 Project Site Zoning



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Figure 2-4a Project Site Photos

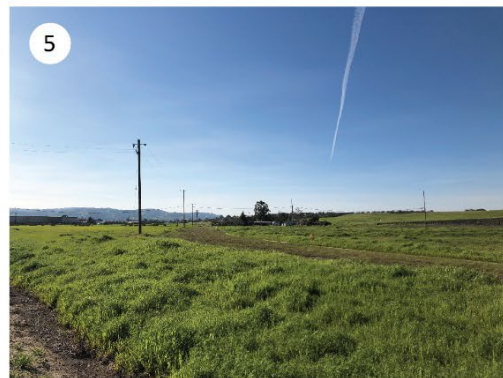
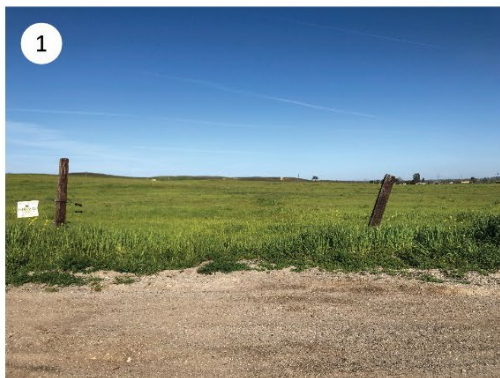
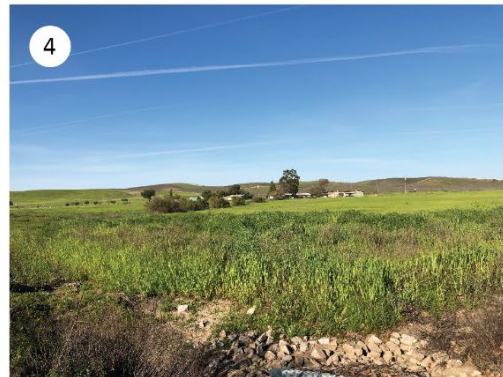
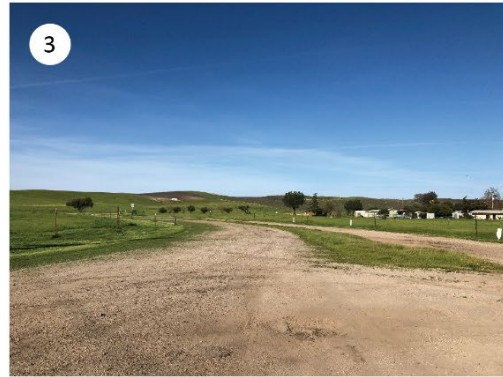
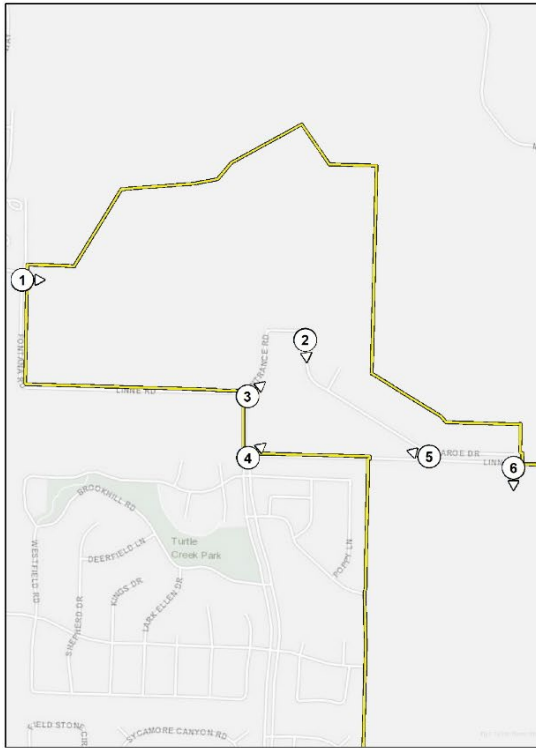


Figure 2-4b Project Site Photos

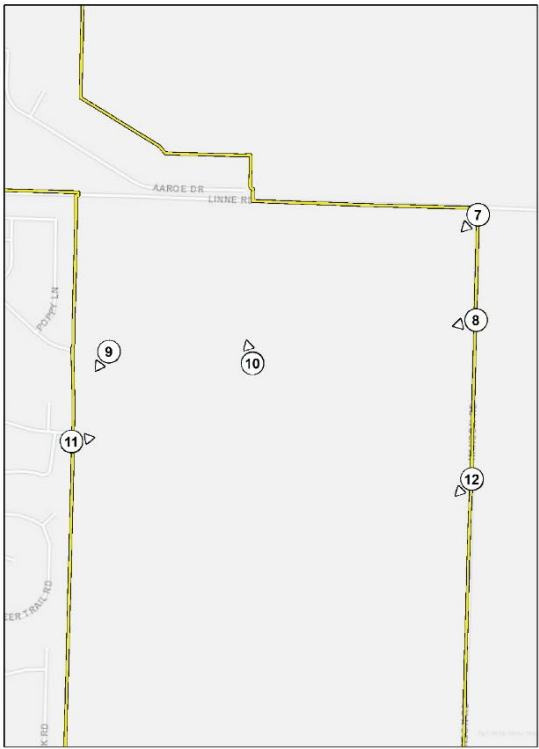
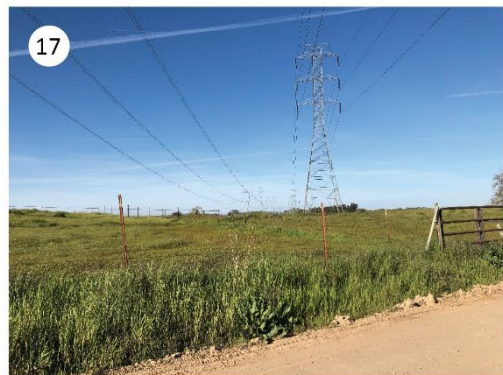
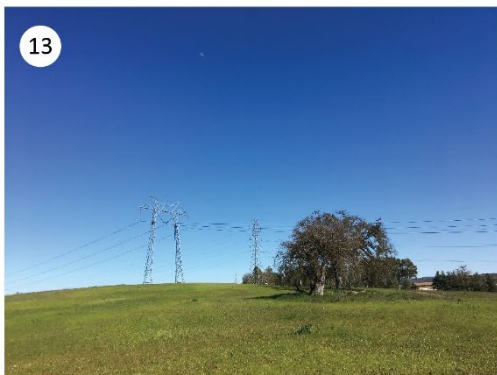
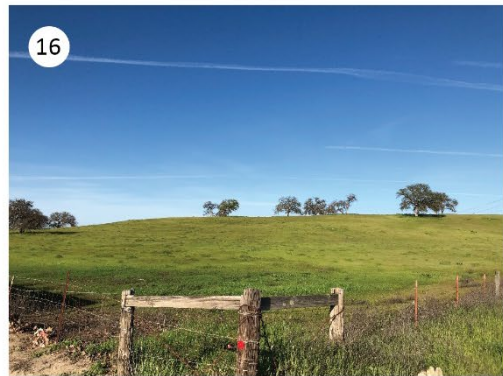
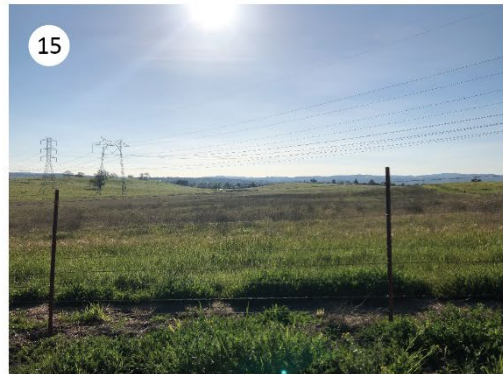
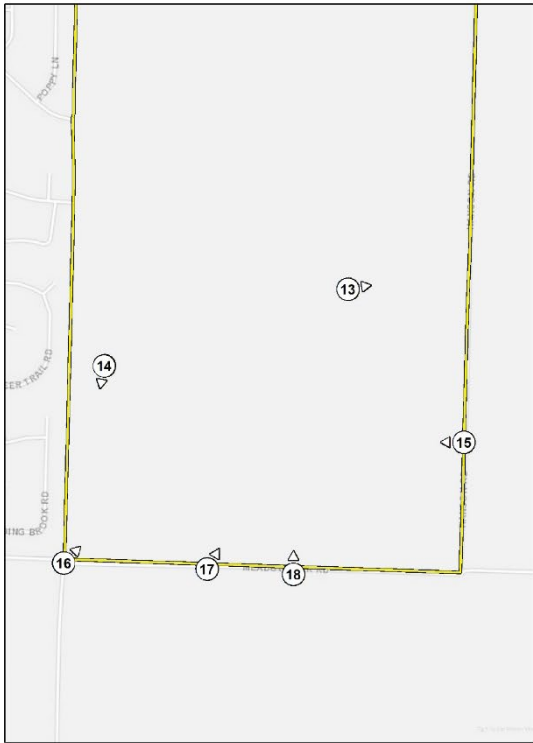


Figure 2-4c Project Site Photos



2.6.2 Land Use Concept

The Specific Plan is subject to the requirements of Policy LU-1A of the City's Land Use Element, which describes the development potential of the General Plan, and is intended to provide an appropriate mix and diversity of land uses in Paso Robles. The General Plan development potential described in Policy LU-1A allows for up to 5,107 additional residential dwelling units in the city. In addition, the Specific Plan would be required to adhere to the procedural review and community standards in Policy LU-2G, which requires Specific Plans be developed for large, vacant, and/or underutilized areas, and describes specific limitations of the Olsen Ranch and Chandler Ranch Specific Plan areas. Applicable limitations include the maximum number of dwelling units that can be accommodated within specific plan areas. The maximum buildout of the Specific Plan area under the current General Plan land use designations is 1,233. Under the existing zoning, there are 673 allocated dwelling units on the Olsen Ranch property and 560 allocated dwelling units on the South Chandler Ranch property. The Our Town property is allocated a total of 146 units and the Centex property is allocated a total of 119 units under existing entitlements. The project includes a General Plan Amendment that would reallocate 60 units from the Uptown/Town Centre Specific Plan to the Centex property in the Olsen/South Chandler Specific Plan area. Therefore, the Olsen/South Chandler Ranch Specific Plan would allow a maximum density of 1,293 dwelling units in the Specific Plan Area, including the Centex and Our Town properties. Of these, 1,028 dwelling units are allocated to the Olsen Ranch and South Chandler Ranch properties, with the remaining units allocated to the Centex and Our Town properties.

As shown in Figure 2-5, the Specific Plan would organize the Specific Plan area into nine land use types, including framework roadways and in-tract roadways that would connect the residential uses throughout the Specific Plan area. These include High Density Residential (HDR), Medium Density Residential (MDR), Low Density Residential (LDR), Community Park (OS-CP), Neighborhood Open Space (OS-N), Private Recreation (OS-R), and Water Quality/Detention Basins (OS-W) (note that the names of these land use types may be changed in the Specific Plan prior to final adoption). The Specific Plan would not modify the existing land use types on the Our Town or Centex properties but would add a School Overlay District on the Centex property. Figure 2-6 shows the conceptual development plan for the Specific Plan area. Table 2-1 lists the Specific Plan land use types, acreages, and maximum buildout potential within each zone of the Specific Plan area.

Figure 2-5 Land Use Plan



Source: Olsen Ranch 212 LLC

Figure 2-6 Conceptual Development Plan



Source: Olsen Ranch 212 LLC

Table 2-1 Land Use Summary

Land Use	Gross Area (acres)	Density Range (units/gross acre)	Maximum Non-Residential (square feet)	Maximum Dwelling Units
HDR – High-Density Residential	9.4	14-24	–	168
MDR – Medium-Density Residential	47.6	4-15	9,800 ¹	539
LDR – Low-Density Residential	105.9	3-6	–	586
OS-CP – Community Parks	45.3	–	–	–
OS-N – Neighborhood Open Space	33.8	–	–	–
OS-R – Private Recreation	17.1	–	29,335 ²	–
OS-W – Water Quality/Basins	5.7	–	–	–
Framework Roadways	40.8	–	–	–
In-Tract Roadways	51.1	–	–	–
Totals	357.7	–	39,135	1,293

¹ Neighborhood Commercial Overlay District.

² Estimated square footage includes proposed farm stand, CSA maintenance shed, pool house, pool service buildings, clubhouse and fitness center, event barn, and spa.

The proposed densities and development standards associated with each land use type in the Specific Plan are summarized below.

Residential

Residential land uses comprise approximately 70 percent (approximately 250 acres) of the proposed Specific Plan area. The project includes a mix of low, medium, and high-density residences that would be located throughout the Specific Plan area. Planned housing includes a range of housing options from detached single-family units to attached multi-family units. Table 2-2 shows the residential land uses in the Specific Plan area and the associated products, and approximate densities, height limits, and lot sizes. This zone would also allow for non-residential development within a Neighborhood Commercial Overlay District (refer to Figure 2-5). Affordable units would be provided among the planned apartment units and an accessory dwelling unit (ADU) program.

Table 2-2 Residential Land Uses in the Specific Plan Area

Land Use	Products	Density (du/ac)	Height Limit	Lot Size (sf)
LDR – Low-Density Residential	Single-family units	3-5	35	5,500-10,000
MDR – Medium-Density Residential	3,200 sf multi-family lots	4-10	40	3,200
	2,000 sf multi-family lots	4-10	35	2,000
HDR – High-Density Residential	Attached townhomes	8-22	40	–
	Multi-family lots	8-22	45	–

Neighborhood Commercial Overlay

The Neighborhood Commercial land use designation within the Specific Plan area is an overlay to the underlying MDR zoning. This district permits neighborhood commercial uses including day care facilities, eating/drinking places and food services, entertainment and recreation, lodging, retail/wholesale sales, and other commercial services and institutional uses. The intent of the overlay is to allow neighborhood-scale commercial uses that would be compatible with the surrounding residential uses.

School Site Overlay

The school site land use designation on the Centex property within the Specific Plan area is an overlay to the underlying Medium Density Residential (MDR) zoning. This district permits public elementary school uses.

Open Space/Recreation

The Specific Plan would designate approximately 32 percent, or about 113 acres, of the Specific Plan area for recreational and open space uses. Of these recreational and open space uses, the 24.2-acre community park located along Turtle Creek would be designated for unrestricted public access. Other recreational uses in the Specific Plan area would be designated for semi-public access (limited by uses, areas, and hours) or as private amenities. The neighborhoods would be interconnected throughout the Specific Plan area with a local street, bicycle circulation, and trail system, and would include internal recreational uses. The open space and recreational areas would include several neighborhood parks throughout the Specific Plan area, a community park, several water quality/detention areas, public trails and multi-modal paths, a community building (planned to operate as a farm stand and community-supported agriculture [CSA] office), a private recreational center ("The Overlook"), and a pool house. The Open Space/Recreation designation would allow uses including playgrounds, athletic fields, and dog parks. The private recreational center would be centrally located on the Olsen Ranch property and would connect to several paths, trails, and greenways.

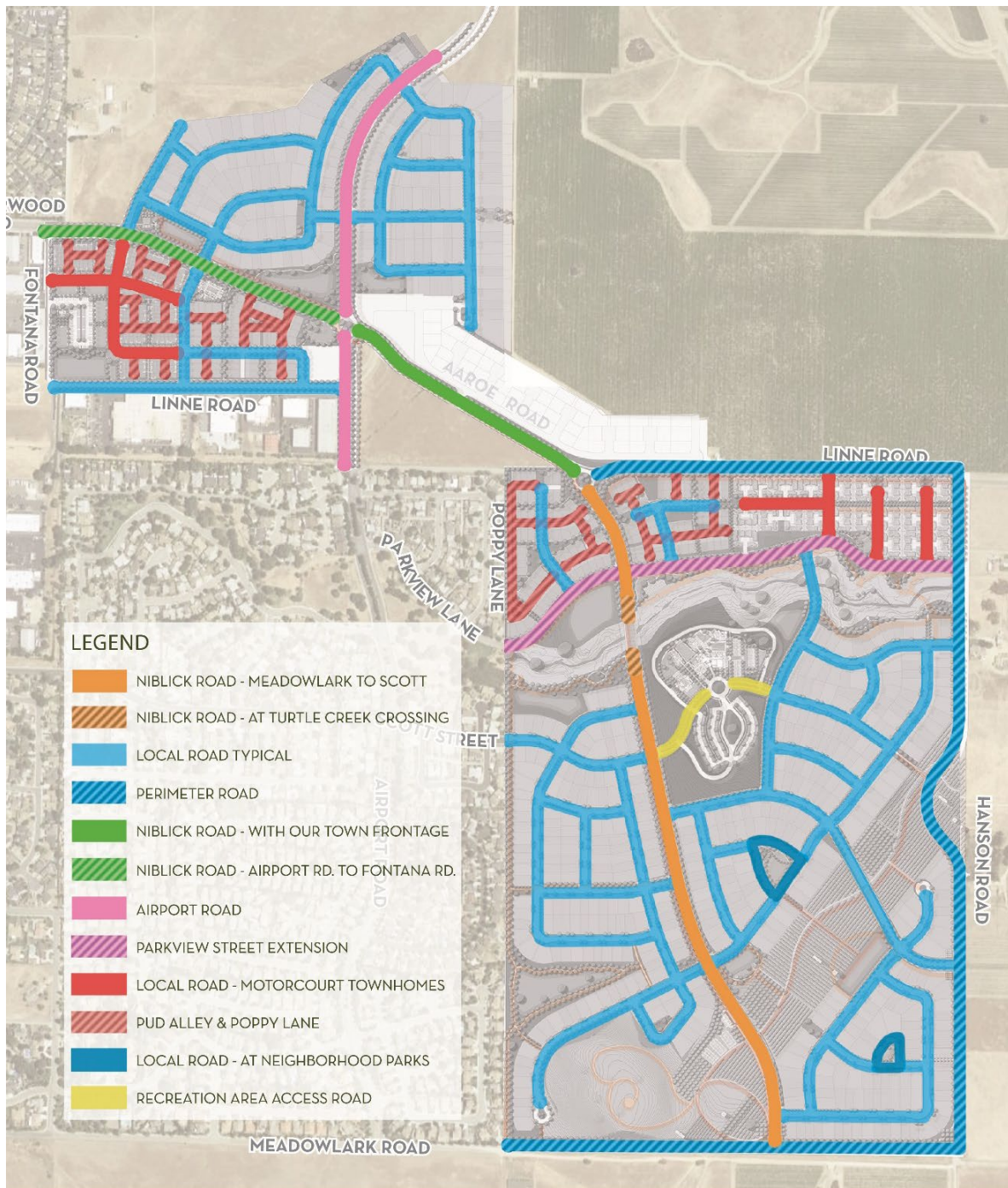
2.6.3 Infrastructure

The key infrastructure components of the project are described below and shown in Figure 2-7 (vehicular circulation), Figure 2-8 (multi-modal circulation), Figure 2-9 (proposed grading – Olsen property), and Figure 2-10 (proposed grading – South Chandler property).

Roadways and Circulation

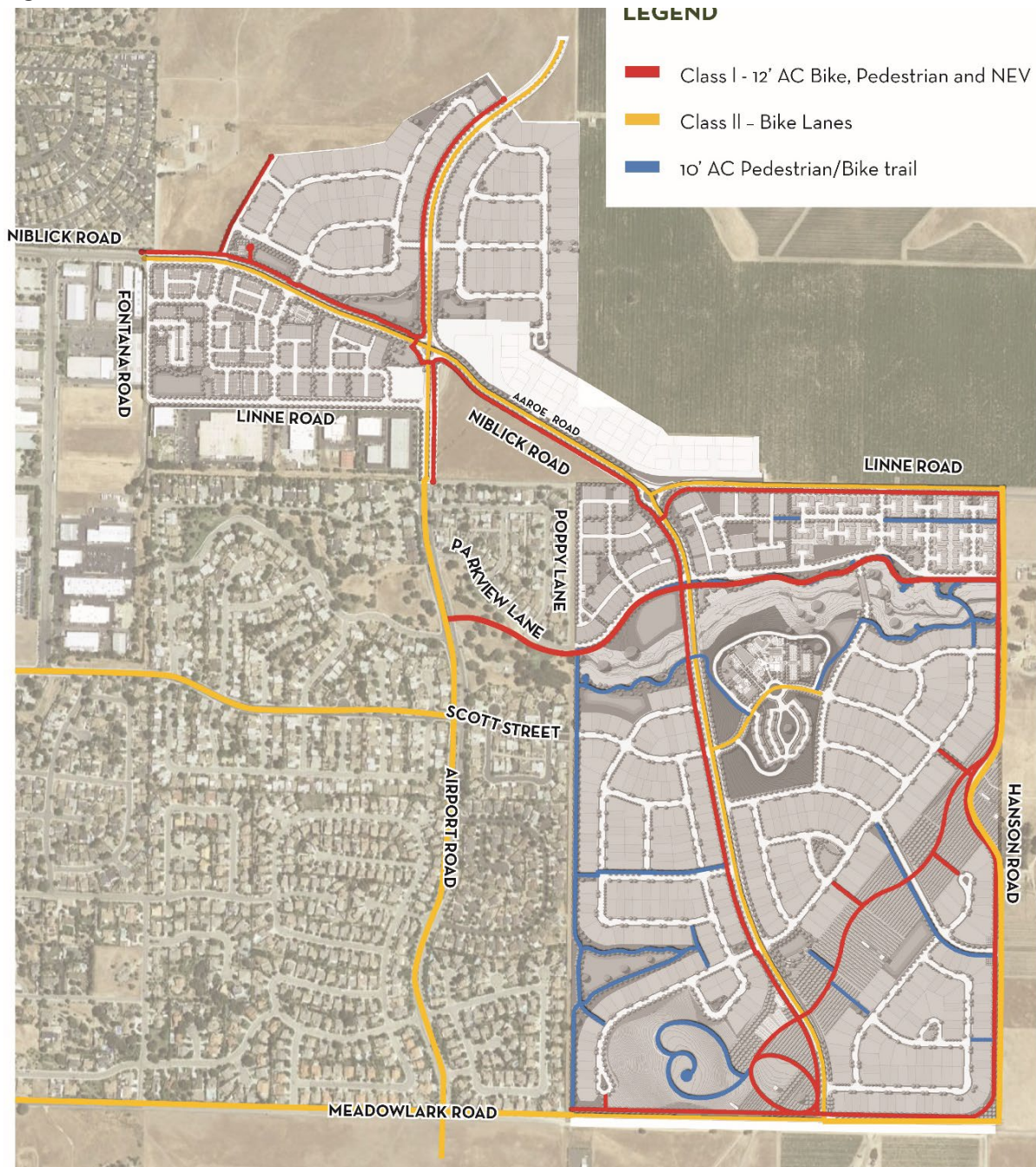
The existing street network in the project site vicinity includes the Creston Road, Meadowlark Road, Linne Road, Sherwood Road, Fontana Road, Airport Road, Hanson Road, and Aaroe Road arterials. The proposed street network within the Specific Plan area consists primarily of collector and local streets. Access to the proposed residential areas on the South Chandler Ranch property would be provided from the proposed Sherwood Road extension, which would include the construction of approximately 1,850 feet of Sherwood Road from Fontana Road to Airport Road, connecting Airport Road to Linne Road and from a connection point to Aaroe Road on the Our Town property. The extension of Sherwood Road to Aaroe Road would require the construction of a creek crossing over Turtle Creek in the northeastern portion of the Olsen Ranch property. Direct connections would also

Figure 2-7 Vehicular Circulation



Source: Olsen Ranch 212 LLC

Figure 2-8 Multi-Modal Circulation



Source: Olsen Ranch 212 LLC

Figure 2-9 Proposed Grading – Olsen Property



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Figure 2-10 Proposed Grading – South Chandler Property

be provided via Linne Road and an extension of Airport Road that would terminate in the northern portion of Specific Plan area. Access to the residential areas on the Olsen Ranch property would be provided from Meadowlark Road to the south, direct connections from Hanson road to the east, and from existing collector streets on Parkview Lane and Scott Street. Figure 2-7 shows the Specific Plan's preliminary vehicular circulation plan. Internal circulation would include night lighting designed to meet 'dark sky' standards.

Multi-Modality: Bicycle and Pedestrian Circulation

The Specific Plan includes pedestrian and bicycle paths, including multi-modal boulevards separated by landscaped medians along the Sherwood Road extension, Airport Road extension through the South Chandler Ranch property, and Sherwood Boulevard, which would run north-south through the Olsen Ranch property. Multi-modal paths would connect throughout the Specific Plan area, providing pedestrians and bicyclists with off-street circulation options along Turtle Creek and in open space and recreation areas, including paths, trails, and greenways within the private recreational center on the Olsen Ranch property. Figure 2-8 shows the Specific Plan's preliminary multi-modal circulation plan.

Wastewater Collection

The City provides public wastewater collection and treatment in the city. Wastewater collection for the project would be provided through the extension of the existing City infrastructure. Connection points for the South Chandler Ranch property would be at the Sherwood Road and Fontana Road intersection, as well as the Fontana Road and Linne Road intersection.

The northern portion of the Olsen Ranch property would utilize the existing wastewater system within Parkview Lane. Sanitary flows from these two areas discharge into the Scott Road system. The system is currently undersized and would require replacing the existing 12-inch vitrified clay pipe line with an 18-inch polyvinyl chloride main. The southern portion of the Olsen Ranch property would discharge sanitary flows to Running Stag Way and would flow into the existing Beechwood sanitary sewer lift station. This system would be upgraded to provide adequate capacity for existing flows and projected flows from the Specific Plan area, including extending and upsizing existing facilities to accommodate the Our Town and Centex properties.

Potable and Recycled Water

The OSCSP is included in the City's 2015 Urban Water Master Plan which concludes that the city has adequate water to serve the project at full buildout. Water would be provided to the Specific Plan area through the extension of the existing City infrastructure. New 8-inch potable water mains would extend through the Specific Plan area from Sherwood Road and Fontana Road, Linne Road and Fontana Road, Airport Road and Linne Road, and Parkview Lane and Scott Road.

The Specific Plan area would connect to the City's planned recycled water distribution system at the northwestern boundary of the South Chandler Ranch property within Airport Road. The 10-inch recycled water main would be installed within Airport Road and Sherwood Road from Fontana Road to Meadowlark Road. Recycled water would be used in the Specific Plan area to irrigate the neighborhood parks, community parks, and private recreational center.

Stormwater

Most areas of the city are located within the Paso Robles Creek and Huer Huero Creek watershed. The Specific Plan area is located in the southeastern portion of the city, within the Neals Spring subwatershed of the Paso Robles Creek watershed. The Specific Plan area encompasses portions of four watersheds within the Neals Spring subwatershed of Paso Robles Creek watershed, including the Northern, Central, Southern, and Southern Off-Site Watersheds. The Northern Watershed is divided into the Northeast and Northwest Subwatersheds. The Northeast Subwatershed generally drains to the southwest over Linne Road and flows into the Central Watershed. The Northwest Subwatershed generally drains to the south where it confluences with runoff from the Northeast Subwatershed. The Central Watershed drains to the west across the Olsen Ranch property through Turtle Creek. Flows from the Central Watershed combine with the runoff from the Northern Watershed within a channel west of Turtle Creek Road and Brookhill Drive. The Southern Watershed drains to the west across the Olsen Ranch property. The Southern Off-Site watershed discharges flows into a basin at the southwest corner of Olsen Ranch property and contributes flow to a larger watershed south of the Specific Plan area.

Stormwater runoff from the Specific Plan area would be intercepted by on-site storm drain systems and discharged into retention/detention ponds for each proposed development parcel. The City's storm drain system is designed to convey the 25-year storm event. Runoff from storm events up to the 95th percentile would be detained on-site at pre-project discharge levels to ensure the existing City's storm drain infrastructure continues to function as it does currently.

Stormwater quality control would be managed per the requirements outlined in the Central Coast Regional Water Quality Control Board's (RWQCB) Resolution R3-2012-00032 and the City Engineering Design Standards. Bio-retention swales and pervious pavers would be used in the residential developments to help capture and treat the 95th percentile rainfall event. In addition to meeting RWQCB post-construction requirements for stormwater management, Specific Plan area detention basins would be sized to detain up to the 100-year storm event at pre-project discharge levels for flood control.

Turtle Creek on the Olsen Ranch property is within Federal Emergency Management Agency (FEMA) Flood Hazard Zone A as shown on the Flood Insurance Rate Map (FIRM) Panel No. 06079C0607G, effective November 16, 2012. The conceptual development plan includes residential lots within the mapped flood zone, and modification of the Zone A area is anticipated via grading to ensure lots would be elevated above the floodplain. An application for a Letter of Map Revision (LOMR) would be submitted to FEMA to modify the creek's current flood zone from the existing non-development condition based on the final grading plan for the Specific Plan area.

Grading

The project site consists of gently sloping terrain, with rolling hills at the northern boundary of the South Chandler Ranch property and the southern portion of the Olsen Ranch property. The conceptual development plan identifies housing locations on generally level ground except for larger single-family residential lots located south of Turtle Creek on hilly terrain. The private recreational center would be situated on the hilltop in the center portion of the site, as well as an oak knoll preserved along Meadowlark Road.

The majority of the site would be mass graded. The overall grading on the South Chandler Ranch property would range from a depth of one foot to approximately +/-24 feet of cut and fill. The average topographic change across the South Chandler Ranch property would total approximately

1.7 feet. The average topographic change across the South Chandler Ranch property would total approximately 1.4 feet. Based on preliminary earthwork calculations, the project would require the movement of approximately one million cubic yards (1,000,000 cy) of earth with cut and fill being balanced within the Specific Plan area (no soil is anticipated to be imported to or exported from the Specific Plan area). No grading or site improvements are proposed on the Our Town and Centex properties. Figure 2-9 and Figure 2-10 show the proposed grading plans for the Olsen and South Chandler properties.

2.6.4 Development Standards and Design Principles

The following community-wide development standards would guide project development:

Maximum Development

The maximum development would not exceed the total unit count and square footage shown in Table 2-1.

Maintenance

The project would be conditioned to provide a mechanism to fund maintenance of streets, parks, landscaping, open space and storm drainage facilities. The requirements for long-term maintenance of facilities in the Specific Plan area will be determined by the Development Agreement.

Grading

All grading activities shall conform to the City of Paso Robles standards and would be in substantial conformance with the proposed grading plans (Figure 2-9 and Figure 2-10). The final grading plans will be required to implement any grading-related mitigation measures.

Tree Preservation

Development in the Specific Plan area would be required to preserve healthy, existing vegetation on site where possible. All tree removal and relocation activities will conform to City of Paso Robles standards. Tree protection and mitigation measures will be implemented during grading and construction.

Lighting

All lighting would be required to comply with the following regulations and provisions:

- All outdoor lighting shall be designed to minimize light pollution and shall comply with the Dark Sky standards of the Master Maintenance Corporation or International Dark Sky Association;
- Visible lighting fixtures shall be consistent with the architectural style they are affixed or adjacent to; and
- All lighting within public right of ways and dedicated public easements shall be designed to City standards.

Architecture

The project would incorporate architectural styles typical of historical Paso Robles, including those of Spanish, agricultural, and viticulture influences. The following principles will be required guide the development of the proposed architecture to ensure design consistency throughout the community:

- Select appropriate massing and rood forms based on each architectural style;

- Design architectural elements and details to reinforce style languages;
- Create diverse and visually interesting street scenes by varying styles, colors, and materials along streetscapes;
- Designs should emphasize architecture and deemphasize garages; and
- Utilize porches and patios to soften streetscapes and promote social interaction.

2.6.5 Project Phasing

The Specific Plan would be developed in three phases, as shown in Figure 2-11. Preliminarily, phases 1, 2, and 3 would consist of residential build out. Major infrastructure in the Specific Plan area would be in place upon the completion of Phases 1 and 2, with the exception of Hanson Road and Meadowlark Road. Major infrastructure improvements during Phase 3 would include the realignment of Hanson Road and Meadowlark Road through the PG&E easement and improvement to rural road standards. Development of the Centex and Our Town properties is anticipated to occur concurrently with development of the South Chandler Ranch property and the northern portion of the Olsen Ranch property (Phase 1). Final infrastructure phasing would be determined following EIR mitigation and the Development Agreement.

2.7 Project Objectives

The State CEQA Guidelines requires that the EIR Project Description include “a statement of objectives sought by the proposed project.” The City’s General Plan has established a Specific Plan requirement which is intended to provide a cohesive planning framework, such that the major land use, circulation, and infrastructure requirements can be better coordinated and more logically planned. As described in the General Plan Land Use Element, the purpose of the Specific Plan Overlay Designation (SP) that applies to the Chandler Ranch site is as follows:

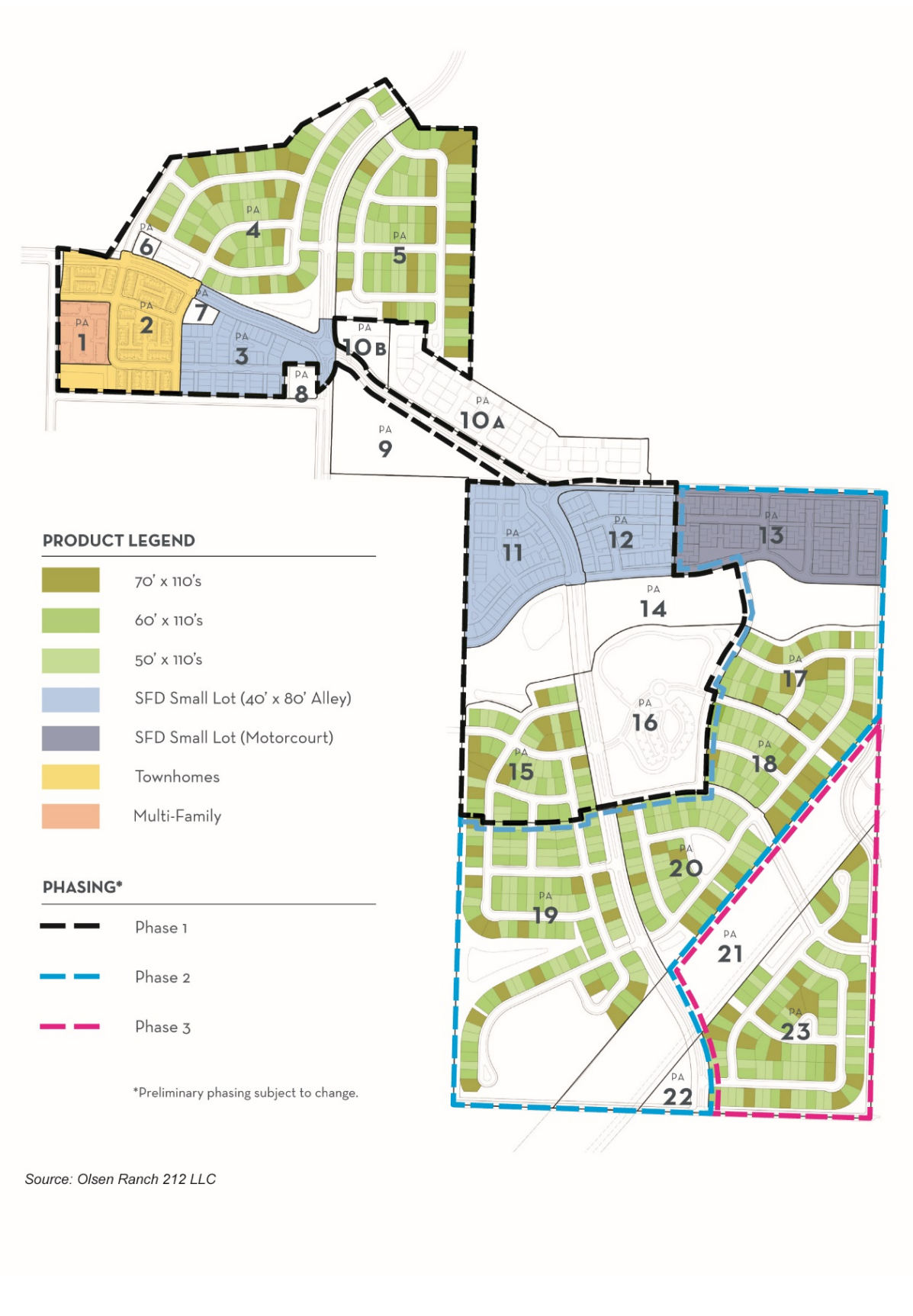
“This overlay designation is established where infrastructure needs, land use patterns, or other substantial land use related issues indicate a need to require the preparation and adoption of a Specific Plan, as defined by California Government Code sections 65450 et seq. In such instances, the City may require completion of a specific plan prior to approval of a subdivision or development plan for any property located within the Specific Plan category. The City Council will determine the method of funding for a specific plan on a case by case basis.”

Within specific plan areas, a fee schedule may be established to provide adequate funding for on- and off-site public facilities and improvements of benefit to properties within the designation specific plan areas. Such fees are above and beyond any property-specific or citywide property taxes, fees, charges, or assessments.

The applicant’s objectives for the project described in the Draft Specific Plan are to:

1. Provide new residential development that implements General Plan Housing Element and Land Use Element density allocations in the Specific Plan area;
2. Provide residential units to help meet the needs of the City of Paso Robles and address the current state-wide housing shortage;
3. Provide a wide range of housing opportunities for the city that are anticipated by city planning decisions and guidelines;

Figure 2-11 Phasing Plan



4. Create a residential community with contextually appropriate architectural styles, landscaping, open spaces, and amenities to provide a variety of housing options for home-buyers;
5. Prioritize pedestrian and bicycle connections both throughout the community and between the Specific Plan area and neighboring communities;
6. Implement a walkable-bikeable neighborhood design that is integrated with parks, open space amenities, and other civic spaces to allow pedestrians, bicycles, and vehicles to travel safely and efficiently; and
7. Preserve natural features of the Specific Plan area, incorporating recreational amenities such as a park and trail system to encourage active and passive recreation.

2.8 Required Approvals

The following entitlements and approvals would be required to implement the proposed project:

- Specific Plan;
- General Plan amendment (Land Use Element, Housing Element, Parks and Recreation Element, and Safety Element);
- Zone change;
- Multiple tentative tract maps;
- Oak tree removal permit;
- Abandonment of portions of public roadways including approximately 17,402 square feet of the Condict Boulevard entrance to the Our Town development, approximately 10,084 square feet of Fontana Road, and approximately 9,668 square feet of Linne Road;
- Development Agreement; and
- Formation of a Community Facilities District.

The following permits would be issued by the City after Specific Plan approvals. Applications for these permits will be processed consistent with the Specific Plan and Mitigation and Monitoring Program:

- Development plans
- Site plan reviews
- Design reviews
- Grading permits
- Building permits
- Final maps, public improvement plan

Other public agencies whose approval is required include:

- Army Corps of Engineers Nationwide or Individual permit (depending on acreage of total wetland disturbance)
- California Department of Fish and Wildlife Streambed Alteration Agreement
- Regional Water Quality Control Board Section 401 Water Quality Certification, National Pollutant Discharge Elimination System Permit

Olsen/South Chandler Ranch Specific Plan

- California Department of Transportation for any required improvements associated with State Route 46 and U.S. 101
- Pacific Gas and Electric for any approvals associated with existing PG&E right-of-way in the Specific Plan area
- Federal Emergency Management Agency for any required Letter of Map Revision applications related to the Flood Hazard Zone A floodplain revisions
- County of San Luis Obispo for any encroachment permits associated with road improvements on County-maintained roads

3 Environmental Setting

This section provides a general overview of the environmental setting for the proposed project. Specific description of the setting in each of the environmental issue areas being studied in this Environmental Impact Report (EIR) can be found in the relevant chapters of Section 4, Environmental Impact Analysis.

3.1 Regional Setting

The City of Paso Robles (City) encompasses approximately 19.9 square miles in northern San Luis Obispo County and has an estimated population of 31,559 residents (California Department of Finance [DOF] 2018). The city is located on the Salinas River, approximately 25 miles north of the City of San Luis Obispo and approximately 91 miles southeast of the City of Salinas. The unincorporated community of Templeton is located approximately 5 miles to the south, and unincorporated community of San Miguel is located approximately 8 miles to the north.

Most areas of the city are located within the Paso Robles Creek and Huer Huero Creek watershed). The Paso Robles Creek watershed is an extensive watershed that covers approximately 143,654 acres ("Lower Salinas – Paso Robles Creek Area"). The Huer Huero Creek watershed includes approximately 103,496 acres ("Huer Huero Creek"). Both watersheds flow to the Salinas River and finally to the Pacific Ocean. The project site itself is located in the southeastern portion of the city, within the Neals Spring subwatershed of the Paso Robles Creek watershed.

The City of Paso Robles experiences a Mediterranean climate, which provides a wet season in winter and dry season in the summer (United States Department of Agriculture [USDA] 1983). In winter, the average temperature is 48 degrees Fahrenheit (F) and the average daily minimum temperature is 34 degrees F. In the summer the average temperature is 70 degrees F and the average daily maximum temperature is 91 degrees F. (USDA 1983). Rainfall averages 14.9 inches per year, with most rainfall occurring between late October and early April.

3.2 Project Site Setting

The Olsen/South Chandler Ranch Specific Plan area is located in the eastern portion of the City of Paso Robles, adjacent to unincorporated lands in San Luis Obispo County east of the Specific Plan area. A natural creek bisects the southern half of the site, on the Olsen Ranch property. The project site is primarily characterized by existing annual grasses, with scattered oaks occurring on the Olsen Ranch property in the southern portion of the site. The topography of the South Chandler Ranch property is generally flat towards Linne Road with an elevation of approximately 820 to 850 feet above mean sea level (msl), transitioning to gently upward sloping terrain to the north with a maximum elevation of approximately 930 feet above msl. The topography of the Olsen Ranch property is generally flat towards Linne Road with an elevation of approximately 830 to 860 feet above msl, transitioning to gently sloping terrain in the central and southern portions of the site with maximum elevations ranging from approximately 880 feet above msl to 910 feet above msl.

The gently sloping topography of the project site and the low profile of the existing vegetation provide for expansive views across the Specific Plan area. The Specific Plan area includes primarily undeveloped land, as well as rural residential and agricultural uses on the Olsen Ranch property and Our Town properties, with surrounding agricultural and residential uses. The Olsen Ranch property is located west of Hanson Road and south of Linne Road, abutting residential development on the western boundary and rural residential development to the east. The South Chandler Ranch property is located at the northeast quadrant of Linne Road and Fontana Road, with residential development to the northwest, industrial development to the west and south, and agricultural uses to the east.

3.3 Cumulative Development

As defined in Section 15355 of the State CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. Cumulatively considerable impacts occur when the incremental effects of a particular project or program are significant when viewed in connection with the effects of other past, current, or probable future projects or programs. According to Section 15130 of the State CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects that do not contribute to the cumulative impact. Impacts that do not result in part from the project evaluated in the EIR need not be discussed.

The impact sections of this EIR discuss the potential cumulative environmental impacts resulting from the proposed project in association with other planned, pending, and reasonably foreseeable projects in the vicinity of the project area.

The State CEQA Guidelines allow for the use of two different methods to determine the scope of projects for the cumulative impact analysis:

- **List method.** A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency (Section 15130).
- **General Plan projection method.** A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact (State CEQA Guidelines Section 15130). In accordance with State CEQA Guidelines Section 15130, the scope of projects for cumulative impact analysis can include a summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

In order to assess cumulative impacts, this EIR uses the list method. A list of past, present, and probable future projects has been provided by the City of Paso Robles and is shown in Table 3-1. As shown, cumulative buildout in the city could result in approximately 3,259 new dwelling units and 2,723,286 square feet of new non-residential space.

Table 3-1 Cumulative Projects List

Project Description	Primary Use Type	Dwellings	Beds	Commercial/ Industrial SF	Hotel Rooms	RV Spaces
Erskine GPA / Rezone of 38 Hwy 46 & Paso Robles Blvd	Commercial/Industrial			250,000		
Beechwood Specific Plan (concept Site Plan)	Specific Plan	915		64,000		
Homewood Suites Dallons Dr.	Transient Lodging			73,590	105	
Black Oak Lodge Hotel	Transient Lodging			60,000	96	
Hyatt Place 2 - Alternative Project (city parcel)	Transient Lodging			77,000	131	
Golden Hill Storage Mixed Use Rezone	Mixed Use	3				
Golden Hill res care	Medical		125	140,000		
Paso Vista Resort	Transient Lodging	2		30,000	226	
Furlotti Annexation (Paso Robles Gateway Project)	Master Development Plan	97		464,000	425	
(pre-application) North Chandler Ranch Vineyard Proposal	Specific Plan	300				
Justin Vineyards Wine Storage Warehouse (Bldg 3)	Commercial/Industrial			102,000		
Vintner's Vault – New wine processing/storage/retail bldg	Commercial/Industrial			56,000		
Firestone Solar Generation Facility	Commercial/Industrial					
Spring Street Village (Jeffrey PD)	Residential	42				
Hotel Cheval Phase 2	Transient Lodging			15,625	20	
Hotel Alexa	Transient Lodging			23,765	38	
Oak Park 4 - PD Amendment/fee deferral agreement	Residential	75				
Truck Accessory Sales and Installation Facility	Commercial/Industrial			4,950		
River Oaks - The Next Generation - 2 GPA/SPA/CEQA/WSE	Specific Plan	271				
Erskin Industrial GPA / map/WSE	Commercial/Industrial			622,000		
Vina Robles Amphitheater Hotel	Transient Lodging			95,000	80	

City of Paso Robles
Olsen/South Chandler Ranch Specific Plan

Project Description	Primary Use Type	Dwellings	Beds	Commercial/ Industrial SF	Hotel Rooms	RV Spaces
Hilton Garden Inn	Transient Lodging				168	
Cabernet Links RV Resort 290 space RV Resort	Transient Lodging			30,000		290
GPA & RZ Parking Lot Expansion Mullahey Dodge	Commercial/Industrial			3,000		
New Spec Industrial Bldg	Commercial/Industrial			4,981		
4,958 sf Boxing & Fitness Gym, Office, Lockers, etc.	Commercial/Industrial			4,958		
Marriott Residence Inn	Transient Lodging				128	
(TEX) Habitat Vine St	Residential	9				
Oaks Assisted Living	Medical		101	89,000		
Oaks Hotel expansion	Transient Lodging				66	
Fairfield Inn DP amendment	Transient Lodging				119	
Sonic Burger Drive-Thru/carhop	Commercial/Industrial			2,000		
301 Creston Tentative Parcel Map 16-0165	Residential	4				
Paso Robles Public Market - Mixed Use (Hometown site)	Mixed Use	6		16,500		
Bellissimo Restaurant & Apartments	Mixed Use	4		6,000		
Tidwell office/maintenance bldg	Commercial/Industrial			9,960		
Pine St. Hotel - Amendment (hotel, restaurant, retail)	Transient Lodging			105,000	151	
18,500 sf Warehouse for Wine Storage	Commercial/Industrial			18,500		
New Spec Industrial Bldg Westco Builders	Commercial/Industrial			3,948		
Industrial Bldg (Rental) Viborg	Commercial/Industrial			7,200		
Arjun (Blue Oaks) Apartments	Residential	142				
Oxford Suite Hotel	Transient Lodging			69,209	127	
North Vine Apartments	Residential	8				

Project Description	Primary Use Type	Dwellings	Beds	Commercial/ Industrial SF	Hotel Rooms	RV Spaces
Alder Creek Apartments	Residential	16				
Webb Apartments	Residential	10				
Cava Robles RV Resort	Transient Lodging			12,000		332
6th/Spring Street new retail building + relocation	Commercial/Industrial			4,600		
Tentative Tract Map 3098	Residential	9				
Oak Park Phase 3 apartments	Residential	75				
Firestone Warehouse DP amendment	Commercial/Industrial			59,000		
Firestone Coldblock 4	Commercial/Industrial			10,000		
Paso Robles Inn Expansion	Transient Lodging			18,000	23	
Southgate Center (Paris Precision)	Commercial/Industrial					
Buttonwillow Product Warehouse 4960 sf	Commercial/Industrial			5,000		
Lone Oak Hotel Conversion	Transient Lodging				37	
Destino Resort Hotel	Transient Lodging				291	
Discovery Gardens (La Entrada)	Recreation					
Gran Cielo Cluster Development (County)	Residential	42				
Vina Robles Hotel	Transient Lodging				98	
Wisteria Lane General Plan Amendment (Tentative Tract 3069)	Commercial/Industrial					
San Antonio Winery Development	Commercial/Industrial					
Total		2,030	226	2,723,286	2,329	622

Source: City of Paso Robles.

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4 Environmental Impact Analysis

This section discusses the possible environmental effects of the project for the specific issue areas that were identified through the Notice of Preparation (NOP)/Scoping process as having the potential to experience significant impacts.

Impact Classification

“Significant effect” is defined by the State CEQA Guidelines Section 15382 as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

The assessment of each issue area begins with a discussion of the environmental setting related to the issue, which is followed by the impact analysis. Within the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

- **Class I. Significant and Unavoidable:** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the State CEQA Guidelines.
- **Class II. Significant but Mitigable:** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under Section 15091 of the State CEQA Guidelines.
- **Class III. Not Significant:** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures.
- **Class IV. Beneficial:** An effect that would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a listing of mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. If the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the project in conjunction with other future development in the area.

Section 15065 of the *CEQA Guidelines* also requires the following specific issues be addressed as part of the environmental review for the project:

- The potential for the project to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory;
- Project impacts that are individually limited, but cumulatively considerable. ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects); and
- Environmental effects of the project which will cause substantial adverse effects on human beings, either directly or indirectly.

Section 4.4, *Biological Resources*, describes the project's potential effects of the project on plant and animal species populations, habitats, communities, and migratory patterns. Section 4.5, *Cultural Resources and Tribal Cultural Resources*, describes the project's potential effects on important historical and prehistoric cultural and tribal cultural resources. As discussed in these sections, the project would not result in unmitigable, significant impacts to biological, cultural, or tribal cultural resources. Potential adverse environmental effects to human beings are discussed in Section 4.3, *Air Quality*, Section 4.7, *Geology/Soils*, Section 4.9, *Hazards and Hazardous Materials*, Section 4.10, *Hydrology and Water Quality*, Section 4.11, *Land Use/Planning*, and Section 4.12, *Noise*. As discussed above, each environmental analysis section of the EIR concludes with a discussion of the project's contribution to cumulative effects.

Also refer to the Executive Summary of this EIR, which clearly summarizes all impacts and mitigation measures that apply to the project.

4.1 Aesthetics and Visual Resources

This section discusses the project's potential impacts relating to aesthetics and visual resources. It incorporates information regarding the regulatory setting and analysis of viewsheds and visual resources in Paso Robles. Regulatory documents include the City of Paso Robles General Plan Land Use and Conservation Elements and the Paso Robles Municipal Code (Municipal Code). The Municipal Code defines a viewshed as "the geographical area typically visible from a location beyond a project site. The viewshed includes all surrounding points that are in line of sight with that location and excludes points that are beyond the horizon or obstructed by terrain and other features (e.g., buildings, trees)."

The landscape is discussed in terms of "foreground," "middle ground," and "background" views. Foreground views are those immediately presented to the viewer and include objects at close range. Middle ground views occupy the center of the viewshed and typically include objects that dominate the viewshed in normal circumstances. Background views include distant objects and other objects that make up the horizon.

4.1.1 Setting

a. General Visual Character

Paso Robles is located in the upper Salinas River valley, with the Salinas River flowing through the center of the city from south to north. The rugged mountain ridges of the Santa Lucia Coastal Range border the Paso Robles area on the south and west, with the low hills of the La Panza and Temblor ranges in the east. In the north, the city is bounded by the low hills and flat-topped mesas of the Diablo Range.

Between these natural features, Paso Robles is developed with suburban residential, commercial, light industrial, institutional, and agricultural uses, with parks and open space scattered throughout the city. On the west side of the Salinas River, Paso Robles features older development, with many buildings of architectural and historical interest. East of the river, the city includes newer development, with a mix of mostly residential and some commercial and industrial uses. Lower density residential uses occur on all sides of the city. A limited number of properties within the city limits are designated for agricultural uses and are generally concentrated north of State Route (SR) 46 East and near the Paso Robles Municipal Airport.

The city combines a compact urban/suburban form in a rural setting, transitioning from a well-defined urban edge to agricultural uses and open space. Neighborhoods are characterized largely by single-family homes with generous set-backs from the street and a mature tree canopy. The region around the city is home to 40,000 vineyard acres that focus on premium wine production at more than 200 wineries (Paso Robles Wine Country Alliance 2019).

b. Existing Visual Conditions at the Project Site

The 358-acre Specific Plan area is located within the Paso Robles city limits, on the southeastern edge of the City of Paso Robles, at the urban/rural fringe with unincorporated San Luis Obispo County. The rolling terrain ranges in elevation from approximately 820 above mean sea level (msl) to 910 feet above msl. The gently sloping topography and the low profile of the existing vegetation provides expansive views across the Specific Plan area of the distant hills and oak woodlands from public roadways including Meadowlark Road, Linne Road, and Sherwood Road.

The Specific Plan area reflects the typical visual character of rural east Paso Robles, including primarily undeveloped land, with rural residential uses on the Olsen Ranch and Our Town properties, and grazing on portions of the Olsen Ranch, South Chandler Ranch, and Centex properties. The South Chandler Ranch portion of the Specific Plan area occupies a transition area between single-family and multi-family residential development to the northwest and light industrial light industrial uses to the west and south. Agricultural lands border the Specific Plan area to the north and east. The Centex and Our Town properties are located between South Chandler Ranch and Olsen Ranch. The visual character of the Specific Plan area is shown in site photographs included in Figures 2-4a, b, and c in Section 2, Project Description.

Grass meadows, oak woodlands, and rolling hills define the rural visual character of the Specific Plan area. Turtle Creek bisects the northern portion of the Olsen Ranch property. In the distant middle ground and near background, mature native oak trees dot the landscape and provide a distinctive form against the sky. A Pacific Gas and Electric (PG&E) transmission line utility easement crosses a portion of the Olsen Ranch property from the southwest to the northeast. In the distant background, the higher elevation hillsides are visible, where they form a distinctive horizon line against the sky. Existing rural agricultural elements, such as wooden fencing and old barns, further contribute to the rural character at the project site (refer to Figure 2-4c in Section 2, Project Description). Because of the elevated topography in the vicinity of the Specific Plan area, the Specific Plan area is visible from several area roadways.

Visual Corridors, Scenic Roadways, and Gateways

U.S. Highway 101 (U.S. 101) and SR 46 traverse the city from north to south and west to east, respectively. Both routes are eligible for state designation as scenic highways (California Department of Transportation [Caltrans] 2019a). The Specific Plan area is not visible from U.S. 101 or SR 46.

Closer to the project site, Sherwood Road, Fontana Road, and Linne Road provide expansive views of the Specific Plan area. Eastbound travelers on Sherwood Road look directly toward the Specific Plan area where Sherwood Road doglegs to the right to become Fontana Road. Fontana Road follows the Specific Plan area boundary until it becomes Linne Road, near the Centex property. Linne Road crosses the Specific Plan area north of the Olsen Ranch property to its eastern boundary and the eastern city limits (refer to Figure 2-2 in Section 2, Project Description). These roadways have open views of the hillsides across the project site.

A Visual Corridor is identified in the city's General Plan Conservation Element along the eastern boundary of the South Chandler Ranch property and north of the Our Town property. Additionally, the city's Gateway Design Plan identifies Linne Road as a "town and country gateway," as it marks the "edge of town entry points from the surrounding countryside" (City of Paso Robles 2008).

Scenic Vistas and Other Visual Resources

A scenic vista is a view of natural environmental, historic, and/or architectural features possessing visual and aesthetic qualities of value to the community. The term "vista" generally implies an expansive view, usually from an elevated point or open area. The Specific Plan area does not contain any designated scenic vistas, but is adjacent to several visual corridors, where visual resources, such as ridgelines, oaks, and the Turtle Creek riparian corridor, are visible on and through the Specific Plan Area.

Light and Glare

Nighttime lighting conditions vary throughout the city, from heavily lit areas of commercial development to rural areas with little night lighting. There is no street lighting or lighted nighttime activity on the project site other than that associated with the existing rural residential uses on the Olsen Ranch and Our Town properties, which provide minimal nighttime lighting. Typical sources of glare include expanses of light-colored walls, windows, and parked cars that reflect the sun. In the project vicinity, vehicle headlights, street lighting at intersections and along the streets, building lighting, and reflective surfaces associated with residential, commercial, and industrial uses to the west of the Specific Plan area are the primary sources of light and glare in the vicinity.

c. Regulatory Setting

State

State Streets and Highways Code, Section 260, et. seq.

A California highway may be designated as scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway, defined by the motorist's line of vision (a reasonable boundary is selected when the view extends to a distant horizon). A city or county must also adopt ordinances to preserve the scenic quality of the corridor, including 1) regulation of land use and density of development; 2) detailed land and site planning; 3) control of outdoor advertising (including a ban on billboards); 4) careful attention to and control of earthmoving and landscaping; and 5) careful attention to design and appearance of structures and equipment.

Local

City of Paso Robles General Plan

The City of Paso Robles regulates the appearance and size of buildings and public spaces through implementation of the General Plan Land Use, Circulation, and Conservation elements, and the enforcement of statutes in the Municipal Code Design Guidelines and Historic Preservation Guidelines. The General Plan Elements with applicable goals and policies follow in further detail.

LAND USE ELEMENT

The Land Use Element guides development in the city and restricts the expansion of the city limits (City of Paso Robles 2014a). The Land Use Element provides goals, policies, and actions to manage visual resources in the Specific Plan area.

GOAL LU-2: Image/Identity. Maintain/enhance the city's image/ identity.

Policy LU-2B: Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multifamily projects.

Action Item 2. Adopt design standards to clearly articulate how important public views, gateways, and landmarks are to be maintained/enhanced. This is to include, but not be

limited to enhancing views along highways, roads, streets, and rail corridors with landscaping, building setbacks, enhanced architecture, and signage/monuments.

Action Item 3. Require utilities to be placed underground in new development projects, except for those circumstances where this requirement is not reasonably related to the specific project. Voltage lines of 44 KV or greater are excluded from this undergrounding requirement.

Policy LU-2D: Neighborhoods. Strive to maintain and create livable, vibrant neighborhoods and districts with:

- Attractive streetscapes
- A pedestrian friendly setting
- Coordinated site design, architecture, and amenities
- Adequate public and private spaces
- A recognizable and high quality design aesthetic

Action Item 5 (Light/Glare – New Development). Require all new lighting to be shielded and directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The style, location, and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Development Review Committee prior to issuance of building or grading permits, as appropriate.

Policy LU-2J: Public Art. Art in public places is an essential element of the Community's quality of life, contributing to what makes Paso Robles a special place to live, work and shop.

Action Item 1. Public and private development projects shall be required to contribute toward the establishment and maintenance of art in public places, based on a formula and process to be established by the City Council.

Policy LU-2K: Support environmental responsibility. Manage the natural landscape to preserve the natural beauty and rural identity of the community, which enhances ecological functions and maintains environmental and public health.

Action Item 1. Require new development, either on public or private property, to mitigate its share of impacts from storm water on the natural environment through implementation of Low-Impact Development (LID) storm water management features.

CONSERVATION ELEMENT

The Conservation Element addresses the preservation of resources in and near the city that contribute to the “quality of life and community image... [and that include] the many features that make Paso Robles a special place to live or visit” (City of Paso Robles 2003c).

Oak trees are of particular importance to the heritage and character of Paso Robles, and the city has special provisions in the Conservation Element concerning the preservation of oak trees as an important resource. The following General Plan goals, policies, and action items relate to visual resources.

Policy C-3 A: Oak Trees. Preserve existing oak trees and oak woodlands. Promote the planting of new oak trees.

Action Item 3. Encourage and/or require new development to include the planting of new oaks where feasible and appropriate.

GOAL C-5: Visual Resources. Enhance/upgrade the city's appearance.

Policy C-5A: Visual Gateways and Landmarks. Identify important visual resources: gateways, visual corridors, major arterials, natural/open space areas, as shown in Table C-1.

Action Item 2. Coordinated/Complementary Design Standards. Establish and implement site design, landscaping, architecture, and sign design standards in order to ensure that gateways, corridors, major arterials, and natural areas are identifiable.

Policy C-5B: Hillsides. Protect hillsides as a visual amenity by implementing design standards and grading requirements that call for:

- a. Decreasing density as slope increases,
- b. Limiting the amount of grading,
- c. Providing substantial amounts of landscaping,
- d. Incorporating architectural treatment that enhances the form of the hillside rather than conflicting with it,
- e. Limiting the number of building sites that may be placed on prominent ridgelines,
- f. Preventing development of new buildings that project above the ridgeline unless adequately mitigated with landscaping, and
- g. Ensuring sensitive design of development on steep slopes, and on the crest of major ridgelines.

Considerations for development on steep slopes shall include the following:

- Avoid slope stability hazards by restricting development from slopes of 35 percent or greater.
- [Perform] site-specific visual assessments (with and without the project) to thoroughly evaluate the visual effects of development proposals on slopes of 30 percent or greater.
- For new development located on ridges and hills consider providing a substantial building setback from the edge of the downhill slope and/or screening landscaping, where the slope exceeds 15 percent.

Paso Robles Municipal Code

The Municipal Code is the set of regulations that serve as the civil code for the city. Provisions related to aesthetics and visual quality include the following.

CHAPTER 10.01 OAK TREE PRESERVATION

10.01.010.A. It is declared that the public interest and welfare requires that the city establish a program for the preservation of oak trees in order to maintain the heritage and character of the City of El Paso de Robles ("The Pass of the Oaks") as well as preserve the beauty and identity of the community.

10.01.010.F. Preservation of existing oak trees and opportunities to promote the establishment of new oak trees shall be a focus of the planning commission and/or city council in conjunction with consideration of any development project or development related entitlement. Public

education regarding the value of preserving oaks and other trees shall be promoted by the City of El Paso de Robles.

A discussion of this regulation is also provided in Section 4.4, Biological Resources. Municipal Code Title 20, Grading, “sets forth regulations for the control of excavation, grading, fills, and embankment construction; establishes the administrative procedure for issuance of permits; provides for approval of plans; and requires the inspection and approval of the work” with pertinent sections of Chapter 70 of the California Uniform Building Code incorporated.

Title 21, Zoning, establishes the standards for building design, including their height and bulk. Section 21.14A.045, Ridgelines, states that “Subdivisions shall be designed to minimize landform alteration as viewed from outside the site. Landscaping and contour grading shall be used to mitigate the visual effects of grading. Each specific plan shall include grading policies for the protection of prominent ridgelines.” Section 21.14A.060 of the Municipal Code outlines the review requirements, whereby the plans and renderings are reviewed by the community development director, development review committee, or planning commission to determine if project features and landscaping plans meet city goals and policies for their design.

Paso Robles Gateway Design Plan

The city’s Gateway Design Plan identifies Linne Road as a key “town and country” gateway and states that this gateway will move east as the city expands eastward, including development of the Olsen Ranch and Chandler Ranch properties. The Gateway Design Plan states that the “character of future development should be governed by [...] standards [that assure] Linne Road becomes a graceful avenue flanked by traditional California neighborhood development” (City of Paso Robles 2008).

4.1.2 Impact Analysis

a. Methodology and Significance Thresholds

The assessment of aesthetic impacts involves qualitative analysis that is subjective in nature: different viewers react to viewsheds and aesthetic conditions differently. This discussion evaluates the existing visual environment against the anticipated level of development with implementation of the project. The Specific Plan area was observed and photographed relative to its surrounding context (refer to Figures 2-4a, b, and c in Section 2, Project Description). The proposed land use plans, grading cross-sections, and other conceptual resources included in the proposed Specific Plan were reviewed relative to the adopted plans and regulations described in Section 4.1.1(c), Regulatory Setting. The impact analysis compares the existing visual resources against the proposed action, analyzing the nature of the anticipated change.

The following criteria for the effects to aesthetic resources are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would result in one or more of the following conditions:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced

from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality

- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area

In this analysis, modifications to the viewshed were considered substantial if they would alter the existing, predominantly rural setting to one that is predominantly urbanized.

There are no state-designated scenic highways near the Specific Plan area. Potential impacts related to scenic resources within a state scenic highway are discussed in Section 4.18, Effects Found Not to be Significant.

b. Project Impacts and Mitigation Measures

Threshold: Would the project have a substantial adverse effect on a scenic vista?
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Impact AES-1 THE SPECIFIC PLAN AREA IS DESIGNATED BY THE PASO ROBLES GENERAL PLAN FOR SPECIFIC PLAN IMPLEMENTATION AND ASSOCIATED RESIDENTIAL DEVELOPMENT. THEREFORE, THE PROJECT WOULD NOT RESULT IN UNANTICIPATED CHANGES TO PUBLIC VIEWS OR ADVERSE EFFECTS ON SCENIC VISTAS IN THE AREA. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The city does not identify scenic vistas in the General Plan. The city's General Plan Conservation Element identifies a Visual Corridor along the eastern boundary of the South Chandler Ranch property and north of the Our Town property. Conservation Element Policy C-5A and Conservation Element Table C-1 identify natural landmarks and open space viewsheds as important visual resources. Conservation Element Policy C-5B also identifies hillsides as a visual amenity in the city. Natural landmarks and open space viewsheds specifically identified as important visual resources in the Conservation Element include oak covered hillsides and eastside creeks/riparian corridors such as Turtle Creek. These identified visual resources are visible in the middle ground and background views from public viewsheds surrounding the Specific Plan area, such that impacts to views of these visual resources would be considered potentially significant.

The project would result in construction of single-family and multi-family residential structures along arterial roadways in the Specific Plan area, and adjacent to existing development on the east side of the city. New structures along area roadways and adjacent to existing development would include multi-family residential units up to 40 feet in height. The proposed open space and recreational areas would include a community building (planned to operate as a farm stand and community-supported agriculture [CSA] office), a private recreational center ("The Overlook"), and a pool house. The project would also result in the removal of approximately 49 of 174 existing native oak trees located in the Specific Plan area (28 percent). In many cases, views across the Specific Plan area from these locations would be blocked by new development. From public viewsheds where views would not be blocked, views across the Specific Plan area from the Visual Corridor along the eastern boundary of the South Chandler Ranch property and public viewsheds, such as Linne Road, Sherwood Road, Fontana Road, Hanson Road, and Meadowlark Road, would be permanently changed from unimpeded vistas across oak covered hillsides and creeks/riparian corridors to views of residential development and associated landscaping interspersed with open spaces and recreational uses. The city's Gateway Design Plan specifies Linne Road as a key "town and country" gateway and states that this gateway will move east as the city expands eastward, including development of the Olsen Ranch and Chandler Ranch properties.

The project would be required to comply with the city's Oak Tree Preservation ordinance (Municipal Code Chapter 10.01), which requires permits describing specific trees to be removed, justifying their removal, and relocating or replacing trees in kind. The Specific Plan includes approximately 102 acres of public and private open space/recreational uses, accounting for approximately 30 percent of the Specific Plan area, which would preserve natural landmarks and open space viewsheds in these areas. As discussed in Section 1, Introduction, the Olsen Ranch and South Chandler Ranch properties require adopted Specific Plans and have been anticipated for urban development, including residential, business park, and commercial uses, since the preparation of the General Plan. As part of the city's 2014 update of the General Plan Land Use Element, these properties were assigned residential growth potentials. Although urban development of the Specific Plan area would eliminate views of oak covered hillsides and creeks/riparian corridors from public viewsheds in the Specific Plan area vicinity, the Specific Plan area is designated by the city for residential development. Therefore, the project would not result in unanticipated changes to public views or adverse effects on scenic vistas in the area. This impact would be less than significant.

Mitigation Measures

Compliance with the City's Oak Tree Preservation ordinance (Municipal Code Chapter 10.01) as well as implementation of Mitigation Measures BIO-4(a) and BIO-4(b), to replace and preserve oak trees, would preserve views of oak trees in the Specific Plan area to the extent feasible. No additional mitigation would be required as this impact would be less than significant.

Threshold:	In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point)? In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
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Impact AES-2 PROJECT GRADING WOULD ALTER THE EXISTING VISUAL FORM OF THE SPECIFIC PLAN AREA IN A MANNER THAT WOULD PERMANENTLY CHANGE TOPOGRAPHY, LAND USE, AND VEGETATION. THE PROJECT WOULD ALTER THE CHARACTER OF THE SPECIFIC PLAN AREA FROM SEMI-RURAL AGRICULTURAL TO URBANIZED. THIS CHANGE IN THE VISUAL CHARACTER OF THE SPECIFIC PLAN AREA WOULD BE LESS THAN SIGNIFICANT WITH INCORPORATION OF MITIGATION (CLASS II).

The project site is non-urbanized, although the Specific Plan area is adjacent to urbanized land uses. As described in Section 4.11, Land Use, the project would be consistent with applicable city policies and land use standards with implementation of the mitigation measures in this EIR. The existing visual character of the Specific Plan area is semi-rural. The city's Gateway Design Plan specifies Linne Road as a key "town and country" gateway and states that this gateway will move east as the city expands eastward, including development of the Olsen Ranch and Chandler Ranch properties. The General Plan anticipates that some undeveloped areas in the city will change from semi-rural or open space character to a developed, urban character as a result of infill and new development.

Grading

The majority of the Specific Plan area would be graded. Based on preliminary earthwork calculations, the project would require the movement of approximately one million cubic yards (1,000,000 cy) of earth with cut and fill being balanced within the Specific Plan area (no soil is anticipated to be imported to or exported from the Specific Plan area). The overall cut on the South Chandler Ranch property would range from a depth of a few inches to 22.5 feet, with a maximum fill

of 24 feet. The average topographic change across the South Chandler Ranch property would be approximately 1.7 feet of fill. The overall cut on the Olsen Ranch property would range from a few inches to 24 feet, with a maximum fill of 20 feet. The average topographic change across the Olsen Ranch property would be approximately 1.4 feet of cut. All excavation components would be required to comply with Municipal Code 20.16, including applicable height limits and cut/fill slope requirements. Figure 2-9 and Figure 2-10 in Section 2, Project Description, show the proposed grading for the Olsen and South Chandler properties.

As described in Section 2, Project Description, cut soil will be used to balance fill soil within the Specific Plan area, with excavated earth being used as fill material. Figure 4.1-1 and Figure 4.1-2 show pre- and post-grading slope profiles for the Olsen and South Chandler properties. As shown in the grading slope profiles, the proposed grading has been designed to retain the existing topography of the Specific Plan area where feasible, while creating tiered pads that would facilitate planned urban development. The proposed grading would require balancing up to one million cubic yards of cut and fill soil but would retain the general topographic characteristics of the Specific Plan area (maximum and minimum mean sea level [msl] with lowest elevations in the center of the Specific Plan area sloping to higher elevations in the north and south). While the project would not substantially change the overall elevational characteristics of the Specific Plan area or result in changes to topography that would block views through the Specific Plan area, the project would alter the topography, land use, and vegetation, permanently changing the visual form of the Specific Plan area.

Community Design and Development Density

The project would convert approximately 250 acres of mostly undeveloped open space in the Specific Plan area to urban development, including residential and non-residential land uses, as well as recreational uses and associated infrastructure, including roadways. As a result, the project would substantially alter the visual quality and character of the Specific Plan area. As discussed in Section 2, Project Description, and shown in Figure 2-5, Land Use Plan, and Figure 2-6, Conceptual Development Plan, the project would organize the Specific Plan area into nine land use types, including framework (arterial) roadways and in-tract roadways that would connect the residential uses throughout the Specific Plan area.

The High Density Residential (HDR) and Medium Density Residential (MDR) development would be located close to Sherwood Road, Aaroe Road, and Linne Road. Low Density Residential (LDR) development would be located in the northern portion of the South Chandler Ranch property and the central and southern portions of the Olsen Ranch property. As shown in Figure 2-5 in Section 2, Project Description, the proposed configuration of land uses within the Specific Plan area would result in HDR and MDR land uses closer to light industrial light industrial uses west and south of the South Chandler Ranch property and west of the Centex property, and along framework/arterial roadways, including Sherwood Road, Aaroe Road, Linne Road, and Parkview Lane. LDR land uses in the Specific Plan area would be located adjacent to single-family residential uses west of the Olsen Ranch property and agricultural and rural residential uses north, east, and south of the Specific Plan area.

As discussed in Section 1, Introduction, the Olsen Ranch and South Chandler Ranch properties require adopted Specific Plans and have been anticipated for urban development, including residential, business park, and commercial uses, since the preparation of the General Plan. As part of the city's 2014 update of the General Plan Land Use Element, these properties were assigned residential growth potentials. As a result, the character of the project site has been anticipated for

change to a more urbanized condition. In addition, the project would include approximately 97 acres of undisturbed open space and approximately 30 acres of managed open space with landscaped areas, trailhead, public trails, and fuel modification areas. Community parks, private recreational areas, and open space areas would be located throughout the Specific Plan area with the largest community park areas surrounding Turtle Creek and the Pacific Gas and Electric (PG&E) transmission line utility easement that crosses the southern portion of the Olsen Ranch property. As shown on Figure 2-4 in Section 2, Project Description, the framework roadway rights-of-way and open space along the southern and eastern boundaries of the Olsen Ranch property would serve as informal buffers between new development in the Specific Plan area and surrounding properties. These informal buffers and open space would offer a transition from semi-rural to urban visual character.

The Specific Plan includes design principles and architectural guidelines, which require development in the Plan area to incorporate styles typical of the historic architecture in Paso Robles. However, implementation of the project will permanently convert approximately 250 acres in the Specific Plan area from semi-rural agriculture and open space to residential development and urban infrastructure. Mitigation would be required to ensure that the change in semi-rural to urban character resulting from buildout of the project would be less than significant.

Mitigation Measures

Mitigation Measure AG-2(a) requires that agricultural buffer easements, berms, and/vegetative screening be implemented on properties in the Specific Plan area within a minimum of 50 feet of adjacent active agricultural uses. The agricultural buffers and open space would offer a transition from semi-rural to urban visual character. In addition, the following mitigation would reduce the severity of the project impact to the character of the Specific Plan area:

AES-2 Master Landscape Plan Requirements

The Master Landscape Plan shall indicate specific best practices for landscaping in the Specific Plan area, including as landscape buffers between residential and non-residential development and open space areas/parks, plantings that screen outdoor parking areas and residential and non-residential structures, and shielded lighting. The Master Landscape Plan shall be developed in coordination with the requirements in Mitigation Measures BIO-4(a) and BIO-4(b) for the replacement and protection of oak trees in the Specific Plan area.

- a. Retaining/barrier walls and other vertical boundaries shall be in tones compatible with surrounding terrain using textured materials or construction methods, which create a textured effect. Walls shall be landscaped to provide screening from adjacent open space areas, visual corridors, and gateways (Linne Road), using drought-tolerant, low-maintenance, and native species where appropriate. Perimeter landscaping of retention/drainage basins shall consist of low maintenance trees and shrubs.
- b. Retaining/barrier walls shall be limited to 5 feet in height, measured from the top of grade in front of the wall to the top of the wall cap. Where retaining conditions require walls to be higher than 5 feet, the wall shall be separated into two or more walls with a minimum of 3 feet between each wall for screen planting.
- c. Landscaping using native oak trees, shrubs, and groundcover shall be preferred to perimeter fencing to the maximum extent feasible. Where required, perimeter fencing shall be decorative or designed to minimize interference with wildlife movement.

Figure 4.1-1 Olsen Ranch Grading Cross Sections

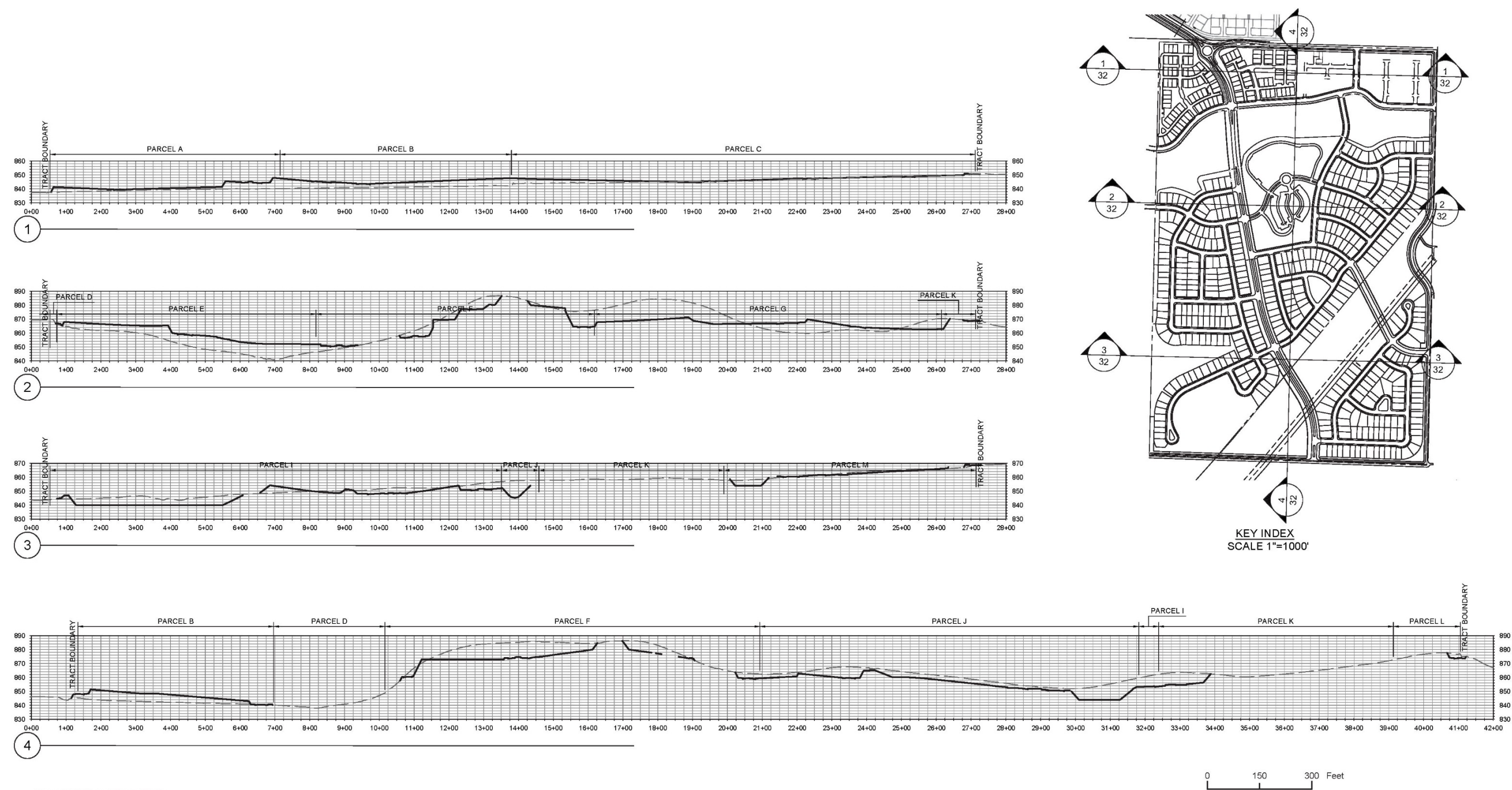
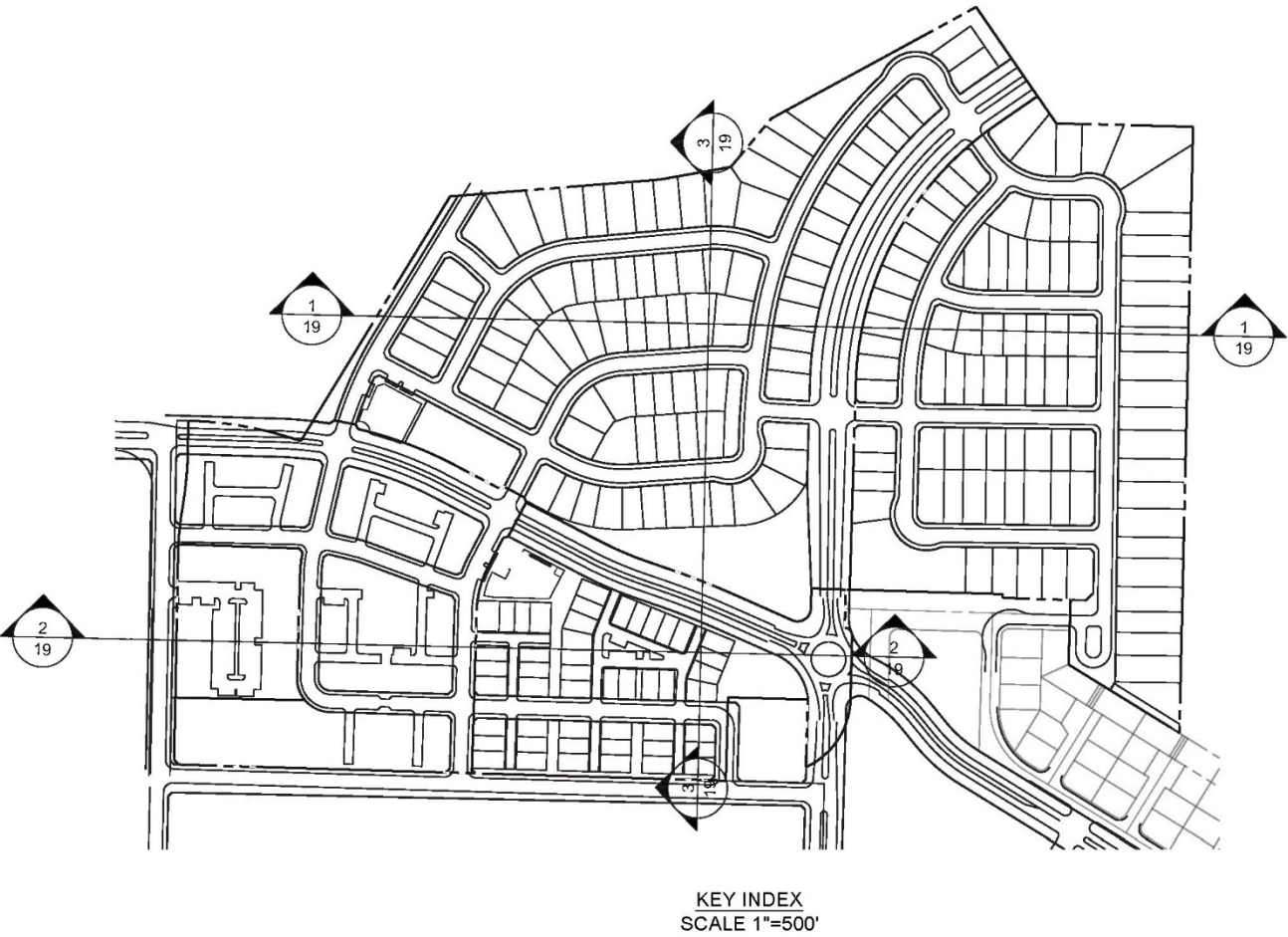
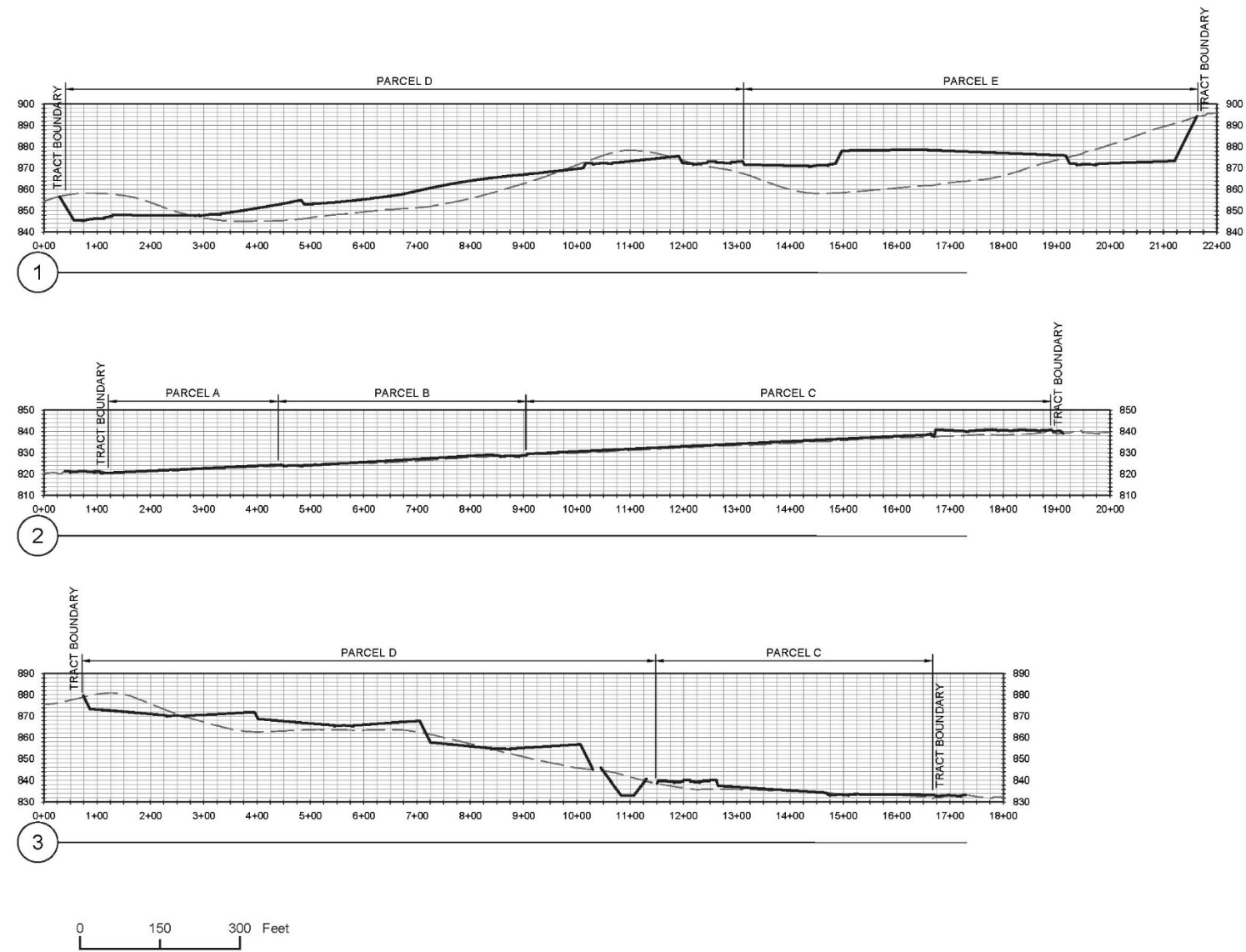


Figure 4.1-2 South Chandler Ranch Grading Cross Sections



Source: Wallace Group 2018

- d. All medians and strips designated for landscaping shall utilize drought-tolerant species to the maximum extent feasible, consisting of low maintenance trees, shrubs, and groundcover that do not obstruct views for motorists, bicyclists, and pedestrians.
- e. Natural turf shall only be permitted in areas of active use and must comply with the city's Water Efficient Landscape Ordinance standards. Decorative natural turf is prohibited.
- f. The extent, height, and quantity of cut and fill shall be minimized to the extent feasible to preserve natural components of the existing landscape, including existing oak trees.

Plan Requirements and Timing. These requirements shall be implemented with the approval of landscape and irrigation plans that are submitted in conjunction with subdivision improvement plans, public improvement plans, on-site improvement plans, and residential plot plans. **Monitoring.** The Planning Division shall verify the submittal of landscape plans with any permits listed above and review all landscape plans for consistency with the Specific Plan and development plan as applicable. Prior to all building permit finals, the Planning Division shall inspect all landscape installations.

Significance After Mitigation

Compliance with Mitigation Measure AES-2 and Mitigation Measure AG-2(a) would minimize potential impacts to the Specific Plan area's visual character, reducing this impact to a less than significant level (Class II).

Threshold: Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Impact AES-3 THE PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE THAT WOULD INCREASE LIGHT LEVELS IN THE SPECIFIC PLAN AREA VICINITY WITH THE POSSIBILITY OF ADVERSELY AFFECTING DAYTIME AND NIGHTTIME VIEWS. COMPLIANCE WITH GENERAL PLAN POLICY LU-2D, INCLUDING DEVELOPMENT OF A CITY-APPROVED LIGHTING PLAN WOULD ENSURE THAT THIS IMPACT WOULD REMAIN LESS THAN SIGNIFICANT (CLASS III).

The Specific Plan area is undeveloped with the exception of rural residential units located on the Olsen Ranch and Our Town properties, which do not result in substantial existing lighting and glare on the project site. The majority of light and glare in the project vicinity is generated by vehicle headlights, street lighting at intersections and along the surrounding roadways, and building lighting and reflective surfaces associated with residential, commercial, and industrial uses to the west of the Specific Plan area.

The project would replace existing agricultural and rural lands with low-, medium-, and high-density residential and commercial uses. Development of the project site would result in an increase in ambient nighttime lighting through the addition of residential and commercial uses and associated exterior lighting, parking lot and security/safety lighting, and fixtures associated with the proposed structural development.

Proposed Specific Plan Policy 3.0.7 requires all lighting to comply with the following regulations and provisions:

- The HOA shall define and adopt Dark Sky lighting standards to minimize light pollution and maintain the rural character of the area

- Visible lighting fixtures shall be consistent with the architectural style they are affixed or adjacent to
- All lighting within public right of ways and dedicated public easements shall be designed to city standards

Overall, levels of light and glare generated by new buildings and urban activity in the Specific Plan area would be comparable to typical light levels in the adjacent, urban environment and would be visually consistent with the existing urban development to the west of the Specific Plan area.

General Plan Policy LU-2D, Action Item 5 requires new lighting to be shielded and directed downward. It also provides general instruction as to placement of new sources of lighting and the requirement that the light and glare not adversely affect adjacent properties. The project applicant would be required to provide an overall lighting plan that demonstrates that the project complies with the requirements of General Plan Policy LU-2D, which would be reviewed and approved by the Community Development Department prior to approval of tentative tract map improvement plans. Therefore, impacts associated with the creation of new sources of exterior lighting and glare would be less than significant.

Mitigation Measure

This impact would be less than significant without the need for mitigation.

c. Cumulative Impacts

The project, in combination with approved, pending, and proposed development in Paso Robles and nearby unincorporated portions of San Luis Obispo County, would gradually alter the visual makeup of the urban fringe of the city from rural, semi-rural, or suburban to a more suburban or urban condition. As discussed in Section 3, Environmental Setting, 3,259 new dwelling units and 2,723,286 square feet of new non-residential space are currently proposed, in process, approved, or under construction in the city. Cumulative development would be located on infill sites throughout the city, as well as large tracts of undeveloped open spaces along the city's urban perimeter, such as the Beechwood Specific Plan area southwest of the project site. Under existing San Luis Obispo County land use designations, cumulative development outside the city limit east, north, and south of the Specific Plan area would be limited to agricultural and rural residential development under the existing County's agricultural land use designations.

Urban development of the Specific Plan area is anticipated in the Paso Robles General Plan and would be at a comparable density to existing development west of the Specific Plan area. Consistent with long-term buildout under the General Plan, the project would be required to adhere to the design standards of the General Plan and would be subject to discretionary review by the Planning Commission and/or City Council. The project is located within the Paso Robles Urban Reserve Line identified in the County of San Luis Obispo North County Area Plan and would not conflict with the County General Plan Land Use and Circulation Element.

New development in the city near the Specific Plan area would generally be of a type and intensity similar to existing urban uses west of the Specific Plan area. However, cumulative development on the eastern urban fringe of the city, including the proposed project, as well as the Beechwood Specific Plan and North Chandler Ranch Vineyard Proposal (refer to Section 3, Environmental Setting), will permanently transform the visual character of the community as increased urbanization moves the urban/rural boundary further east toward the city limit and Urban Reserve

Line. This effect on the visual character of the eastern end of the city would be cumulatively significant. With implementation of Mitigation Measure AES-2, the proposed Specific Plan would not degrade the aesthetic character in the Specific Plan area vicinity and the project's contribution to cumulative conversion of semi-rural land to urban land would be less than significant (Class II).

Required preparation of an overall lighting plan that demonstrates compliance with the requirements of General Plan Policy LU-2D would ensure that new development in the Specific Plan area would not substantially contribute to significant cumulative impacts related to the introduction of new sources of light and glare. Potential cumulative impacts from other projects in the vicinity would be evaluated on a case-by-case basis based on conditions and views associated with individual sites and the planned design of specific projects. Cumulative impacts associated with new sources of lighting and glare would be less than significant (Class III).

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4.2 Agricultural Resources

This section identifies the agriculture resources that occur on and in the vicinity of the Specific Plan area, and evaluates the project's potential impacts to those resources. The analysis presented in this section is based on the current federal, state, and local farmland and agricultural classifications, and city land use and zoning designations for the Specific Plan area.

4.2.1 Setting

a. Regional Agricultural Resources

California agriculture ranks first in the nation, producing over 400 commodities and over one-third of all U.S. grown vegetables and two-thirds of all U.S. grown fruits and nuts (California Agricultural Statistics Review, 2017-2018, California Department of Food and Agriculture [CDFA]).

San Luis Obispo County and the Central Coast region are important key agricultural centers within the State of California. Wine grapes and strawberries lead a list of high value specialty crops grown in the county's fertile soils and Mediterranean climate. The region's agricultural industry provides employment and income directly for those in agriculture, and helps drive growth in the tourism industry, which in turn generates further economic activity and consumer spending. As shown in Table 4.2-1, agricultural production has risen from \$602.9 million in 2008 to \$924.7 million in 2017. Wine grapes, strawberries, and cattle and calves produced the most revenue in the county, bringing in approximately \$267.7 million, \$228.2 million, and \$43.2 million, respectively. Other crops in the county's top ten agricultural producers include broccoli, vegetable transplants, avocados, cut flowers, cauliflower, head lettuce, and lemons (County of San Luis Obispo Department of Agriculture/Weights and Measures 2017).

Table 4.2-1 San Luis Obispo County Comparative Agricultural Values

Year	Value
2008	\$602,922,000
2009	\$623,095,000
2010	\$712,808,000
2011	\$732,413,000
2012	\$861,820,000
2013	\$921,132,000
2014	\$900,070,000
2015	\$828,173,000
2016	\$929,930,000
2017	\$924,698,000

Source: County of San Luis Obispo Department of Agriculture/Weights and Measures 2017

Table 4.2-2 summarizes agricultural productivity by crop type in San Luis Obispo County in 2017, including harvested acreage and total gross values.

Table 4.2-2 San Luis Obispo County Agricultural Productivity Summary, 2017

Crop Types	Harvested Acres	Total Gross Values
Animal Industry	n/a	\$47,909,000
Field Crops	1,040,293	\$16,679,000
Fruit and Nut Crops	56,363	\$566,592,000
Vegetable Crops	24,749	\$210,716,000
Nursery Products	n/a	\$82,802,000

Source: County of San Luis Obispo Department of Agriculture/Weights and Measures 2017

b. City Land in Agricultural Production

The City of Paso Robles is an urban area of the county and does not contain large-scale agricultural activities within the city limits. These activities are typically found surrounding the city in unincorporated areas. However, the city functions as an important location for agricultural commerce because of its location within an agricultural region known for its production of wine grapes, wines, and other agricultural products. A limited number of properties within the City of Paso Robles are designated for agricultural uses and are generally concentrated north of SR 46 East and near the Paso Robles Municipal Airport.

c. Olsen/South Chandler Ranch Agricultural Resources

Historical and Current Agricultural Uses

The Olsen/South Chandler Ranch Specific Plan area is located in the southeastern portion of the city, with county unincorporated lands directly east of the Specific Plan area. A historical review of the Specific Plan area and surrounding properties was performed as part of a Phase I Environmental Site Assessment (ESA) prepared by Earth Strata Geotechnical Services in November 2018 for the Specific Plan area (Appendix E). Based on the historical review for the Phase I ESA, aerial photographs indicate that the Specific Plan and surrounding areas were primarily used for agricultural purposes, with three supporting rural residential units, between 1949 and 1981. The historical croplands on the site have been fallow since approximately 2006.

The Specific Plan area is located within a transition area between the light industrial and residential development to the west and agricultural/open space uses to the north, east, and south. Approximately 350 acres of the site are undeveloped, with the remaining areas developed with rural residential units and ancillary structures. The Specific Plan area contains annual grasslands, and portions of the site are used for informal, intermittent grazing activities.

Soils and Crop Production

Seven soils types are found in the Specific Plan area and include: Arbuckle-Positas complex (9-15 percent slopes); Arubuckle-San Ysidro complex (2-9 percent slopes); Cropley clay (2-9 percent slopes); Nacimiento-Los Osos complex (9-30 percent slopes); Rincon clay loam (0-2 percent slopes);

Rincon clay loam (2-9 percent slopes); and San Ysidro loam (0-2 percent slopes; Web Soil Survey, United States Department of Agriculture [USDA] Natural Resources Conservation Service [NRCS] 2018). Refer to Figure 4.7-1 in Section 4.7, Geology/Soils, which shows the mapped soils in the Specific Plan area.

The Cropley clay (2-9 percent slopes), Rincon clay loam (0-2 percent slopes), and Rincon clay loam (2-9 percent slopes) soils are designated by the NRCS as prime farmland if irrigated. The Arubuckle-San Ysidro complex (2-9 percent slopes) and San Ysidro loam (0-2 percent slopes) soils are designated by the NRCS as farmland of statewide importance. The remaining soils in the Specific Plan area are not prime farmland. The quality as well as the capability and farmland classifications for the soils in the Specific Plan are discussed further in Section 4.2.1(d).

d. Soil Characteristics and Agricultural Capability Classifications

The NRCS assesses the agricultural capacity of soils through its utilization of the Land Capability Classification System and the Storie Index. The Storie Index is a soil rating based on soil properties that govern a soil's potential for cultivated agriculture in California. The Storie Index assesses the productivity of a soil based on four characteristics:

- Factor A, degree of soil profile development;
- Factor B, texture of the surface layer;
- Factor C, slope; and
- Factor X, manageable features, including drainage, micro relief, fertility, acidity, erosion, and salt content.

Under the California Revised Storie Index, these four factors translate into soil grades: Grade 1 (excellent), Grade 2 (good), Grade 3 (fair) and Grade 4 (poor).

The land capability classification describes soils types, physical characteristics and limitations, and suitability for agriculture and other uses. The NRCS groups soils according to their general suitability for most kinds of field crops. The capability class is designated by Roman numerals I through VIII. The numbers indicate progressively greater limitations and narrower choices for practical use:

- **Classes I and II** – Soils with few limitations that restrict their use for agriculture; almost all crops can be grown successfully on these soils.
- **Class III and IV** – Soils with agricultural limitations, which would affect management or choice of crop.
- **Class V** – There are no soils of Class V in the county.
- **Class VI and VII** – Soils that fall into these classes are suited primarily for rangeland.
- **Class VIII** – Soils and landforms that are unsuitable for agricultural use.

In addition, the NRCS farmland classification identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops and identifies map units as “prime farmland, if irrigated,” “farmland of statewide importance,” and “not prime farmland”.

The soils in the Specific Plan area, associated acreages, characteristics, Storie Index ratings, and farmland and capability classifications are shown in Table 4.2-3.

Table 4.2-3 NRCS Agricultural Capability Classifications for the Specific Plan Area Soils

Soil Name	Site Area (acres)	Texture	Slope %	Capability Class	Storie Index	Farmland Classification
Arbuckle-Positas complex	152.6	Fine-loamy	9 to 15	IV	Grade 1 – Excellent	Not prime farmland
Arubuckle-San Ysidro complex	2.5	Fine-loamy	2 to 9	III	Grade 1 – Excellent	Farmland of statewide importance
Cropley clay	96.0	Fine	2 to 9	II	Grade 3 – Fair	Prime farmland if irrigated
Nacimiento-Los Osos complex	7.3	n/a	9 to 30	IV	n/a	Not prime farmland
Rincon clay loam	0.4	Fine	0 to 2	II	Grade 1 – Excellent	Prime farmland if irrigated
Rincon clay loam	80.3	Fine	2 to 9	II	Grade 1 – Excellent	Prime farmland if irrigated
San Ysidro loam	18.7	Fine	0 to 2	III	Grade 2 – Good	Farmland of statewide importance

Source: NRCS 2019

e. Farmland Mapping and Monitoring Program

The Farmland Mapping and Monitoring Program (FMMP) is implemented by the Department of Conservation (DOC) Division of Land Resource Protection and recognizes the suitability of land for agricultural production. The FMMP is non-regulatory and was developed to inventory land and provide categorical definitions of Important Farmlands and consistent and impartial data to decision-makers for use in assessing present status, reviewing trends, and planning for the future of California's agricultural land resources. The program does not necessarily reflect local General Plan actions, urban needs, changing economic conditions, proximity to market, and other factors, which may be taken into consideration when government considers agricultural land use policies. FMMP produces Important Farmland Maps, which account for both resource quality (soils) and land use information. The FMMP farmland categories are described as follows:

- **Prime Farmland** has the most favorable combination of physical and chemical features, enabling it to sustain long-term production of agricultural crops. This land possesses the soil quality, growing season, and moisture supply needed to produce sustained high yields. In order to qualify for this classification, the land must have produced irrigated crops at some point during the two update cycles prior to National Resource Conservation Service (NRCS) mapping.
- **Farmland of Statewide Importance** possesses minor shortcomings when compared to Prime Farmland, such as greater slopes and/or less ability to store moisture. In order to qualify for this classification, the land must have produced irrigated crops at some point during the two update cycles prior to NRCS mapping.
- **Unique Farmland** is of lesser quality soils used for the production of the state's leading agricultural crops. Unique Farmland includes areas that do not meet the above stated criteria for Prime Farmland or Farmland of Statewide Importance, but that have been used for the production of specific high economic value crops during the two update cycles prior

to the mapping date. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality and/or high yields of a specific crop when treated and managed according to current farming methods.

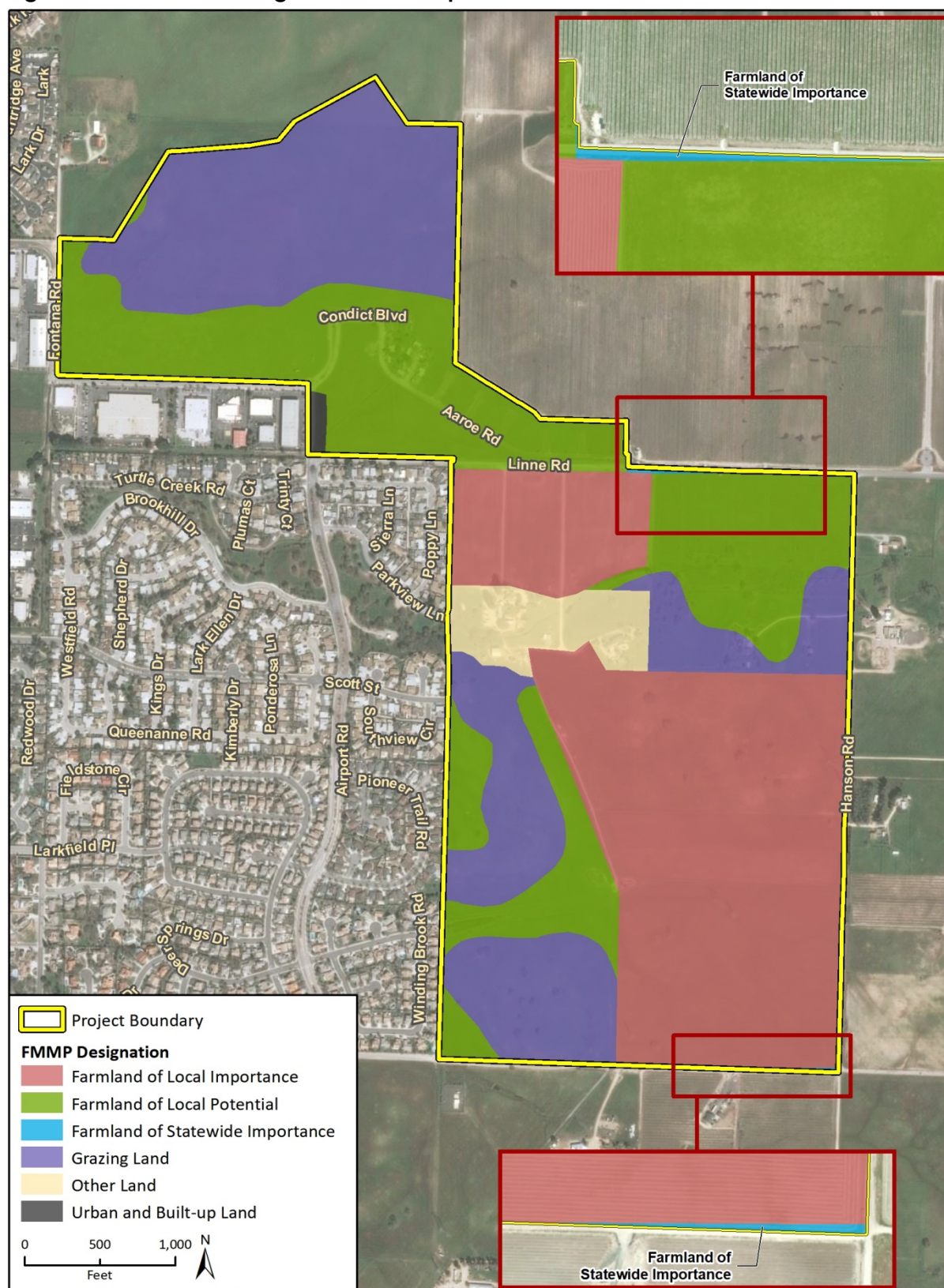
- **Farmland of Local Importance** is important to the local agricultural economy, as determined by the County Board of Supervisors and a local advisory committee.
- **Grazing Land** contains existing vegetation that is suited to the grazing of livestock.
- **Urban and Built-up Land** is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- **Other Land** is land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

According to Appendix G of the State CEQA Guidelines, Important Farmland under the FMMP includes Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. The best quality land is Prime Farmland. The remaining FMMP categories are used for reporting changes in land use as required for the FMMP biennial farmland conversion report. Figure 4.2-1 shows the FMMP designations in the Specific Plan area. Table 4.2-4 shows the area of each FMMP category identified in the Specific Plan area.

Table 4.2-4 FMMP Categories and Acreages in the Specific Plan Area

FMMP Category	Acreage
Farmland of Statewide Importance	1.0
Farmland of Local Importance	124.6
Farmland of Local Potential	107.3
Grazing Land	108.4
Urban and Built-up Land	2.3
Other Land	14.1
Source: County of San Luis Obispo Department of Agriculture/Weights and Measures 2017	

Figure 4.2-1 FMMP Designations in the Specific Plan Area



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Additional data provided by Department of Conservation FMMP, 2016.

As shown on Figure 4.2-1 and in Table 4.2-4, approximately one acre of Farmland of Statewide Importance classified as FMMP Important Farmland is within the Specific Plan area. The identified Farmland of Statewide Importance is located where Linne Road and Meadowlark Road are developed at the northern and southern boundaries of the Olsen Ranch property and corresponds with identified Farmland of Statewide Importance associated with the existing vineyard and agricultural uses located outside of the Specific Plan area north and south of the Olsen Ranch property and east of the Our Town properties. The remaining FMMP categories in the Specific Plan area are not classified as Important Farmland.

f. Regulatory Setting

Public Resources Code Section 21060.1

Public Resources Code (PRC) Section 21060.1 defines agricultural land for the purposes of assessing environmental impacts under the FMMP. As stated earlier, the FMMP inventories agricultural land use and land use changes throughout California.

Land Conservation Act (Williamson Act)

Preservation of agricultural, recreational, and open space lands through agricultural preserve contracts between the county and property owners is a technique encouraged by the state to implement general plan policy. Agricultural preserve contracts are executed through procedures enabled by the California Land Conservation Act of 1965, also known as the Williamson Act. A contract may be entered into for property with agricultural, recreational, and open space uses in return for decreased property taxes. The County Agricultural Preserve Rules of Procedure require certain minimum parcel sizes and land use restrictions applicable to agricultural preserve lands under their respective contracts. The Rules of Procedure additionally outline agricultural and compatible uses for lands subject to land conservation contracts. Land Conservation Act contracts preserve agriculture and open space over a rolling term 10-year contract. The inclusion of a parcel in a Williamson Act contract is entirely voluntary and must have the consent of the property owner.

No lands within the Specific Plan area or City of Paso Robles are enrolled in a Williamson Act contract. According to the City's Purple Belt Action Plan (2009), an Agricultural Cluster development has been approved by the county on 840 acres east of and adjacent to the Chandler Ranch property, with 95 percent or 806 acres required to be held under open space easement and a Williamson Act contract. This land has since been enrolled and is currently under a Williamson Act contract.

City of Paso Robles Regulations

City of Paso Robles General Plan

The City of Paso Robles General Plan Open Space Element (2014) addresses the conservation and protection of agricultural land in the city for its scenic, economic, and recreational value. The Open Space Element describes agricultural land uses within the city, identifies prime agricultural soils, discusses the goals and intent of the City's Purple Belt Action Plan, defines natural resources, and discusses land use conflicts between agricultural operations and residential land uses. The Open Space Element contains the following policy and action items that would apply to development in the Specific Plan area:

POLICY OS-1A Open Space/Purple Belt. Develop an open space plan/program for establishing an open space/ purple belt (agricultural preserve area) surrounding the City.

Action Item 4 Review development projects to ensure they complement the natural environment and agricultural lands, as applicable, in their location and design.

Action Item 6 Strive to establish an agricultural buffer between publicly-accessible open spaces and bordering agricultural lands.

Action Item 8 Investigate and implement as appropriate and feasible with San Luis Obispo County, establishment of permanent agricultural and open space areas that buffer communities from continuous urbanization and promote efficient growth patterns.

Action Item 10 Implement strategies that help preserve or protect agriculture, including:

- Establishment of agricultural buffer easements, berms and/or vegetative screening, on property proposed for urban development as a condition of approval of discretionary development applications.
- Implement the City’s adopted “right-to-farm” ordinance.
- Participation in the Williamson Act and other farmland preservation programs.

Action Item 11 Require disclosure agreements for new non-agricultural development within 500 feet of an existing agricultural use. Such disclosure agreements should describe potential nuisances (e.g., dust, noise, pesticide spraying, etc.) associated with normal agricultural operations.

The General Plan Land Use Element (2014) establishes a planned land use pattern and long-range policies to guide growth within the city limit and sphere of influence (SOI). The Land Use Element contains the following policy and action items relating to the Purple Belt and protection of agricultural and open space areas in and surrounding the city:

POLICY LU-2E “Purple Belt” (Open Space/Conservation Areas around the City). Create a distinct “Purple Belt” surrounding the City by taking actions to retain the rural, open space, and agricultural areas.

Action Item 4 Implement strategies that help preserve or protect agriculture beyond the City limits, including:

- Establishment of agricultural buffer easements, berms and/or vegetative screening, on property proposed for urban development as a condition of approval of discretionary development applications.
- Implement the City’s adopted “right-to-farm” ordinance.
- Participation in the Williamson Act and other farmland preservation programs.

Action Item 5 Require disclosure agreements for new non-agricultural development within 500 feet of an existing agricultural use. Such disclosure agreements should describe potential nuisances (e.g., dust, noise, pesticide spraying, etc.) associated with normal agricultural operations.

Paso Robles Purple Belt Action Plan

The Paso Robles Purple Belt Action Plan was adopted by the city in September 2009. The purpose of the Purple Belt Action Plan is to supplement the City's General Plan with the intent to create a basis for an eventual physical boundary for urban growth and development outside the current city boundary. The term "purple belt" is synonymous with "green belt" but recognizes the primary agricultural use in Paso Robles as vineyards (City of Paso Robles 2009). According to the Purple Belt Action Plan, the Specific Plan area is not located within a purple belt priority area. However, the eastern boundaries of the Specific Plan area are adjacent to "High Priority Areas," which are defined as areas that are in agricultural production, include large parcels, are visible from major highways and roads, are potentially more susceptible to development, and/or have high-quality aesthetic values (City of Paso Robles 2009).

City of Paso Robles Right to Farm Ordinance

In response to the need to protect agricultural land and operations, the City Council adopted the right to farm ordinance (Paso Robles Municipal Code Section 21.16J.220) that declares the policy of the city to enhance and encourage agricultural operations within the city and provide residents living within 300 hundred feet of property in the agricultural district notification of those persons' and/or entities' right to farm. The ordinance finds:

"Where nonagricultural land uses occur near agricultural areas, agricultural operations frequently become the subjects of nuisance complaints due to lack of information about such operations. As a result, agricultural operators may be forced to cease or curtail their operations. Such actions discourage investments in farm improvements to the detriment of agricultural uses and the viability of the city's agricultural industry as a whole."

The purpose of the right to farm ordinance is to reduce the city's loss of its agricultural resources by clarifying the circumstances under which agricultural operations may be considered a nuisance and to notify prospective purchasers of land in close proximity to agricultural operations of the inherent problems associated with such purchases. Potential problems include sounds, dust, odor, fertilizers, pesticides, smoke, and vibrations.

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds

The following thresholds are based on Appendix G of the State CEQA Guidelines. Impacts would be significant if the project would result in any of the following:

- Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]);
- Result in the loss of forest land or conversion of forest land to non-forest use; and/or

- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

The project would not result in conflict with existing zoning for agricultural use or a Williamson Act contract, potential impacts to forest land, timberland, or timberland zoned Timberland Production. These issues are discussed in Section 4.18, Effects Found Not to be Significant.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Impact AG-1 THE PROJECT WOULD NOT CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS MAPPED BY THE FMMP TO NON-AGRICULTURAL USES. IMPACTS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

As shown in Table 4.2-3, the soils in the Specific Plan area are classified by the USDA NRCS as prime farmland if irrigated, farmland of statewide importance, and not prime farmland. Portions of the Specific Plan area are used for informal, intermittent grazing activities. The project site is not irrigated, and no productive agricultural operations occur on the site. Based on the Phase I ESA for the project, the historical croplands on the site have been fallow since approximately 2006 (Appendix E). As discussed in Section 1, Introduction, the Olsen Ranch and South Chandler Ranch properties require adopted Specific Plans and have been anticipated for non-agricultural use, including residential development, since the preparation of the General Plan. As part of the city's 2014 update of the General Plan Land Use Element, these properties were assigned residential growth potentials and did not include any area identified for future agricultural use. The 2014 General Plan EIR determined that development of the Chandler Ranch property, identified as area C1 in the General Plan, would not result in a significant impact associated with the loss of Prime Farmland or Farmland of Statewide Importance. The 2014 General Plan EIR determined that development of the Olsen Ranch property, identified as areas S2 and E3 in the General Plan, would result in a significant, unavoidable impact related to the loss Prime Farmland and Farmland of Statewide Importance, without any mitigation available to reduce this impact. The current land use designations, which include Neighborhood Commercial (NC), Business Park (BP), Residential Single Family (RSF), and Residential Multi Family (RMF) on the South Chandler Ranch property and Residential Single Family (RSF) on the Olsen Ranch property, would not facilitate agricultural use of the Specific Plan area.

As shown in Figure 4.2-1 and Table 4.2-4, approximately one acre of FMMP-designated Farmland of Statewide Importance is mapped within the Specific Plan area. The Farmland of Statewide Importance is mapped in the area where Linne Road is developed, which runs along the northern boundary of the Olsen Ranch Property. This location is already developed for non-agricultural use as a public roadway and associated right-of-way. There is no FMMP-designated Prime Farmland or Unique Farmland in the Specific Plan area. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as mapped by FMMP and shown in Figure 4.2-1, to non-agricultural use.

Although soils in the Specific Plan area are classified by the USDA NRCS as prime farmland if irrigated and are capable of supporting agricultural uses, the Specific Plan area has not been used for productive agricultural operations in the last decade, is not irrigated, and is designated by the city for Specific Plan implementation and associated residential development. The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as mapped by FMMP, to non-agricultural use. Therefore, this impact would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold 5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

Impact AG-2 THE PROJECT WOULD INCLUDE DEVELOPMENT OF RESIDENTIAL USES ADJACENT TO EXISTING AGRICULTURAL USES, WHICH MAY RESULT IN CONFLICTS THAT WOULD ADVERSELY AFFECT THE LONG-TERM VIABILITY OF AGRICULTURAL USES ON ADJACENT PROPERTIES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

The Specific Plan area is located in a transition area between the light industrial and residential development to the west and agricultural/open space uses to the north, east, and south. Development in the Specific Plan area could result in conflicts between continuing agricultural operations on adjacent properties and non-agricultural uses within the Specific Plan area. Potential short-term and long-term land use conflicts between active agricultural operations and other land uses are described below.

Short-Term Conflicts with Agricultural Uses

As described in Section 2, Project Description, development of the Specific Plan area would occur in three phases, resulting in a construction period that would last for several years. Each phase of construction would require extensive earthwork, which would result in fugitive dust that could impact off-site crops and other agricultural activities. Implementation of standard dust control measures required by the San Luis Obispo Air Pollution Control District (SLOAPCD), such as watering dirt to dampen and prevent or alleviate dust nuisance and covering stockpiles to prevent dust leaving the site, during each phase would minimize potential impacts to adjacent agricultural operations during construction. Section 4.3, Air Quality, describes standard dust control measures required by SLOAPCD that would apply to construction in the Specific Plan area (Mitigation Measure AQ-2[g]), which would incrementally reduce potential impacts to the productivity of neighboring agricultural uses. Compliance with standard SLOAPCD dust control measures and city policies to provide buffers between urban and agricultural uses would ensure that impacts from short-term conflicts with agricultural uses during project construction would remain less than significant.

Long-Term Conflicts at Agricultural Uses

Urban development in proximity to farmland could create conflicts with agricultural operations adjacent to the Specific Plan area. The Specific Plan area is bounded by areas identified as a high priority in the Purple Belt Action Plan. The increase in the number of residents in the area and new accessible trails, bike paths, and roadways would increase public access near existing agricultural areas, increasing the potential for conflicts, such as vandalism to farm equipment or fencing, and

theft of crops at adjacent properties. These effects can result in direct economic impacts to agricultural operations, potentially impacting the overall economic viability of continued agricultural operations. As shown on Figure 2-4 in Section 2, Project Description, the land use plan for the project includes framework roadway rights-of-way and open space along the northern, southern, and eastern boundaries of the Olsen Ranch property and one neighborhood open space area along the eastern boundary of the South Chandler Ranch property that may increase access by people and pets and pilferage, and increase potential for conflicts with continued agricultural operations on the adjacent agricultural properties. These conflicts may impact the overall economic viability of continued agricultural operations which could result in the conversion of adjacent farmland to non-agricultural uses. Framework roadways, including the planned Airport Road alignment, would connect with existing and planned roadways outside the Specific Plan area. Framework roadway alignments outside of the Specific Plan area, including Airport Road which passes through North Chandler Ranch, were evaluated in the 2019 General Plan Circulation Element.

In addition, the installation of new infrastructure has the potential to facilitate development of nearby agricultural land. The potential for the project to induce new growth is discussed in Section 5, Other CEQA Required Discussions, Subsection 5.1, Growth Inducement.

Long-Term Conflicts at Residential Uses

Residents living adjacent to agricultural operations commonly cite odor nuisance impacts, noise from farm equipment, dust, and pesticide spraying as typical sources of conflict. The increase in residents in the Specific Plan area would increase the potential for these conflicts to arise with neighboring agricultural properties. As shown on Figure 2-4 in Section 2, Project Description, the framework roadway rights-of-way and open space along the southern and eastern boundaries of the Olsen Ranch property would serve as informal buffers between the proposed uses and surrounding properties which would reduce and/or avoid noise, dust, light impacts, odors, chemical use, and pesticide drift to new residential uses on the project site.

Development within the Specific Plan area would also be required to comply with the city's right to farm ordinance, to reduce conflicts with nearby agricultural operations by notifying prospective purchasers of land in close proximity to agricultural operations of the inherent problems, including agriculture-related sounds, dust, odor, fertilizers, pesticides, smoke, and vibrations, associated with such purchases. Nevertheless, the increase in the number of people residing adjacent to agricultural operations, would present potential conflicts due to odor nuisance, noise from farm equipment, dust, and pesticide spraying experienced at the proposed residential lots. These conflicts could result in discontinuance of agricultural operations at properties adjacent to the Specific Plan area.

Overall, long-term conflicts between agricultural and residential uses due to development within the Specific Plan area may impact the overall economic viability of continued agricultural operations or result in the discontinuance of agricultural operations at properties adjacent to the Specific Plan area. As a result, the project could indirectly result in conversion of farmland to non-agricultural use and this impact would be potentially significant.

Mitigation Measures

Mitigation Measures AG-2(a) and AG-2(b) are required to avoid or minimize potential conversion of farmland to non-agricultural use as a result of conflicts between new residential uses and adjacent agricultural operations. In addition, Mitigation Measure AQ-2(g) in Section 4.3, Air Quality, would require implementation of standard SLOAPCD dust control measures that would apply to

construction in the Specific Plan area, which would incrementally reduce potential impacts to the productivity of neighboring agricultural uses.

AG-2(a) Agricultural Conflict Avoidance Measures

The following language shall be added to the Specific Plan:

Agricultural buffer easements, berms, and/vegetative screening shall be implemented on newly recorded lots in the Specific Plan area adjacent to active agricultural uses outside of the Specific Plan area. Agricultural buffer easements, berms, and/vegetative screening shall provide a minimum of 50 feet between active agricultural land uses outside of the Specific Plan area and new habitable structures in the Specific Plan area. The requirement will be a condition of approval of discretionary development applications, consistent with the requirements of Action Item 10 under Policy OS-1A and Action Item 4 under Policy LU-2E in the City's General Plan and will include City-approved measures to reduce availability of public access to agricultural cultivation areas adjacent to the project site (e.g., fencing, signs, etc.). Future residents shall be notified of agricultural buffers as part of purchase or lease agreements.

Plan Requirements and Timing. The final Specific Plan shall include the required language prior to approval.

Monitoring. The city shall review and approve the specific requirements for agricultural conflict avoidance measures prior to development plan approval for the project and shall ensure that agricultural conflict avoidance measures are implemented in compliance with General Plan Policy OS-1A and Policy LU-2E.

AG-2(b) Agricultural Fencing

The project applicant shall coordinate with the city to fund installation of fencing and signs along the northeastern, southern, and eastern boundaries of the Olsen Ranch property and along the eastern boundary of the South Chandler Ranch property at locations where active agricultural operations are adjacent to the Specific Plan area to minimize potential for increases in trespass and vandalism of adjacent agricultural areas.

Plan Requirements and Timing. The applicant shall clearly identify measures such as fencing, signage, etc. within the development plan and tract map.

Monitoring. The city shall review and approve the specific requirements for agricultural conflict avoidance measures prior to development plan approval for the project and shall ensure that agricultural conflict avoidance measures are implemented in compliance with General Plan Policy OS-1A and Policy LU-2E. The city shall review the development plan and VTTM to ensure that design includes installation of fencing and signs as required under Mitigation Measure AG-2(b). Field inspections at appropriate phases of project construction shall confirm installation and compliance with Mitigation Measure AG-2(b).

Significance After Mitigation

Mitigation Measures AG-2(a) and AG-2(b) would provide for buffers and fencing that would reduce public access from the Specific Plan area to the adjacent agricultural properties and would minimize exposure of new residents to odor nuisance, noise from farm equipment, dust, and pesticide spraying from the adjacent agricultural operations. With implementation of these measures, impacts associated with potential long-term conflicts with agricultural uses would be reduced to a

less than significant level. Agricultural fencing would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors within the Specific Plan Area (for a discussion of potential project impacts to wildlife movement, refer to Section 4.4, Biological Resources and Section 4.18, Effects Found Not to be Significant).

c. Cumulative Impacts

Planned, proposed, and approved projects in and around the city (refer to Section 3.3, Cumulative Development) would result in conversion of agricultural land to non-agricultural uses. The conversion of agricultural land within the city would potentially result in incompatibilities with existing agriculturally-designated land uses and decrease in FMMP-designated Prime Farmland, Unique Farmland, and/or Farmland of Statewide Importance. The project would not result in conversion of any designated FMMP Important Farmland or other classified farmland in productive agricultural use or intended for such use to non-agricultural use. Therefore, the project would not contribute to the cumulative conversion of agricultural land from planned, proposed, and approved projects in and around the city to non-agricultural uses. In addition, adherence to applicable General Plan policies and the city's right to farm ordinance would ensure that the contribution of individual projects in the city, including the Olsen/South Chandler Ranch Specific Plan, to the cumulative loss of agricultural land within or surrounding the city would remain less than significant.

Development of the Specific Plan area could result in incompatibilities between new residences and adjacent agricultural uses resulting in the potential conversion of farmland to non-agricultural uses. The project would be required to implement Mitigation Measures AG-2(a) and AG-2(b) to avoid potential conflicts associated with development of the project site and adjacent agricultural operations and avoid conversion of farmland to non-agricultural use. Therefore, the project's contribution to cumulative agricultural resource impacts would be less than significant.

4.3 Air Quality

This section discusses the project's potential impacts relating to air quality. The impact analysis from the Air Quality & Greenhouse Gas Impact Assessment prepared for the project by Ambient Air Quality and Noise Consultants (Ambient) in August 2019 and peer reviewed by Rincon Consultants, Inc. was incorporated into this discussion. The Air Quality & Greenhouse Gas Impact Assessment is provided in Appendix C.

4.3.1 Setting

a. Climate and Topography

The Specific Plan area is in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties. The 2001 Clean Air Plan (2001 CAP) for San Luis Obispo County describes the air quality setting for the county in detail, including the local climate and meteorology, current and projected air quality, and the regulatory framework for the management of air quality. The climate of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific. The Mediterranean climate of the Paso Robles region produces moderate average temperatures although extreme temperatures can be reached in the winter and summer. The warmest months of the year are July and August, and the coldest month of the year is December. The annual average maximum temperature is 76.3 degrees Fahrenheit (°F), while the annual average minimum temperature is 41.4°F. Rainfall is concentrated in the winter months. Local climate conditions are shown in Table 4.3-1.

Table 4.3-1 Paso Robles Climate Conditions

Temperature Condition	Amount
Average annual rainfall	15.2 inches
Annual average maximum temperature	76.3°F
Annual average minimum temperature	41.4°F
Warmest month	July/August
Coolest month	December
Annual mean temperature	59°F

Note: Averages are based on the period of record from January 1, 1894 to June 10, 2016 with the exception of annual mean temperature, which is based on the period of record from January 1, 1894 to October 31, 2012.

Source: Western Regional Climate Center 2012 and 2016

Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. The subsidence inversion is a regional effect created by the Pacific high in which air is heated when it flows from high-pressure areas to the low-pressure areas inland and is compressed. This type of inversion generally forms at about 1,000 to 2,000 feet above mean sea level and can occur throughout the year, but it is most evident during the summer months. Radiational, or surface, inversions are formed by the more rapid cooling of air near the ground at night, especially during winter. This type of inversion is typically lower and is generally accompanied

by stable air. Both types of inversions limit the dispersal of air pollutants within the regional airshed because more stable air conditions (i.e., low wind speeds and uniform temperatures) result in lower rates of pollutant dispersion.

b. Air Pollutants of Primary Concern

The general characteristics of the six criteria pollutants regulated by the federal Clean Air Act and California Clean Air Act are described below.

Ozone

Ozone (O_3) is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic gases (ROG).¹ NO_x are formed during the combustion of fuels, while ROG is formed during combustion and evaporation of organic solvents. Because O_3 requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans, including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to O_3 include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

Carbon monoxide (CO) is a localized pollutant that is found in high concentrations only near its source. The major source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Carbon monoxide health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity, and impaired mental abilities.

Nitrogen Dioxide

Nitrogen dioxide (NO_2) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2 , creating the mixture of NO and NO_2 commonly called NO_x . Nitrogen dioxide is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility. It can also contribute to the formation of small particulate matter (PM_{10}) and acid rain.

Suspended Particulates

Small particulate matter measuring no more than 10 microns in diameter is considered PM_{10} , while fine particulate matter measuring no more than 2.5 microns in diameter is considered $PM_{2.5}$.

¹ Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, two groups are important from an air quality perspective: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). SLOAPCD uses the term ROG to denote organic precursors.

Suspended particulates are mostly dust particles, nitrates, and sulfates. Both PM₁₀ and PM_{2.5} are by-products of fuel combustion and wind erosion of soil and unpaved roads and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with PM₁₀ and PM_{2.5} can be very different. PM₁₀ generally comes from windblown dust and dust kicked up from mobile sources. PM_{2.5} is generally associated with combustion processes, as well as formation in the atmosphere as a secondary pollutant through chemical reactions. PM_{2.5} is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance. Adverse health effects of PM include increased respiratory symptoms, aggravated asthma, development of chronic bronchitis, nonfatal heart attacks, and premature death in people with heart or lung disease (Appendix C).

Sulfur Dioxide

Sulfur dioxide (SO₂) is included in a group of highly reactive gases known as “oxides of sulfur.” The largest sources of SO₂ emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO₂ emissions include industrial processes such as extracting metal from ore and the burning of fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Sulfur dioxide is linked with a number of adverse effects on the respiratory system.

Lead

Lead (Pb) is a toxic metal that can be emitted from industrial sources, leaded aviation gasoline, and lead-based paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM, CARB 2019a). TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

Valley Fever

Coccidioidomycosis, commonly known as Valley Fever, is a lung disease common in the southwestern United States and northwestern Mexico. Valley Fever is caused by the fungus *Coccidioides immitis*, which grows in soils in areas with low rainfall, high summer temperatures, and moderate winter temperatures. The *Coccidioides* fungus is found most often in the southwestern

United States (especially Arizona and California) and parts of Mexico, Central America, and South America, and has been reported locally in San Luis Obispo, Ventura, and Fresno counties. These fungal spores become airborne when the soil is disturbed by winds, construction, farming, and other activities. In susceptible people and animals, infection occurs when a spore is inhaled. Valley Fever infection rates are the highest in California from June to November when soils are typically very dry. A total of 330 cases were reported in San Luis Obispo County in 2018 (California Department of Public Health 2019). San Luis Obispo County Public Health Department data show that the number of reported cases in San Luis Obispo county is typically highest from October through January (San Luis Obispo County Public Health Department 2014).

Valley Fever is not known to spread from person to person or between people and animals. Exposure typically occurs in connection with ground-disturbing activities that release fungal spores, which are then inhaled. Construction personnel, agricultural workers, and archaeologists typically have an increased risk of exposure to the *Coccidioides* fungus because those professions are often exposed to disturbed soils that harbor the fungal spores.

Most people who are exposed to the fungus either do not develop symptoms or experience relatively mild flu-like symptoms. However, others can experience more severe symptoms, particularly individuals with a weakened immune system, those of African-American or Filipino descent, and those who are pregnant. The elderly may also be prone to more severe cases. Common symptoms include fever, cough, headache, rash, muscle aches, and joint pain. Symptoms of advanced coccidioidomycosis may include skin lesions, chronic pneumonia, meningitis, bone or joint infection. Symptoms may appear between one and three weeks after exposure. Some patients have reported having symptoms for six months or longer, especially if the infection is not diagnosed early.

c. Regulatory Setting

Federal and State

The federal and state Clean Air Acts regulate the emission of airborne pollutants from various mobile and stationary sources. The United States Environmental Protection Agency (U.S. EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent within the California Environmental Protection Agency (CalEPA). These agencies have established ambient air quality standards for the protection of public health. Local air quality management control and planning is provided through regional Air Pollution Control Districts (APCDs) established by CARB for the 14 statewide air basins. The CARB is responsible for control of mobile emission sources, while the local APCDs are responsible for control of stationary sources and enforcing regulations. As stated above, Paso Robles is located in the San Luis Obispo County portion of the SCCAB, which is under the jurisdiction of the San Luis Obispo Air Pollution Control District (SLOAPCD).

The U.S. EPA and CARB establish ambient air quality standards for major pollutants at thresholds intended to protect public health. Federal and state standards have been established for O₃, CO, NO₂, SO₂, lead, PM₁₀, and PM_{2.5}. Table 4.3-2 summarizes the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS) for each of these pollutants. California standards are more restrictive than federal standards for each of these pollutants, except for lead, the eight-hour average for CO, and the eight-hour average for O₃.

Table 4.3-2 Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.07 ppm (8-hr avg)
Carbon Monoxide	35.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)	20.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg) 0.14 ppm (24-hr avg)	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)
Lead	0.15 $\mu\text{g}/\text{m}^3$ (3-month avg)	1.5 $\mu\text{g}/\text{m}^3$ (30-day avg)
Particulate Matter (PM ₁₀)	150 $\mu\text{g}/\text{m}^3$ (24-hr avg)	50 $\mu\text{g}/\text{m}^3$ (24-hr avg) 20 $\mu\text{g}/\text{m}^3$ (annual avg)
Particulate Matter (PM _{2.5})	35 $\mu\text{g}/\text{m}^3$ (24-hr avg) 12 $\mu\text{g}/\text{m}^3$ (annual avg)	12 $\mu\text{g}/\text{m}^3$ (annual avg)

ppm= parts per million

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

Source: CARB 2016a

In accordance with Section 109(b) of the federal Clean Air Act, the national ambient air quality standards (NAAQS) established at the federal level are designed to be protective of public health with an adequate margin of safety. The NAAQS were designed to include an adequate margin of safety to be protective of those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. To derive these standards, the USEPA reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human health impacts occur, then reduces these concentrations to establish a margin of safety (USEPA 2018). As a result, human health impacts caused by the air pollutants may affect people when ambient air pollutant concentrations are at or above the concentrations established by the NAAQS. The closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant (brief for San Joaquin Valley Unified Air Pollution Control District 2018). Accordingly, ambient air pollutant concentrations below the NAAQS are considered to be protective of human health (CARB 2019d and 2019e). The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every five years to determine whether updates are necessary to continue protecting public health with an adequate margin of safety (USEPA 2015).

Ambient air pollutant concentrations are affected by the rates and distributions of corresponding air pollutant emissions, as well as by climactic and topographic influences. The primary determinant of concentrations of non-reactive pollutants (such as CO, PM₁₀ and PM_{2.5}) is proximity to major sources. Ambient CO levels usually closely follow the spatial and temporal distributions of vehicular traffic. SLOAPCD monitors criteria pollutant levels to ensure that air quality standards are met, and

if they are not met, develops strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in “attainment” or “nonattainment.” As of January 2019 (the last date that SLOAPCD’s attainment status was updated), San Luis Obispo County is designated nonattainment for the state 1-hour and 8-hour standards for ozone and the state 24-hour and annual standard for PM₁₀. In addition, eastern San Luis Obispo County is designated nonattainment for the federal 8-hour ozone standard. However, the Specific Plan area is located in the western portion of the county that is designated in attainment for this federal standard (SLOAPCD 2019a).²

San Luis Obispo Air Pollution Control District

SLOAPCD, the lead air quality regulatory agency for San Luis Obispo County, maintains air quality comprehensive programs for planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean-air strategy of SLOAPCD involves the preparation of plans and programs for the attainment of CAAQS and NAAQS, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. The 2001 CAP for San Luis Obispo County, prepared by SLOAPCD, contains a comprehensive set of control measures and a regulatory framework designed to reduce criteria air pollutants and precursors from both stationary and mobile sources. SLOAPCD also inspects stationary sources to ensure they abide by permit requirements, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the federal and state Clean Air Acts (SLOAPCD 2001).

In 2009, SLOAPCD adopted guidelines for assessment and mitigation of air quality impacts under the California Environmental Quality Act (CEQA). The *CEQA Air Quality Handbook*, which was updated in 2012 and 2017 (SLOAPCD 2012 and 2017), is an advisory document that provides lead agencies, consultants, and project applicants with uniform procedures for addressing air quality issues in environmental documents. The *CEQA Air Quality Handbook* also includes standard construction and operational mitigation measures that may be applied to projects that exceed SLOAPCD thresholds.

City of Paso Robles General Plan

The City of Paso Robles General Plan Conservation Element (2014a) is intended to guide land use planning by providing goals and policies to preserve air quality. Goals and policies that are applicable to the project include:

GOAL C-2 Air Quality. Seek to maintain air quality by taking actions to reduce traffic congestion, vehicle miles traveled, and air pollutant emissions.

Policy C-2B VMT Reduction. Implement programs to reduce the number of vehicle miles traveled (VMT), especially by single occupant vehicles, including providing opportunities for mixed-use projects.

Action Item 1 Provide bikeways, pedestrian paths, and transit turn-outs/stops as requirements of development applications.

² The eastern portion of San Luis Obispo County that has been designated nonattainment for the federal 8-hour ozone standard consists of the region east of the -120.4 degree longitude line in areas of SLO County that are south of the 35.45 degree latitude line and the region east of the -120.3 degree longitude line in areas of SLO County that are north of the 35.45 degree latitude line.

Policy C-2C Emissions Reduction. Take steps to reduce creation of air contaminant emissions.

Action Item 3 Require builders to use appropriate techniques to minimize pollution from construction activities.

d. Current Air Quality

Table 4.3-3 summarizes the annual air quality data for the local airshed. CARB maintains over 60 air quality monitoring stations throughout California, including two stations in San Luis Obispo County. Other monitoring stations in San Luis Obispo County are maintained by SLOAPCD. The nearest monitoring station to the Specific Plan area is the Paso Robles-Santa Fe Avenue station, located at 235 Santa Fe Avenue approximately 0.4 mile west of the Specific Plan area. The pollutants monitored at this station are O₃ and PM₁₀. Data for NO₂ and PM_{2.5} was sourced from the Atascadero-Lift Station #5 monitoring station, located at 5599 Traffic Way in Atascadero, approximately 7.5 miles southwest of the Specific Plan area. The data collected at these stations is generally representative of the baseline air quality experienced at the Specific Plan area. SO₂ has not been monitored at any stations within San Luis Obispo County since 2013. The last recorded 24-hour average SO₂ value was 0.033 ppm at the Nipomo-Guadalupe Road station in Nipomo, which is below the state 24-hour standard of 0.14 ppm and the federal 24-hour standard of 0.04 ppm. CO has not been monitored at any stations within San Luis Obispo County since 2004. The last recorded 8-hour average CO value was 1.23 ppm at the Atascadero-Lewis Avenue monitoring station in Atascadero, which is below the state and federal 8-hour CO standard of 9.0 ppm.

Table 4.3-3 Ambient Air Quality Data

Pollutant	2016	2017	2018
Ozone (ppm), Worst Hour ¹	0.091	0.083	0.087
Number of days of state exceedances (>0.09 ppm)	0	0	0
Number of days of federal exceedances (>0.12 ppm)	0	0	0
Ozone (ppm), 8-Hour Average ¹	0.066	0.074	0.071
Number of days of state and federal exceedances (>0.07 ppm)	0	1	2
NO ₂ (ppm), Worst Hour ²	0.034	0.039	0.038
Number of days of state exceedances (>0.18 ppm)	0	0	0
Number of days of federal exceedances (>0.10 ppm)	0	0	0
PM ₁₀ (µg/m ³), Worst 24 Hours ¹	44.8	56.2	85.5
Number of days of state exceedances (>50 µg/m ³)	0	6	26
Number of days of federal exceedances (>150 µg/m ³)	0	0	0
PM _{2.5} (µg/m ³), Worst 24 Hours ²	28.6	26.7	34.1
Number of days of federal exceedances (>35 µg/m ³)	0	0	0

¹ Data from Paso Robles-Santa Fe Avenue monitoring station

² Data from Atascadero-Lift Station #5 monitoring station

Source: CARB 2019d

The primary pollutants of concern in San Luis Obispo are ozone and PM₁₀. As shown in Table 4.3-3, ozone concentrations exceeded the state and federal 1-hour ozone standard for one day in 2017 and for two days in 2018. PM₁₀ concentrations exceeded the state 24-hour PM₁₀ standard for six days in 2017 and for 26 days in 2018.

The major local sources for PM₁₀ in the region are agricultural operations, vehicle dust, grading, and dust produced by high winds. Ozone is a secondary pollutant that is not produced directly by a source, but rather is formed by a reaction between NO_x and ROG in the presence of sunlight. Reductions in ozone concentrations are dependent on reducing the amount of these precursors. In San Luis Obispo County, the major sources of ROG are motor vehicles, organic solvents, the petroleum industry, and pesticides; and the major sources of NO_x are motor vehicles, public utility power generation, and fuel combustion by various industrial sources (SLOAPCD 2001).

e. Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. Standards are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. Therefore, the majority of sensitive receptor locations are residences, schools, and hospitals.

Sensitive receptors near the Specific Plan area consist primarily of the residential areas to the west. The nearest schools are Virginia Peterson Elementary School located approximately 0.9 mile to the southwest and Winifred Pifer Elementary School located approximately 1.2 miles to the northwest. The nearest hospital to the Specific Plan area is Twin Cities Community Hospital located approximately 5.7 miles to the southwest at 1100 Las Tablas Road in Templeton. The nearest parks are Royal Oaks Park located adjacent to the western boundary of the Specific Plan area and Turtle Creek Park located approximately 830 feet to the west. Therefore, the nearest sensitive receptors to the Specific Plan area are the residences located immediately adjacent to the western boundary of the Specific Plan area, and Royal Oaks Park. The Specific Plan's proposed residential uses and potential public elementary school facilitated by the School Overlay District would also be considered sensitive receptors.

f. Odors

The SLOAPCD *CEQA Air Quality Handbook* identifies multiple sources that may cause odors including, but not limited to, wastewater treatment plants, landfills, composting facilities, petroleum refineries, and chemical manufacturing. The main objectionable odor released from wastewater treatment plants is associated with hydrogen sulfide (H₂S), which emits an odor similar to rotten eggs. The nearest existing source of odor in the vicinity of the Specific Plan area is the Paso Robles Wastewater Treatment Plant located approximately three miles northwest of the Specific Plan area across the Salinas River.

4.3.2 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Expected air pollutant emissions from construction and operation of the project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 based on information provided by the project applicant and CalEEMod default values for projects in San Luis Obispo County when project specifics were not known. Trip generation rates for the proposed residential land uses and elementary school were derived from the City's Travel Demand Forecasting Model (2009), which is specific to the Paso Robles area and is recommended by SLOAPCD. Mobile-source emissions for non-residential land uses not identified in the City's Travel Demand Forecasting Model, including the proposed commercial uses and health club, were quantified based on the trip generation rates derived from the Institute of Transportation Engineers (ITE), consistent with the trip generation methodology included in the project Transportation Impact Analysis (TIA; Appendix I). See Appendix C for a detailed discussion of methodology and modeling assumptions used in the project emissions modeling. Procedures and guidance regarding the evaluation of air quality impacts associated with land development projects are provided by SLOAPCD's *CEQA Air Quality Handbook* (2012) and Clarification Memorandum (2017).

Projects and programs requiring an analysis of consistency with the 2001 CAP include General Plan updates and amendments, Community Plans, Specific Plans, Area Plans, large residential developments and large commercial/industrial developments. Therefore, the proposed Specific Plan is evaluated for impacts related to CAP consistency. The *CEQA Air Quality Handbook* (2012) indicates that if a project is consistent with the land use and transportation control measures and strategies outlined in the 2001 CAP, then the project is considered consistent with the 2001 CAP. The 2001 CAP guidance for project consistency analysis states that the following questions should be evaluated:

- Are the population projections used in the plan or project equal to or less than those used in the most recent CAP for the same area?
- Is rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?
- Have all applicable land use and transportation control measures from the 2001 CAP been included in the plan or project to the maximum extent feasible?

According to the 2001 CAP, if the answer to all of the above questions is yes, then the project is consistent with the 2001 CAP. If the answer to any of the above questions is no, the project is inconsistent with the 2001 CAP.

Significance Thresholds

The following thresholds are based on Appendix G of the *State CEQA Guidelines*. Impacts would be significant if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;

- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Potential impacts related to odors are discussed in Section 4.18, Effects Found Not to be Significant.

As stated in the *State CEQA Guidelines*, the significance criteria established by the regional air quality management or air quality pollution control district may be relied upon to make determinations. SLOAPCD's recommended significance criteria are described in its *CEQA Air Quality Handbook* (2012) and Clarification Memorandum (2017) and are included below.

Construction Emissions Thresholds

SLOAPCD has developed specific daily and quarterly numeric thresholds that apply to projects within the SCCAB. Daily thresholds are for projects that would be completed in less than one quarter (90 days). SLOAPCD's quarterly construction thresholds are applicable to the Specific Plan because construction activities would last for more than one quarter. The quarterly thresholds include the following:

ROG AND NO_x EMISSIONS

- **Daily.** Construction projects with emissions that would exceed 137 pounds per day require Standard Mitigation Measures.
- **Quarterly – Tier 1.** Construction projects with emissions that would exceed 2.5 tons per quarter require Standard Mitigation Measures and Best Available Control Technology (BACT) for construction equipment. Off-site mitigation may be required if feasible mitigation measures cannot be implemented, or if no mitigation measures are feasible.
- **Quarterly – Tier 2.** Construction projects with emissions that would exceed 6.3 tons per quarter require Standard Mitigation Measures, BACT, implementation of a Construction Activity Management Plan (CAMP), and off-site mitigation.

DIESEL PARTICULATE MATTER (DPM) EMISSIONS

- **Daily.** For construction projects expected to be completed in less than one quarter, if emissions would exceed 7 pounds per day, Standard Mitigation Measures are required.
- **Quarterly - Tier 1.** For construction projects lasting more than one quarter, if emissions would exceed 0.13 tons per quarter, Standard Mitigation Measures and BACT for construction equipment are required.
- **Quarterly - Tier 2.** For construction projects lasting more than one quarter, if emissions would exceed 0.32 ton per quarter, Standard Mitigation Measures, BACT, implementation of a CAMP, and off-site mitigation are required.

FUGITIVE PARTICULATE MATTER (PM₁₀), DUST EMISSIONS

- **Quarterly.** Construction projects with emissions that would exceed 2.5 tons per quarter require Standard Fugitive PM₁₀ Mitigation Measures and may require the implementation of a CAMP.³

³The SLOAPCD states that any project with a grading area greater than 4.0 acres of disturbed area has the potential to exceed this threshold (SLOAPCD 2012).

Operational Emissions Thresholds

SLOAPCD's long-term operational emission thresholds are summarized in Table 4.3-4.

Table 4.3-4 SLOAPCD Operational Emissions Significance Thresholds

Pollutant	Threshold ¹	
	Daily (lbs/day)	Annual (tons/year)
ROG + NO _x (combined) ²	25	25
Diesel Particulate Matter (DPM) ²	1.25	–
Fugitive Particulate Matter (PM ₁₀), Dust	25	25
CO	550	–

¹ SLOAPCD specifies that daily and annual emission thresholds are based on the California Health & Safety Code Division 26, Part 3, Chapter 10, Section 40918 and the CARB Carl Moyer Guidelines for DPM.

² SLOAPCD specifies that CalEEMod winter emission outputs should be compared to operational thresholds for these pollutants (SLOAPCD 2012).

Source: SLOAPCD 2012

b. Project Impacts and Mitigation Measures

Threshold:	Would the project conflict with or obstruct implementation of the applicable air quality plan?
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Impact AQ-1 THE PROJECT DOES NOT INCORPORATE ALL APPLICABLE LAND USE STRATEGIES AND TRANSPORTATION CONTROL MEASURES CONTAINED IN THE SLOACPD 2001 CAP AND WOULD THEREFORE BE INCONSISTENT WITH THE 2001 CAP. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED (CLASS II).

A project would be inconsistent with the 2001 CAP and would therefore result in a potentially significant impact if it would exceed the population projections used in the 2001 CAP for the same area, generate vehicle trips and vehicle miles traveled that would exceed the rate of population growth for the same area, or if it would fail to incorporate all applicable land use management strategies and transportation control measures from the 2001 CAP to the maximum extent feasible. Because the 2001 CAP does not forecast population growth beyond 2015, this analysis does not evaluate the project's consistency with the 2001 CAP based on population growth consistency. Therefore, this analysis considers whether the project would be consistent with the 2001 CAP based on whether the project would generate vehicle trips and vehicle miles traveled that would exceed the rate of population growth for the same area or if the project would fail to incorporate all applicable land use management strategies and transportation control measures from the 2001 CAP to the maximum extent feasible.

Vehicle Trip Rate Increase and Miles Traveled

The proposed Specific Plan would include a mix of land uses, including residential, commercial, recreational, and public land uses. The project Traffic Impact Assessment determined that the project would add a total of 12,835 daily trips to local roadways (refer to Section 4.16, Transportation/Traffic and Appendix I). The Paso Robles General Plan Circulation Element Update

EIR determined that buildout under the updated Circulation Element would result in 1,337,271 daily VMT in 2025. Based on the CalEEMod analysis (see Appendix C), the project would result in annual VMT of 27,634,856, or an average daily VMT of 75,712 (annual VMT divided by 365 days per year). Buildout of the Specific Plan area would increase the city's daily VMT to 1,412,983 in 2025, an increase of approximately 5.7 percent. The city's existing (2018) population is approximately 31,559 residents, and the San Luis Obispo Council of Governments' medium growth scenario in the *2050 Regional Growth Forecast for San Luis Obispo County* forecasts that the city's population would increase to approximately 34,314 residents by 2025 (California Department of Finance 2018; San Luis Obispo Council of Governments 2017). As discussed in Section 4.12, *Population and Housing*, buildout of the Specific Plan would increase the city's population by approximately 3,473 residents, which would increase the city's population to 37,831, an increase of 10.1 percent. The project's percent increase in total vehicle miles traveled (5.7 percent) would not exceed the project's contribution to population growth (10.7 percent). Therefore, the project would be consistent with the 2001 CAP assumptions for VMT.

Implementation of Land Use and Transportation Control Measures

Five of the transportation control measures (TCMs) and four of the land use planning strategies contained in the 2001 CAP are applicable to the project. The project's consistency with the 2001 CAP's applicable land use and transportation control measures is assessed in Table 4.3-5.

Table 4.3-5 Project Consistency with SLOAPCD's 2001 CAP Land Use and Transportation Control Measures

2001 CAP Control Measure	Project Consistency
Land Use Planning Strategies	
L-1 Planning Compact Communities. Maintaining compact city and village areas reduces reliance on the automobile by enhancing the viability of public transit and maximizing the potential for walking and bicycling to work, shopping, and other destinations.	Consistent The project would be located within the city's existing urban boundary and has been designed with a mix of land uses, including single- and multi-family residential, commercial, recreational, and public land uses. This mix of land uses would serve to reduce vehicle trips. The project would be located within the Urban Reserve Line of the city. Bicycle facilities in the area consist of a mix of Class I and Class II bikeways. Existing transit stops in the project area are located on Sherwood Road at Quail Run, Fontana Road at Linne Road, Airport Road near Parkview Lane, and Airport Road at Scott Street. The proposed Specific Plan identifies pedestrian and bicycle facilities, including multi-modal boulevards separated by landscaped medians and multi-modal paths that would connect throughout the Specific Plan area, providing pedestrians and bicyclists with off-street circulation options along Turtle Creek and in open space and recreation areas. These bicycle and pedestrian facilities would encourage the use of alternative transportation modes and nearby existing transit facilities.
L-2 Providing for Mixed Land Use. Communities should allow a mixture of land uses that enables people to walk or bicycle to work or to purchase necessary household items or service, at locations convenient to their neighborhood.	Consistent The project has been designed with a mix of land uses, including single- and multi-family residential, commercial, recreational, and public land uses. This mix of land uses would serve to reduce vehicle trips by enabling people to walk or bicycle to work or to purchase necessary household items or services at convenient locations.

2001 CAP Control Measure	Project Consistency
<p>L-3 Balancing Jobs and Housing. Within cities and unincorporated communities, the gap between the availability of jobs and housing should be narrowed and should not be allowed to expand.</p>	<p>Consistent</p> <p>According to San Luis Obispo Council of Governments' 2019 Regional Housing Needs Assessment Proposed Final Plan, Paso Robles has approximately 27 percent more jobs than housing units. The project would add more housing units than jobs in Paso Robles and would therefore help narrow the gap between the availability of jobs and housing. As a result, the project would help to support and promote local and regional improvements related to increased transportation mobility and reductions in VMT (Appendix C).</p>
<p>L-4 Circulation Management. The primary goal of the recommended Circulation Management Policies and Programs is to encourage the design and construction of the county's transportation system in a manner that supports alternative travel modes and decreases reliance on single occupant motor vehicles. Policies include:</p> <ul style="list-style-type: none"> ▪ Promoting accessibility in the transportation system ▪ Promoting walking and bicycling ▪ Parking management ▪ Transportation demand management 	<p>Inconsistent</p> <p>The project would provide access to nearby major transportation systems through the development of the proposed on-site roadway network. The proposed Specific Plan would also include pedestrian and bicycle facilities, including multi-modal boulevards separated by landscaped medians and multi-modal paths that would connect throughout the Specific Plan area, which would encourage the use of alternative transportation modes. However, future transit stop locations have not yet been identified for all roadways/locations in the Specific Plan area. As a result, the proposed project would be considered inconsistent with this measure.</p>
Transportation Control Measures	
<p>T-2A Local Transit System Improvements. The focus of this measure is on improving local transit service and infrastructure to increase ridership by enhancing the convenience and overall viability of the system.</p>	<p>Inconsistent</p> <p>Existing transit stops for the San Luis Obispo County Regional Transit Authority Paso Express Routes A and B are located on Sherwood Road at Quail Run, Fontana Road at Linne Road, Airport Road near Parkview Lane, and Airport Road at Scott Street. The proposed Specific Plan identifies pedestrian and bicycle facilities along some of the proposed on-site roadways, which would provide access to and promote the use of nearby existing transit facilities. However, a majority of the Specific Plan Area would be outside walking distance (i.e., 0.25 mile) of bus stops for Routes A and B, which would discourage use of public transit. As a result, the project is potentially inconsistent with this measure.</p>
<p>T-2B Regional Public Transit Improvements. San Luis Obispo Regional Transit Authority (SLORTA) operates the regional fixed route system, Central Coast Area Transit (CCAT). The focus of this measure is to improve regional transit service and infrastructure with the goal of increasing ridership rates in excess of countywide population growth rates.</p>	<p>Inconsistent</p> <p>See discussion of strategy T-2A.</p>

2001 CAP Control Measure	Project Consistency
T-3 Bicycling and Bikeway Enhancements. To effectively encourage the modal shift to bicycles, a comprehensive program to promote bicycle use was adopted in the 1991 Clean Air Plan.	Consistent See discussion of strategy L-1.
T-6 Traffic Flow Improvements. This control measure focuses on traffic flow improvements and “traffic-calming” to improve the flow of all transportation modes. Traffic-calming refers to a full range of methods designed to improve the flow of nonmotorized transportation by slowing down the speed of motorized traffic. Traffic-calming is generally used in residential areas on non-arterial local streets and roads.	Consistent See discussion of strategy L-1.
T-8 Teleworking, Teleconferencing, and Telelearning. This control measure seeks to reduce emissions by promoting telecommuting for any employee whose job can accommodate working from home.	Inconsistent As under Strategies L-1 and L-3, the project has been designed with a mix of land uses, including single- and multi-family residential, commercial, recreational, and public land uses. This mix of land uses would serve to reduce vehicle trips and improve the jobs/housing imbalance in the city. However, the project does not include specific measures or design elements that would promote or encourage programs that would reduce VMT, such as ridesharing, alternative work schedules, or teleworking. As a result, the project would be inconsistent with this measure.
Note: Three transportation control measures (T-1B Campus Trip Reduction Program; T-4 Park and Ride Lots; and T-5 Motor Vehicle Inspection and Control Programs) are not applicable to the project: because the project does not include a college campus, park and ride lots, or smog check program.	

As shown in Table 4.3-5, although the proposed Specific Plan would include pedestrian and bicycle facilities, detailed information is not available for all roadways to ensure the Specific Plan would be consistent with Land Use Planning Strategy L-4 and TCMs T-2A, and T-2B. Therefore, the project would be considered inconsistent with these strategies. In addition, the project does not include specific provisions for future employers on the site to encourage telecommuting (TCM T-8), and the majority of the Specific Plan area would not be located within walking distance (i.e., 0.25 mile) of existing public transit (T-2A and T-2B). Therefore, the project would be inconsistent with applicable policies in the 2001 CAP.

Mitigation Measures

As discussed in Section 4.16, *Transportation/Traffic*, the project would be required to make fair share contributions to the city’s impact fee program to fund necessary public transportation system improvements in addition to circulation systems improvements that would include the installation of traffic control devices and various other improvements to reduce vehicle congestion and promote traffic calming (Mitigation Measures T-1[a-c], T-2[a-b], T-5, and T-7[a-b]). In addition, Mitigation Measure AQ-1 would be required.

AQ-1 Alternative Transportation and Transportation Demand Management Measures

Prior to issuance of grading permits, the applicant shall incorporate into the Specific Plan applicable VMT-reducing measures from the SLOAPCD *CEQA Air Quality Handbook*. Consistent with SLOAPCD guidance, VMT-reducing measures shall include, but would not be limited to:

- a. Incorporate a goal/policy into the Specific Plan to expand San Luis Obispo County Regional Transit Authority Paso Express Routes A and B with new stops in the Specific Plan area.
- b. Provide public transit amenities (e.g., covered transit turnouts, direct pedestrian access, bicycle racks, covered bench, smart signage, route information displays, lighting, etc.) in the Specific Plan area to facilitate expansion of Paso Express Routes A and B prior to building permit issuance.
- c. Incorporate a goal/policy into the Specific Plan to develop an educational program with San Luis Obispo Regional Rideshare to provide occupants of non-residential uses with alternative transportation and smart commute information (e.g., transportation board, electronic kiosk, new hire packets, web portal, newsletters, social media, etc.).
- d. Incorporate a goal/policy into the Specific Plan to implement programs to reduce employee vehicle miles traveled at non-residential uses (e.g., incentives; SLO Regional Rideshare trip reduction program; bicycle share programs; shuttles/vanpools; on-site employee lockers, showers, housing; alternative employee schedules [e.g., 9–80s, 4–10s, telecommuting, satellite worksites, etc.]).
- e. Implement circulation design elements in parking lots for non-residential uses to reduce vehicle queuing and improve the pedestrian environment.
- f. Exceed CalGreen standards for providing on-site bicycle parking at non-residential uses by 25 percent.

Plan Requirements and Timing. The project applicant shall incorporate Alternative Transportation and Transportation Demand Management Measures into the Specific Plan. Developers of projects in the Specific Plan area shall incorporate applicable transportation demand measures into project plans and submit documentation to the city that employers in non-residential components of the project have either implemented trip reduction measures or provided proof that applicable measures are infeasible.

Monitoring. The city shall verify that Alternative Transportation and Transportation Demand Management Measures have been incorporated into the Specific Plan and that applicable improvements are included in developments in the Specific Plan area prior to issuance of occupancy permits. The city shall verify that public transit amenities have been installed prior to the issuance of the first occupancy permit. The city shall verify that on-site circulation design elements in parking lots and required on-site bicycle parking have been installed prior to the issuance of occupancy permits for non-residential uses.

Significance After Mitigation

Implementation of Mitigation Measure AQ-1, T-1(a-c), T-2(a-b), T-5, and T-7(a-b) would require the incorporation of alternative transportation facilities, the promotion of alternative work schedules, the payment of fair share fees for public transit improvements, and the construction of circulation system improvements, all of which would address potential inconsistencies with the 2001 CAP

transportation control measures and land use strategies. Therefore, impacts related to consistency with the 2001 CAP would be less than significant with mitigation incorporated (Class II).

Threshold:	Would project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?
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Impact AQ-2 CONSTRUCTION OF THE PROJECT WOULD GENERATE TEMPORARY INCREASES IN CRITERIA AIR POLLUTANT EMISSIONS. CONSTRUCTION EMISSIONS OF ROG AND NO_x WOULD EXCEED SLOAPCD CONSTRUCTION THRESHOLDS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED (CLASS II).

Construction of new development in the Specific Plan area would generate temporary emissions of air pollutants. Ozone precursors (NO_x and ROG) as well as DPM (exhaust PM_{2.5} and PM₁₀) would be emitted by the operation of construction equipment, while fugitive dust (PM₁₀) would be emitted by activities that disturb the soil, such as demolition, grading and excavation, road construction, and building construction. The project's estimated maximum daily and quarterly emissions are shown in Table 4.3-6 and Table 4.3-7. Modeling of construction emissions assumed that construction would occur over continuously over a period of 45 months (inclusive of all ground disturbance and construction activities), which is a conservatively brief timeframe based on the size of the Specific Plan area and scale of proposed development in the Specific Plan area. Construction may occur discontinuously or over a longer duration, which would result in lower daily air pollutant emissions than shown in Table 4.3-6.

Table 4.3-6 Estimated Maximum Daily Construction Air Pollutant Emissions¹

	Maximum Daily Emissions (lbs/day) ¹	
	ROG + NO _x	DPM ²
Construction Year 2020	235.2	2.3
Construction Year 2021	219.3	1.7
Construction Year 2022	206.5	1.5
Construction Year 2023	196.1	1.7
SLOAPCD Daily Threshold	137	7
Threshold Exceeded?	Yes	No

N/A = not applicable

Notes: All emissions modeling was completed using CalEEMod. Due to the size of the Specific Plan area and scale of potential development in the Specific Plan area, this analysis conservatively assumes that building construction, paving, and architectural coating could potentially occur simultaneously on any given day.

¹ Maximum daily emissions include on-site and off-site emissions.

² DPM is equal to total exhaust PM₁₀ emissions.

Source: Appendix C

Table 4.3-7 Estimated Maximum Quarterly Construction Air Pollutant Emissions¹

	Maximum Quarterly Emissions (tons/quarter) ²		
	ROG + NO _x	DPM ³	Dust ⁴
Construction Year 2020	7.4	0.07	1.6
Construction Year 2021	7.2	0.06	1.7
Construction Year 2022	6.8	0.05	1.7
Construction Year 2023	5.9	0.04	1.7
Maximum Quarterly Emissions	7.4	0.07	1.7
SLOAPCD Quarterly Tier 1 Threshold	2.5	0.13	2.5
Threshold Exceeded?	Yes	No	No
SLOAPCD Quarterly Tier 2 Threshold	6.3	0.32	None
Threshold Exceeded?	Yes	No	N/A

N/A = not applicable

Notes: All emissions modeling was completed using CalEEMod. Due to the size of the Specific Plan area and scale of potential development in the Specific Plan area, this analysis conservatively assumes that building construction, paving, and architectural coating could potentially occur simultaneously on any given day.

¹ Maximum quarterly emissions include on-site and off-site emissions.

² CalEEMod calculates quarterly emissions of ROG+NO_x but does not calculate quarterly emissions for DPM and dust; therefore, maximum annual construction emissions of DPM and dust were divided by the number of quarters undergoing construction in a year to estimate maximum quarterly emissions.

³ DPM is equal to total exhaust PM₁₀ emissions.

⁴ Dust is equal to fugitive PM₁₀ reported by CalEEMod.

Source: Appendix C

As shown in Table 4.3-6 and Table 4.3-7, the project's combined ROG and NO_x emissions would exceed SLOAPCD's daily thresholds and quarterly Tier 1 and Tier 2 thresholds. The project's DPM emissions would not exceed the daily threshold or quarterly Tier 1 or 2 thresholds. In addition, the project's dust emissions would not exceed the daily threshold or quarterly Tier 1 threshold primarily because no soil material transport would be required and because grading activities would not be intensive due to a relatively long grading phase as compared to the size of the disturbance area. Nonetheless, SLOAPCD requires any project with grading areas greater than 4.0 acres or that are within 1,000 feet of any sensitive receptor to implement standard fugitive dust mitigation measures. Therefore, impacts would be potentially significant, and implementation of Mitigation Measures AQ-2(a) through AQ-2(g) would be required.

Mitigation Measures

Mitigation Measures AQ-2(a) through AQ-2(f) are required to reduce construction emissions of ROG and NO_x. Although the project's fugitive dust emissions would not exceed the quarterly Tier 1 or 2 thresholds, SLOAPCD requires any project with grading areas greater than 4.0 acres or that are within 1,000 feet of any sensitive receptor to implement standard fugitive dust mitigation measures. Therefore, Mitigation Measure AQ-2(g) is also required to minimize fugitive dust emissions.

AQ-2(a) Construction Activity Management Plan

Prior to the start of construction activities within the Specific Plan area, the project applicant shall prepare a Construction Activity Management Plan (CAMP) to reduce construction-generated emissions. At a minimum, the CAMP shall incorporate SLOAPCD-recommended measures for the control of construction-generated emissions and shall be submitted to the city for review and approval with the grading permit application. If implementation of SLOAPCD-recommended Standard and Best Available Control Technology (BACT) measures cannot reduce emissions below applicable SLOAPCD emissions thresholds, off-site mitigation may be required in coordination with SLOAPCD. The emission control measures and potential off-site mitigation requirements contained in the CAMP shall apply to all construction activities facilitated by the proposed Specific Plan. The CAMP shall include the following elements:

- a. A Dust Control Management Plan that encompasses all, but is not limited to, dust control measures;
- b. Tabulation of on and off-road construction equipment (age, horsepower and miles and/or hours of operation);
- c. A schedule that restricts construction truck trips to non-peak hours to reduce peak-hour emissions;
- d. A limit on the length of the construction work-day period, if necessary;
- e. A schedule that phases construction activities, if appropriate; and
- f. Special provisions to address high heat and windy conditions.

The project applicant shall retain a third-party air quality consultant to conduct periodic monitoring of implementation of the CAMP during construction activities in the Specific Plan area. The third-party consultant shall be approved by the city and shall submit quarterly reports to the city that evaluate implementation of the required elements of the CAMP.

Plan Requirements and Timing. The project applicant shall submit the CAMP to the city and SLOAPCD for review prior to the issuance of grading permits for the first project phase.

Monitoring. The city shall verify compliance with the CAMP through review of the third-party consultant evaluation reports.

AQ-2(b) Standard Control Measures for Construction Equipment.

The following standard mitigation measures shall be included in the CAMP and implemented during construction activities in the Specific Plan area to reduce construction-generated NO_x, ROG, and DPM:

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the state Off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the state On-Road Regulation;

- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive or NO_x exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and on job sites to remind drivers and operators of the 5 minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrically-powered equipment shall be used when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively-fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.

Plan Requirements and Timing. Construction equipment emission control measures shall be included on grading and building plans, as applicable. The project applicant shall submit proof of implementation of SLOAPCD-approved measures.

Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.

AQ-2(c) Best Available Control Technology (BACT) for Construction

The following BACT for diesel-fueled construction equipment shall be included in the CAMP and implemented during construction activities in the Specific Plan area to reduce construction-generated ozone precursor emissions:

- a. Incorporate the use of newer off-road equipment with Tier 3 and Tier 4 engines where feasible;
- b. Repower older off-road equipment with Tier 3 and Tier 4 engines where feasible;
- c. Utilize heavy-duty trucks meeting the standards of CARB's Truck and Bus Regulation for on-road heavy-duty diesel engines, which requires nearly all trucks to have 2010 or newer model year engines; and
- d. Install California Verified Diesel Emission Control Strategies. Examples include, but are not limited to, diesel particulate filter systems, Purifilter Engine Control Systems, diesel retrofit systems, and Sootfilter systems.

Plan Requirements and Timing. BACT measures shall be included in the CAMP and printed on grading and building plans, as applicable. The project applicant shall submit proof of implementation of SLOAPCD-approved measures before final inspection of grading.

Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.

AQ-2(d) Architectural Coating

Construction of new development in the Specific Plan area shall use low-VOC content paints not exceeding 50 grams per liter. To the extent locally available, prefinished building materials or materials that do not require the application of architectural coatings shall be utilized. This requirement shall be incorporated into the CAMP.

Plan Requirements and Timing. Architectural coating measures shall be included in the project CAMP and printed on building plans, as applicable. The project applicant shall submit proof of implementation of SLOAPCD-approved measures before final inspection of grading.

Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.

AQ-2(e) Idling Restrictions

The following measures shall be included in the CAMP and implemented to reduce construction emissions from on- and off-road construction equipment (NO_x, ROG, and DPM). These measures shall be shown on grading and building plans:

- a. **Idling Restrictions Near Sensitive Receptors for Both On- and Off-road Equipment.**
 - i. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
 - ii. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
 - iii. Alternatively-fueled equipment shall be utilized where feasible; and,
 - iv. Signs that specify the no-idling requirements shall be posted and enforced at the construction site.
- b. **Idling Restrictions for On-road Vehicles.** Section 2485 of Title 13, the California Code of Regulations limits diesel-fueled commercial motor vehicles that operate in the state of California with gross vehicular weight ratings of greater than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
 - i. Shall not idle the vehicle's primary diesel engine for greater than five minutes at any location, except as noted in subsection (d) of the regulation; and,
 - ii. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area, except as noted in subsection (d) of the regulation.

In addition, signs shall be posted in the designated queuing areas and job sites to remind drivers of the five-minute idling limit. The specific requirements and exceptions in the regulation can be reviewed at the following web site: www.arb.ca.gov/msprog/truck-idling/2485.pdf.
- c. **Idling Restrictions for Off-road Equipment.** Off-road diesel equipment shall comply with the five-minute idling restriction identified in Section 2449(d)(3) of CARB's In-Use Off-Road Diesel regulation: www.arb.ca.gov/regact/2007/ordiesl07/froal.pdf. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five-minute idling limit.

Plan Requirements and Timing. Idling restrictions shall be included on grading and building plans, as applicable. The project applicant shall submit proof of implementation of SLOAPCD-approved measures before final inspection of grading.

Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.

AQ-2(f) Off-Site Mitigation

Based on the estimated emissions identified in the CAMP, off-site mitigation approved by SLOAPCD shall be implemented to reduce construction-related emissions generated by stationary and mobile sources prior to the start of construction activities within the Specific Plan area. In accordance with SLOAPCD methodology, excess emissions shall be multiplied by the cost effectiveness of mitigation as defined in the state's current Carl Moyer Incentive Program Guidelines to determine the annual off-site mitigation amount. The project applicant shall coordinate with SLOACPD to implement off-site reduction measures or pay the off-site mitigation amount plus an administration fee (to be determined by SLOAPCD) to SLOACPD to administer emission reduction projects. Off-site emissions reduction measures may include, but would not be limited to, developing a funding program to provide the following emissions-reducing improvements:

- a. Buy and scrap older heavy-duty diesel vehicles or equipment;
- b. Replace/repower transit buses;
- c. Replace/repower heavy-duty diesel school vehicles (i.e., bus, passenger or maintenance vehicles);
- d. Retrofit or repower heavy-duty construction equipment, or on-road vehicles;
- e. Replace/repower marine diesel engines;
- f. Repower or contribute to funding clean diesel locomotive main or auxiliary engines;
- g. Purchase Verified Diesel Emission Control Strategies for local school buses, transit buses or construction fleets;
- h. Install or contribute to funding alternative fueling infrastructure (i.e., fueling stations for CNG, LPG, conductive and inductive electric vehicle charging, etc.); and
- i. Expand of existing transit services.

Plan Requirements and Timing. Construction emission reduction measures shall be included on grading and building plans, as applicable. As necessary, the project applicant shall submit proof of implementation of SLOAPCD-approved off-site mitigation measures before final inspection of grading.

Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.

AQ-2(g) Fugitive Dust Control Measures

The following measures shall be implemented to reduce construction-generated fugitive dust. These measures shall be included in the Construction Activity Management Plan (CAMP) shown on grading and building plans.

- a. Reduce the amount of the disturbed area where possible.
- b. Use water trucks, SLOAPCD-approved dust suppressants, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the SLOAPCD's limit of 20 percent opacity for greater than 3 minutes in any 60-minute period.⁴ Increased watering frequency would be required whenever wind speeds exceed 15 mph and during summer months (i.e., June through September). Reclaimed (non-potable) water should be used

⁴ The 20 percent opacity limit is a measure of the visibility of dust emissions and typically corresponds to the level at which dust emissions become clearly visible to the average human eye.

whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of a SLOAPCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

- c. All dirt stockpile areas shall be sprayed with water or a SLOAPCD-approved dust suppressant daily as needed.
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating, native erosion control seed mix and watered until vegetation is established.
- f. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the City of Paso Robles.
- g. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- i. All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.
- j. Wheel washers shall be installed at the construction site entrance/exist, tires or tracks of all trucks and equipment leaving the site shall be washed, or other SLOAPCD-approved track-out prevention devices sufficient to minimize the track-out of soil onto paved roadways shall be implemented.
- k. Streets shall be swept at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.
- l. The burning of vegetative material shall be prohibited.
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division and City of Paso Robles prior to the start of any grading, earthwork or demolition.
- n. When applicable, portable equipment, 50 horsepower or greater, used during construction activities shall be registered with the statewide Portable Equipment Registration Program (issued by CARB) or be permitted by SLOAPCD. Such equipment may include power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g., aggregate plant, asphalt plant, concrete plant).

Plan Requirements and Timing. Fugitive dust control measures shall be included on grading plans, as applicable. The project applicant shall submit proof of implementation of SLOAPCD-approved measures before final inspection of grading.

Monitoring. The city shall verify compliance with CAMP requirements periodically during construction activities.

Significance After Mitigation

According to the SLOAPCD *CEQA Air Quality Handbook*, for projects with estimated construction emissions that are expected to exceed either of the SLOAPCD Quarterly Tier 2 thresholds of significance, implementation of a SLOAPCD-approved CAMP and off-site mitigation in addition to standard and BACT measures would reduce potential air quality impacts to a less than significant level. Mitigation Measures AQ-2(a) through AQ-2(f) would require implementation of standard and BACT measures to reduce construction-generated emissions of fugitive dust and ozone precursors and would require implementation of a SLOAPCD-approved CAMP and off-site mitigation, as needed. In addition, Mitigation Measure AQ-2(g) would require implementation of fugitive dust control measures consistent with SLOAPCD requirements for projects with grading areas of greater than 4.0 acres. As a result, implementation of Mitigation Measures AQ-2(a) through AQ-2(g) would reduce construction-related air quality impacts to a less than significant level.

Threshold:	Would project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?
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Impact AQ-3 OPERATION OF THE PROJECT WOULD GENERATE LONG-TERM OPERATIONAL AIR POLLUTANT EMISSIONS THAT WOULD EXCEED SLOAPCD DAILY EMISSIONS THRESHOLDS FOR ROG + NO_x, DPM, AND PM₁₀. IMPLEMENTATION OF SLOAPCD'S STANDARD MITIGATION MEASURES WOULD REDUCE EMISSIONS TO THE EXTENT FEASIBLE. HOWEVER, IMPACTS WOULD REMAIN SIGNIFICANT AND UNAVOIDABLE (CLASS I).

Operation of the project would result in ongoing air pollutant emissions associated with vehicle trips, natural gas use, and area sources, such as landscaping, consumption of consumer products, and off-gassing from architectural coatings. Daily and annual operational emissions associated with the project are shown in Table 4.3-8 and Table 4.3-9 (see Appendix C for complete CalEEMod results), and compared to the applicable SLOAPCD operational emissions thresholds.

Table 4.3-8 Estimated Operational Daily Air Pollutant Emissions

Emission Source	Emissions (lbs/day) ¹			
	ROG + NO _x (combined)	Fugitive PM ₁₀ (dust)	DPM ²	CO
Area and Energy Sources	83.0	< 0.1	1.3	110.6
Mobile Sources	50.2	72.1	0.6	202.4
Total Emissions	133.2	72.1	1.9	313.0
SLOAPCD Daily Threshold	25	25	1.25 ³	550
Threshold Exceeded?	Yes	Yes	Yes	No

¹ Daily emissions are based on the highest emissions for summer and winter operational conditions for buildout year 2024 conditions. Totals may not sum due to rounding.

² DPM estimates were derived from the "PM₁₀ Exhaust" output from CalEEMod. This estimate represents a worst case scenario because it includes all PM₁₀ exhaust.

³ The SLOAPCD-recommended DPM significance threshold applies to on-site emission sources (i.e., area and energy sources).

Source: Appendix C

Table 4.3-9 Estimated Operational Annual Air Pollutant Emissions

	Emissions (tons/year)	
	ROG + NO _x (combined)	Fugitive PM ₁₀ (dust)
Proposed Project Annual Emissions	22.3	10.3
SLOAPCD Annual Threshold	25	25
Threshold Exceeded?	No	No

Note: All numbers may not sum exactly due to rounding.

Source: Appendix C

As shown in Table 4.3-8, the project's operational emissions would exceed SLOAPCD's daily operational emissions thresholds for ROG + NO_x, DPM, and fugitive PM₁₀. However, as shown in Table 4.3-9, annual operational emissions would not exceed SLOAPCD's thresholds for ROG + NO_x or fugitive PM₁₀. Impacts from operational emissions would be potentially significant, and mitigation would be required to reduce impacts associated with operational air pollutant emissions.

Mitigation Measures

Implementation of Mitigation Measure AQ-1 would require incorporation of VMT reduction measures into the proposed Specific Plan, which would reduce mobile source emissions. In addition, implementation of Mitigation Measure AQ-3 would be required.

AQ-3 Land Use Emission Reduction Measures

Prior to issuance of grading permits, the applicants for development projects in the Specific Plan area shall define and incorporate into the Olsen/South Chandler Ranch Specific Plan standard emission reduction measures from the SLOAPCD *CEQA Air Quality Handbook* to reduce ROG, NO_x, DPM, and PM₁₀ emissions below SLOAPCD threshold levels. Consistent with SLOAPCD guidance, land use emission reduction measures shall include, but would not be limited to:

- Install electric fireplace in place of U.S. EPA certified Tier 2 residential wood-burning appliances.
- Provide shade over 50 percent of parking spaces in parking areas for multi-family land uses and within Planning Area 16 (see Figure 2-5 in Section 2, *Project Description*) to reduce evaporative emissions from parked vehicles. Shade may be provided by trees, overhangs, shading structures, or other means, as appropriate.
- Reduce fugitive dust from roads and parking areas with the use of paving or other materials.
- Implement driveway design standards (e.g., speed bumps, curved driveway) for self-enforcement of reduced speed limits on unpaved driveways.
- Use a SLOAPCD-approved suppressant on private unpaved roads leading to the site, unpaved driveways and parking areas applied at a rate and frequency that ensures compliance with SLOAPCD Rule 401 (Visible Emissions) and ensures off-site nuisance impacts do not occur.
- Encourage non-residential land uses to provide a childcare facility on-site.
- Meet or exceed applicable building standards at the time of development for building energy efficiency with a goal of achieving zero net energy (ZNE) buildings.
- Meet or exceed applicable building standards at the time of development for utilizing recycled content materials.

- i. Meet or exceed applicable building standards at the time of development for reducing cement use in the concrete mix as allowed by local ordinance and conditions.
- j. Meet or exceed applicable building at the time of development standards for the use of greywater, rainwater or recycled water.
- k. Meet or exceed applicable building standards at the time of development for using shading, trees, plants, cool roofs, etc. to reduce the "heat island" effect.
- l. All built-in appliances shall comply with California Title 20, Appliance Efficiency Regulation.
- m. Utilize on-site renewable energy systems (e.g., solar, wind, geothermal, biomass, and/or biogas) sufficient to meet or exceed applicable building standards at the time of development with a goal of achieving ZNE buildings.
- n. Design roof trusses to handle dead weight loads of standard solar-heated water and photovoltaic panels.

Plan Requirements and Timing. The project applicant or applicants for individual developments within the Specific Plan area shall submit proof that the Land Use Emission Reduction Measures have been implemented to the maximum extent feasible, or proof that implementation of one or more measures is infeasible.

Monitoring. The city shall verify that the Land Use Emission Reduction Measures are included on site and building plans prior to issuance of building permits.

Significance After Mitigation

Implementation of the measures identified in Mitigation Measures AQ-1 and AQ-3 would reduce impacts to regional air quality. Mitigated daily and annual operational emissions associated with the proposed Specific Plan are shown in Table 4.3-10 and Table 4.3-11. As shown therein, operational emissions would be reduced below the SLOAPCD's daily significance threshold for DPM but would still exceed SLOAPCD's daily significance thresholds for ROG + NO_x and PM₁₀. No further feasible mitigation measures are available. Therefore, the proposed Specific Plan would result in a long-term increase in criteria pollutants for which the SCCAB is in nonattainment, and long-term operational impacts would be significant and unavoidable.

Table 4.3-10 Estimated Mitigated Operational Daily Air Pollutant Emissions

Emission Source	Emissions (lbs/day) ¹			
	ROG + NO _x (combined)	Fugitive PM ₁₀ (dust)	DPM ²	CO
Area and Energy Sources	73.5	< 0.1	0.6	107.0
Mobile Sources	46.9	63.6	0.5	185.4
Total Emissions	120.5	63.6	1.1	292.5
SLOAPCD Daily Threshold	25	25	1.25 ³	550
Threshold Exceeded?	Yes	Yes	No	No

¹ Daily emissions are based on the highest emissions for summer and winter operational conditions for buildout year 2024 conditions. Totals may not sum due to rounding.

² DPM estimates were derived from the "PM₁₀ Exhaust" output from CalEEMod. This estimate represents a worst case scenario because it includes all PM₁₀ exhaust.

³ The SLOAPCD-recommended DPM significance threshold applies to on-site emission sources (i.e., area and energy sources).

Source: Appendix C

Table 4.3-11 Estimated Mitigated Operational Annual Air Pollutant Emissions

	Emissions (tons/year)	
	ROG + NO _x (combined)	Fugitive PM ₁₀ (dust)
Proposed Project Annual Emissions	20.2	9.1
SLOAPCD Annual Threshold	25	25
Threshold Exceeded?	No	No

Note: All numbers may not sum exactly due to rounding.

Source: Appendix C

The following discussion addresses the potential human health impacts associated with significant and unavoidable project emissions. This discussion is provided to address concerns raised in the *Sierra Club v. County of Fresno (Friant Ranch; 2018)* decision regarding adequate disclosure of the potential human health effects from significant air quality impacts. The Supreme Court opinion in *Friant Ranch* requires projects with significant air quality impacts to “relate the expected adverse air quality impacts to likely health consequences or explain why it is not feasible at the time of drafting to provide such an analysis, so that the public may make informed decisions regarding the costs and benefits of the project.”

In their amicus briefs on the *Friant Ranch* case, South Coast Air Management District (SCAQMD) and San Joaquin Valley Air Pollution Control District (SJVAPCD) staff state that it is not feasible with existing modeling techniques to precisely correlate a project’s impacts related to ROG, NO_x, and PM emissions to quantifiable health impacts, unless the emissions are sufficiently high to use a regional modeling program, which is not the case for the proposed project (Brief for South Coast Air Quality Management District 2018; Brief for San Joaquin Valley Unified Air Pollution Control District 2018).

Further, the SCAQMD and SJVAPCD amicus briefs note that ozone formation is not linearly related to emissions. Therefore, ozone impacts vary depending on the location of the emissions, the location of other precursor emissions, meteorology, and seasonal impacts, and because ozone is formed later and downwind from the actual emission. In addition, the SJVAPCD amicus brief states that although emissions of particulate matter can have a localized impact, the tonnage emitted does not always equate to the local PM concentration because local PM concentrations are affected by several factors, including wind transport, meteorology, and complex chemical factors. In addition, secondary PM is formed via a complex process such that the tonnage of PM-forming precursor emissions in a given area does not necessarily result in an equivalent concentration of secondary PM in that same area. Therefore, a general description of the adverse health impacts resulting from the pollutants at issue is the full extent of information that can be provided at this time.

The increase in ozone and PM₁₀ concentrations in San Luis Obispo County as a result of project operation would contribute to adverse health impacts that are already occurring due to the region’s nonattainment status for these pollutants. As discussed in Section 4.3.1(b), *Air Pollutants of Primary Concern*, the health impacts of ozone include respiratory and eye irritation and possible changes in lung functions, and the health impacts of PM₁₀ include increased respiratory symptoms, aggravated asthma, development of chronic bronchitis, nonfatal heart attacks, and premature death in people with heart or lung disease.

Threshold: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-4 THE SPECIFIC PLAN WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL CONCENTRATIONS OF TOXIC AIR CONTAMINANTS OR NATURALLY-OCCURRING ASBESTOS. HOWEVER, PROJECT DEMOLITION ACTIVITIES WOULD HAVE THE POTENTIAL TO EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL CONCENTRATIONS OF ASBESTOS, LEAD, AND LOCALIZED PARTICULATE MATTER. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED (CLASS II).

The following subsections discuss potential impacts related to TACs, naturally-occurring asbestos (NOA), and asbestos and lead emissions from demolition activities.

Toxic Air Contaminants

The primary sources of TAC emissions in urbanized and suburban areas are vehicle trips on area roadways and industrial uses. Industrial uses near the Specific Plan area include low-density light industrial uses adjacent to the western boundary of the Specific Plan Area along Linne Road, which include a gym and manufacturers of tools, weapons, and radiators. Existing stationary sources of TAC emissions are subject to SLOACPD Rule 219, which establishes TAC emissions standards for stationary sources that are protective of public health.

Vehicle exhaust emissions include diesel exhaust from heavy duty trucks, which is considered a TAC. CARB currently recommends that local agencies avoid siting new sensitive land uses within 500 feet of freeways, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day (CARB 2005). Proposed new residences in the Specific Plan area would be located approximately 2.5 miles east of U.S. 101. In addition, as shown in the TIA, traffic daily traffic volumes on roadways within 500 feet of the Specific Plan Area would be less than 50,000 vehicles per day (Appendix I).

As a conceptual plan, the project does not propose any stationary sources of TAC emissions or industrial land uses, which are typically major sources of TAC emissions.⁵ Nevertheless, proposed commercial uses may include minor stationary TAC sources such as emergency diesel generators. New stationary sources would be required to comply with SLOACPD Rule 219, which establishes TAC emissions standards for stationary sources that are protective of public health. As a result, new stationary sources facilitated by the proposed Specific Plan would not expose on-site or nearby sensitive receptors to substantial TAC emissions. Therefore, potential impacts from exposure of sensitive receptors to substantial TAC concentrations would be less than significant.

Naturally-Occurring Asbestos

Naturally occurring asbestos (NOA) has been identified by CARB as a TAC. Serpentine and ultramafic rocks are common in San Luis Obispo County and may contain naturally occurring asbestos. According to the SLOAPCD NOA Map for San Luis Obispo County, the Specific Plan area is not located in an area that is known to contain naturally occurring asbestos (SLOAPCD 2019a). Therefore, project construction activities, including excavation and grading, would not expose sensitive receptors to substantial NOA concentrations, and impacts would be less than significant.

⁵ The project would replace the Planned Industrial zoning designation on the South Chandler Ranch property with Low-Density Residential and would therefore eliminate the potential for industrial uses to be developed near residential uses within and adjacent to the Specific Plan Area.

Asbestos-Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos-containing material (ACM). ACM could be encountered during the demolition of existing buildings, particularly structures constructed prior to 1970. Asbestos can also be found in various building products, including (but not limited to) utility pipes and pipelines as transit pipes or pipe insulation. Various regulatory requirements apply to activities that would disturb or potentially disturb ACM, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (NESHAP, 40 CFR, Part 61, Subpart M). These requirements include, but are not limited to, notification to SLOAPCD within at least 10 business days of activities commencing, an asbestos survey conducted by a Certified Asbestos Consultant, and applicable removal and disposal requirements of identified ACM.

The project would result in the demolition of existing on-site structures located on two parcels within the Specific Plan area. Demolition of these structures may result in disturbance of ACM, which could expose nearby sensitive receptors to substantial asbestos concentrations. Therefore, this impact would be potentially significant.

Lead-Coated Materials

Demolition of structures coated with lead-based paint can have potential negative air quality impacts and may adversely affect the health of nearby individuals. Improper demolition, including sandblasting or removal of paint by heating with a heat gun without proper abatement, could result in the significant release of lead-containing particles from the Specific Plan area. Depending on the removal method, a SLOAPCD permit may be required. Demolition of existing structures may result in the disturbance of lead-containing materials, which could expose nearby sensitive receptors to substantial lead concentrations. Therefore, this impact would be potentially significant.

Localized PM Concentrations

Fugitive dust emissions would be primarily associated with building demolition, site preparation and grading activities, and vehicle travel on unpaved and paved surfaces. Off-road equipment and trucks utilized during construction would also result in short-term emissions of DPM, which could contribute to elevated localized concentrations at nearby receptors. Regional effects of PM emissions during construction activity are discussed in Impact AQ-3. Uncontrolled emissions of fugitive dust during demolition and construction activities may also contribute to potential increases in localized nuisance impacts to nearby sensitive receptors. Therefore, localized uncontrolled concentrations of construction-generated fugitive dust and DPM would be potentially significant.

Mitigation Measure

Implementation of Mitigation Measures AQ-2(a) through AQ-2(g) and AQ-3 would require fugitive dust control measures during project construction and operation, which would reduce localized PM concentrations. In addition, implementation of Mitigation Measure AQ-4 would be required.

AQ-4 Demolition Emission Control Measures

The following mitigation measures shall be implemented to reduce the disturbance of ACM and lead-coated materials.

- a. Demolition of on-site structures (i.e., residential units and associated outbuildings) shall comply with the procedures required by the National Emission Standards for Hazardous Air Emissions

requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the control of asbestos emissions during demolition activities. SLOAPCD is delegated authority by the U.S. EPA to implement the Federal Asbestos NESHAP. Prior to demolition of on-site structures, SLOAPCD shall be notified, per NESHAP requirements.

- b. If during the demolition of existing structures (i.e., residential units and associated outbuildings), paint is separated from the construction materials (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed of in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if the paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as non-hazardous construction debris. The landfill operator shall be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements. Approval of a lead work plan and permit may be required. Lead work plans, if required, shall be submitted to SLOAPCD ten days prior to the start of demolition.

Plan Requirements and Timing. The project applicant or developers of individual projects in the Specific Plan area shall submit proof that SLOAPCD has been notified prior to demolition activities, as necessary, and that paint waste has been evaluated by a qualified hazardous materials inspector and handled according to their recommendations.

Monitoring. The city shall verify notification of SLOAPCD of asbestos work, as necessary, prior to the issuance of demolition permit(s). The city shall verify implementation of the Demolition Emission Control Measures related to lead-based paint, as necessary, periodically during demolition activities as necessary and prior to issuance of grading permits.

Significance After Mitigation

Implementation of Mitigation Measures AQ-2(a) through AQ-2(g) and AQ-3 would substantially reduce fugitive dust emitted during project construction as well as any fugitive dust generated during project operation. Mitigation Measure AQ-4 would require compliance with applicable regulatory requirements pertaining to exposure to asbestos and lead-based paints. As a result, implementation of Mitigation Measures AQ-2(a) through AQ-2(g), AQ-3, AQ-4 would reduce air quality impacts to sensitive receptors to a less than significant level.

Threshold: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-5 GRADING AND OTHER EARTHMOVING ACTIVITIES DURING PROJECT CONSTRUCTION WOULD HAVE THE POTENTIAL TO EXPOSE SENSITIVE RECEPTORS TO COCCIDIOIDES FUNGUS, WHICH CAN CAUSE VALLEY FEVER. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED (CLASS II).

Project construction activities, including grading and construction vehicle traffic, could generate substantial localized quantities of dust and expose sensitive receptors (i.e., nearby residents, construction workers, etc.) to potential health hazards associated with the *Coccidioides* fungus, particularly during periods of high wind. Extended periods of high heat or unusually windy conditions could increase fugitive dust emissions and the associated potential for exposure to the *Coccidioides* fungus. The project applicant and all construction contractors operating on the site would be required to implement all of California Title 8 safety and health regulations necessary to protect employees from Valley Fever, which is caused by the *Coccidioides* fungus. Nevertheless, sensitive receptors could be exposed to potential health hazards associated with the *Coccidioides* fungus during project construction, and this impact would be potentially significant.

Mitigation Measure

Implementation of Mitigation Measures AQ-2(a) through AQ-2(g) and AQ-3 would require fugitive dust control measures during project construction and operation, which would reduce potential exposure risk for the *Coccidioides* fungus. In addition, implementation of Mitigation Measure AQ-5 would be required.

AQ-5 Valley Fever Suppression Measures

The project application and contractor(s) shall implement the following measures during construction activities to reduce impacts related to Valley Fever.

- a. If peak daily wind speeds exceed 15 mph or peak daily temperatures exceed 95 degrees Fahrenheit for three consecutive days, additional dust suppression measures (such as additional water or the application of additional soil stabilizer) shall be implemented prior to and immediately following ground disturbing activities. The additional dust suppression shall continue until winds are 10 mph or lower and outdoor air temperatures are below a peak daily temperature of 90 degrees for at least two consecutive days. The additional dust suppression measures shall be incorporated into the Construction Activity Management Plan (see Mitigation Measure AQ-2[a]).
- b. Heavy construction equipment traveling on un-stabilized roads within the Specific Plan area shall be preceded by a water truck to dampen roadways and reduce dust from transportation along such roads. This measure shall be incorporated into the Construction Activity Management Plan (see Mitigation Measure AQ-2[a]).
- c. The project developer(s) shall notify the San Luis Obispo County Public Health Department and the city not more than 60 nor less than 30 days before construction activities commence to allow the San Luis Obispo County Public Health Department opportunity to provide educational outreach to community members and medical providers, as well as enhanced disease surveillance in the area both during and after construction activities involving grading.
- d. Prior to any project grading activity, the project construction contractor(s) shall prepare and implement a worker training program that describes potential health hazards associated with

Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction, including the fact that certain ethnic groups and immune-compromised persons are at greater risk of becoming ill with Valley Fever. The objective of the training shall be to ensure the workers are aware of the danger associated with Valley Fever. The worker training program shall be included in the standard in-person training for project workers and shall identify safety measures to be implemented by construction contractors during construction. Prior to initiating any grading, the project applicant shall provide the city and the San Luis Obispo County Public Health Department with copies of all educational training material for review and approval. No later than 30 days after any new employee or employees begin work, the project applicant shall submit evidence to the city that each employee has acknowledged receipt of the training (e.g., sign-in sheets with a statement verifying receipt and understanding of the training).

- e. The applicant shall work with a medical professional, in consultation with the San Luis Obispo County Public Health Department, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site that includes the following information on Valley Fever:
- Potential sources/causes
 - Common symptoms
 - Options or remedies available should someone be experiencing these symptoms
 - The location of available testing for infection

Prior to construction permit issuance, this handout shall have been created by the applicant and reviewed by the city. No less than 30 days prior to any surface disturbance (e.g., grading, filling, trenching) work commencing, this handout shall be mailed to all existing residences within three miles of the Specific Plan area.

Plan Requirements and Timing. The project applicant shall submit the CAMP to the city and SLOAPCD for review prior to the issuance of grading permits for the first project phase. Developers of individual projects in the Specific Plan area shall submit proof that San Luis Obispo County Public Health Department has been notified prior to commencement of construction activities; a worker training program has been conducted; and the educational handout has been mailed to existing residences within three miles of the Specific Plan area.

Monitoring. The city shall verify compliance with the CAMP through review of the third-party consultant evaluation reports. The city shall also verify notification of the San Luis Obispo County Public Health Department, implementation of the worker training program, and mailing of the educational handout via applicant-submitted materials.

Significance After Mitigation

Implementation of Mitigation Measures AQ-2(a) through AQ-2(g) and AQ-3 would substantially reduce fugitive dust emitted during project construction as well as any fugitive dust generated during project operation. Mitigation Measure AQ-5 would require implementation of protective measures to reduce health hazards associated with the *Coccidioides* fungus. As a result, implementation of Mitigation Measures AQ-2(a) through AQ-2(g), AQ-3, AQ- and AQ-5 would reduce air quality impacts to sensitive receptors to a less than significant level.

c. Cumulative Impacts

A project that does not exceed applicable SLOAPCD thresholds and is consistent with the 2001 CAP would not have a cumulatively considerable contribution to a cumulative impact on the airshed. Conversely, a project that exceeds applicable SLOAPCD significance thresholds or is found to be inconsistent with the 2001 CAP would result in a cumulatively considerable contribution a cumulative air quality impact. As discussed under Impact AQ-3, the project would exceed SLOAPCD daily operational thresholds even with the incorporation of mitigation. As such, cumulative impacts on air quality would be significant and unavoidable (Class I). See Impact AQ-3 for a discussion of the human health impacts related to the project's significant and unavoidable air quality impact.

4.4 Biological Resources

The analysis of biological resources within the approximately 358-acre Specific Plan Area was based on a review of the existing biological technical reports, queries of available biological databases, review of aerial photographs and topographic maps, and a reconnaissance site visit. Wildlife, botanical, and jurisdictional delineation surveys were conducted at South Chandler Ranch and the Centex and Our Town properties in April, May, and November 2017 and at Olsen Ranch between September 2018 and May 2019, by Althouse and Meade, Inc. (Althouse and Meade). The results of the Althouse and Meade surveys are included in the *Biological Report for South Chandler Ranch* (February 2018), *Delineation of Potentially Jurisdictional Wetlands and Waters for South Chandler Ranch* (November 2017), *Biological Report for Olsen Ranch* (May 2019), and *Delineation of Potentially Jurisdictional Wetlands and Waters for Olsen Ranch* (April 2019), prepared by Althouse and Meade (refer to Appendix D). The Biological Report and Delineation of Potentially Jurisdictional Wetland and Waters report for South Chandler Ranch also included analyses for the Centex and Our Town properties. A site visit was also conducted by Rincon Consultants, Inc. (Rincon) in March 2019 to confirm the accuracy of these studies and to provide an independent evaluation of biological resources within the Olsen Ranch and South Chandler Ranch properties, as well as the Centex and Our Town properties.

4.4.1 Setting

a. Specific Plan Area Setting

Vegetation Communities and Land Cover

Six terrestrial vegetation communities or land cover types occur within the Specific Plan area: cropland, California annual grassland, developed, ruderal, wetland, and riparian. Vegetation was classified and mapped during botanical resources surveys conducted between April 2017 and May 2019 (refer to Appendix D) to characterize the site. Vegetation communities were also classified based on A Manual of California Vegetation, Second Edition (MCV2; Sawyer et al., 2009). Vegetation classification and mapping was field-verified by Rincon in March 2019 and is discussed in more detail below. A summary of vegetation/land cover types identified in the Specific Plan area is shown in Table 4.4-1. Figure 4.4-1a and Figure 4.4-1b show a map of these features.

Table 4.4-1 Habitat Types within the Specific Plan Area

Habitat Type	Approximate Acreage	Approximate Percentage of Total Area
California Grassland	188.7	53%
Cropland	148.0	41%
Developed	14.7	4.1%
Ruderal	1.4	0.4%
Wetland/Waters	1.6	0.4%
Riparian	4.0	1.1%
Total	358.4	100%

Figure 4.4-1a Vegetation Communities

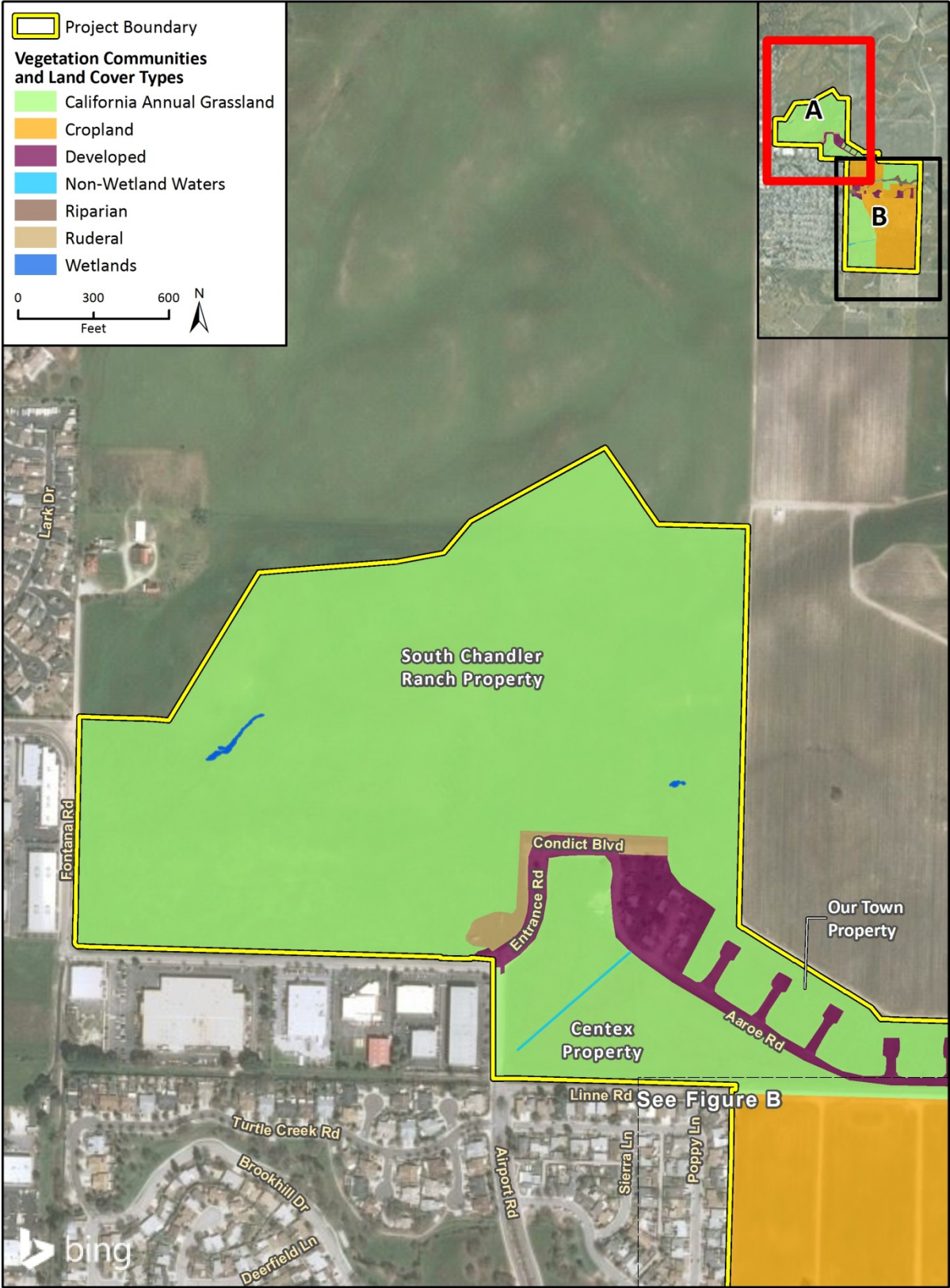
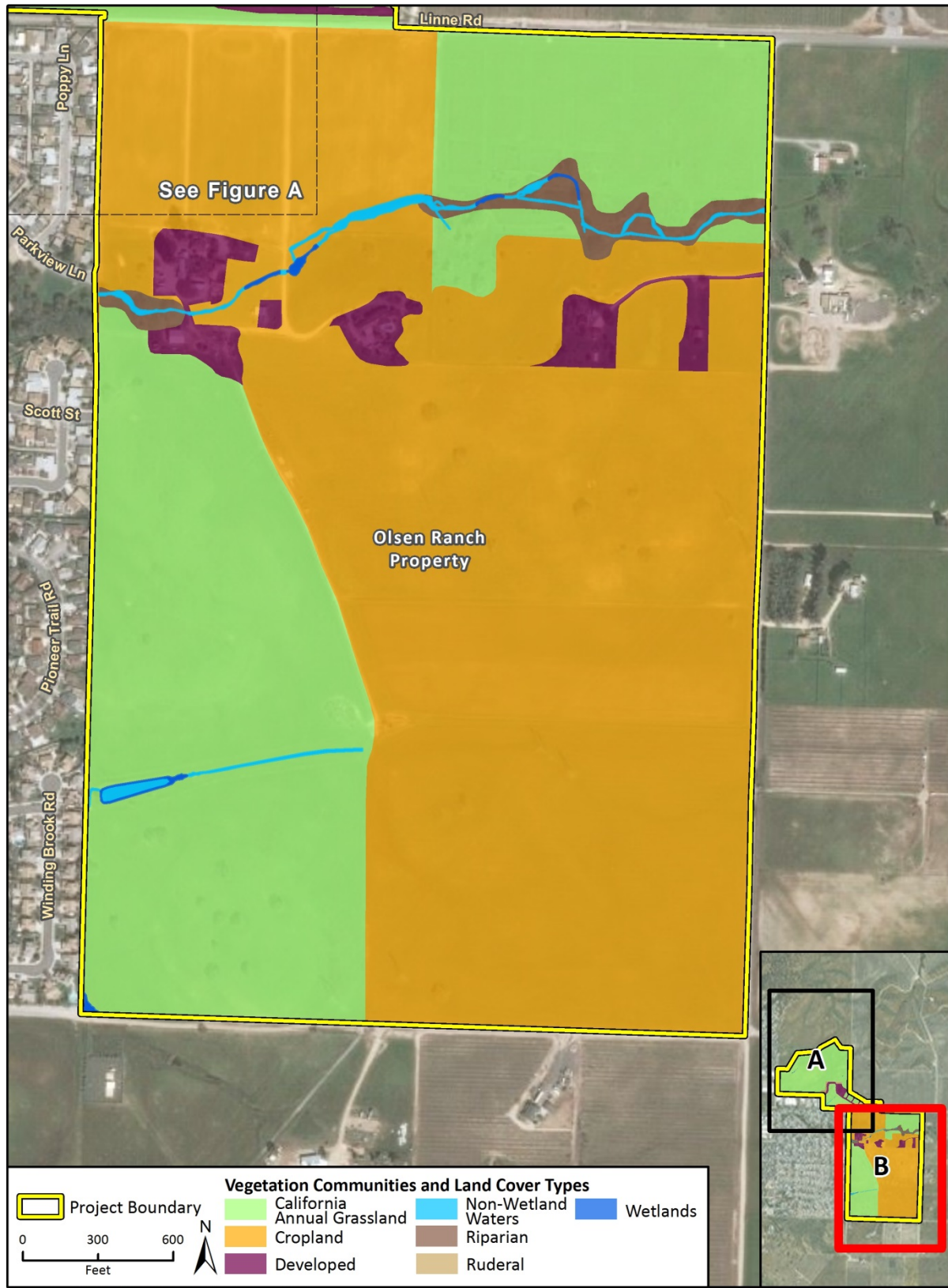


Figure 4.4-1b Vegetation Communities



California Grassland

California grassland is the most prevalent habitat type in the Specific Plan area. Vegetation composition is consistent with the *Bromus (diandrus, hordeaceus) – Brachypodium distachyon* Alliance (Sawyer et al. 2009). Dominant grass species include wild oats (*Avena* sp.), soft chess brome (*Bromus hordeaceus*), and ripgut brome (*Bromus diandrus*).

Cropland

Cropland is an anthropogenic, frequently disturbed habitat and includes irrigated row crops that are usually monotypic. This land cover type occurs within and adjacent to the Specific Plan area. Both Chandler Ranch and Olsen Ranch were historically used as range lands. The Olsen Ranch property currently contains fallow crop fields, dominated by weedy ruderal species such as wild oats, annual bromes (*B. diandrus*, *Bromus hordeaceus*, and *Bromus madritensis* subsp. *rubens*), and mustards (*Brassica nigra* and *Hirschfeldia incana*). Active cropland was not observed at the South Chandler Ranch property; however, agriculture was historical conducted on the property and these areas have been fallow since 2016. Regular cultivation and other agricultural practices generally eliminate habitat for burrowing animals such as small mammals, and many amphibian and reptile species that utilize small mammal burrows or construct their own burrows. Given that this community type is not naturally occurring, it is not described in Sawyer et al. (2009).

Developed

Developed areas are anthropogenically manipulated and maintained. Vegetation can vary depending on the degree of disturbance or development. This land cover type consists of residential and agricultural structures, landscaped or planted areas, parking areas, access areas, and existing paved areas. Vegetation in these areas include yellow starthistle (*Centaurea solstitialis*) and Russian thistle (*Salsola tragus*) and landscape plants. Developed areas generally do not provide habitat for wildlife; however, structures have suitable nesting habitat for birds and may house roosting colonies of bats. Developed areas are not classified in the MCV2 classification system (Sawyer et al., 2009).

Ruderal

Ruderal areas are those that are comprised of plant species that occur or are adapted to disturbed lands. Ruderal areas in the Specific Plan area are comprised of areas adjacent to Entrance Road and Conduct Boulevard. Ruderal areas associated with human disturbance are typically comprised of non-native herbaceous plant species. Ruderal species typically include species such as slender wild oat, ripgut brome, Italian thistle (*Carduus pycnocephalus*) and poison hemlock (*Conium maculatum*). Cover by plant species is generally low due to disturbance, and there is a high percentage of bare soil. Ruderal areas provide poor habitat for animal species; however, these areas can be used during dispersal and for movement during foraging in adjacent habitats. As with developed areas, ruderal is not classified in the MCV2 classification system (Sawyer et al., 2009).

Wetlands

The South Chandler Ranch property contains two isolated wetlands and a swale. These features contain seaside barley (*Hordeum marinum*), curly dock (*Rumex crispus*), toad rush (*Juncus bufonius*), and slender woolly marbles (*Psilocarphus tenellus*). Wetlands on the Olsen Ranch property are restricted to patches in Turtle Creek (referred to as the Northern Drainage in the Delineation of Potentially Jurisdictional Wetlands and Waters for Olsen Ranch [Alhouse & Meade 2019], a man-

made stock pond in the central drainage, and a weedy patch at the southwest corner of the property. These features contain spikerush (*Eleocharis macrostachya*), Italian ryegrass (*Lolium perenne*), toad rush, and hyssop loosestrife (*Lythrum hyssopifolia*).

Riparian

The riparian habitats mapped in the Specific Plan area are dominated by valley oak (*Quercus lobata*) in the tree canopy and mixed with other riparian species such as Fremont cottonwood (*Populus fremontii*) and red willow (*Salix laevigata*), with non-native grasses and forbs dominant in the herbaceous layer. Riparian habitat within the Specific Plan area is limited to approximately four acres along Turtle Creek on the Olsen Ranch property. Riparian habitat is not present on the South Chandler Ranch property. These riparian vegetation units are generally consistent with the Arroyo Willow Thickets Alliance in MCV2 (Sawyer et al., 2009).

b. Special Status Species

For the purpose of this analysis, special status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the United States Fish and Wildlife Services (USFWS) and National Marine Fisheries Service (NMFS) under the federal Endangered Species Act (FESA); those listed or proposed for listing as rare, threatened, or endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA); and animals designated as “Species of Special Concern (SSC),” “Fully Protected,” or “Watch List” by the CDFW. Those plants ranked as California Rare Plant Rank (CRPR) 1 or 2 are also considered special status species in this EIR, per the following code definitions:

- **List 1A** = Plants presumed extinct in California;
- **List 1B.1** = Rare or endangered in California and elsewhere; seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat);
- **List 1B.2** = Rare or endangered in California and elsewhere; fairly endangered in California (20-80% occurrences threatened);
- **List 1B.3** = Rare or endangered in California and elsewhere, not very endangered in California (<20% of occurrences threatened or no current threats known); and
- **List 2** = Rare, threatened or endangered in California, but more common elsewhere.

CRPR List 3 and List 4 plant species are typically not considered for analysis under CEQA except where they are designated as locally rare or otherwise protected by local government. The City of Paso Robles does not consider CRPR List 3 and 4 plant species as locally rare or protected. Therefore, these species are not included in this analysis. Oak trees are also considered sensitive in the City of Paso Robles and are protected by the City of Paso Robles Oak Tree Ordinance. Oak trees are discussed below in Section 4.4.1(e).

Special Status Plant Species

Based on database and literature review, 47 special status plant species are known to occur or have the potential to occur within the vicinity of the Specific Plan area (refer to Appendix D). The potential for a number of special status plant species to occur in the Specific Plan area was eliminated based on known restrictions in range and/or known extirpation. None of the special status plant species with potential to occur were detected during field surveys. Althouse and Meade conducted surveys that were seasonally timed to correspond with the blooming periods for the

sensitive plant species that have potential to occur onsite. Based on the negative survey results or lack of suitable habitat, no special status plant species are expected to occur within the Specific Plan area (Appendix D).

Special Status Animal Species

Based on the database and literature review, 31 special status animal species are known to or have the potential to occur within the vicinity of the Specific Plan area (refer to Appendix D). Potential habitat for seven special status animal species occurs within the Specific Plan area based on the presence of their general habitat requirements and each species' geographic range. The remainder of the species with the potential to occur in the vicinity of the Specific Plan area were eliminated as having potential to occur within the Specific Plan area based on a lack of their individual habitat requirements or because the Specific Plan area is outside their known geographic range. A list of the 31 species known from the vicinity and a rationale of their potential to occur is provided in Appendix D.

USFWS protocol wet and dry season surveys for vernal pool fairy shrimp (*Branchinecta lynchi*) were conducted during the 2018-2019 rain season. The results of the surveys were negative, concluding that vernal pool fairy shrimp do not occur within the Specific Plan Area.

These seven special status animal species with potential to occur, with their special status designation, include:

- San Joaquin kit fox (SJKF; *Vulpes macrotis mutica*); Federally Endangered, State Threatened
- American badger (*Taxidea taxus*); State Species of Special Concern
- Pallid bat (*Antrozous pallidus*); State Species of Special Concern
- Townsend's big-eared bat (*Corynorhinus townsendii*); State Species of Special Concern
- Western spadefoot (*Spea hammondi*); State Species of Special Concern
- Burrowing owl (*Athene cunicularia*); State Species of Special Concern
- Grasshopper sparrow (*Ammodramus savannarum*); State Species of Special Concern

Federally and/or State Listed

SAN JOAQUIN KIT FOX

San Joaquin kit fox (SJKF) is a federally listed endangered species and a state listed threatened species. They are known to occur in a range between the Carrizo Plain and Camp Roberts, with transient individuals reported to move between the two populations. Huer Huero Creek, located approximately one mile northeast of Olsen Ranch, is one of the known movement corridors for kit fox. The two nearest reported occurrences are less than a mile north of the project site near Barney Schwarz Park. There is potentially suitable grassland habitat for SJKF in the Specific Plan area; however, kit foxes are not currently known to occupy lands within the City of Paso Robles and would have a low potential to occur. Preliminary habitat evaluations for SJKF were conducted for the South Chandler Ranch and Olsen Ranch properties (refer to Appendix D). The analyses produced scores of 75 for the South Chandler Ranch property and 77 for the Olsen Ranch property (out of a possible 115), qualifying the habitat as moderately suitable for SJKF, based on the vegetation, size, and location of the properties. However, based on CNDDDB occurrence records and the known distribution of SJKF core and satellite populations (USFWS 2010), individual SJKF would have a low potential to occur within the Specific Plan area. SJKF or their sign was not detected in the Specific

Plan area during the biological reconnaissance surveys. No known, occupied, or suitable SJKF dens were detected within the Specific Plan area.

Species of Special Concern

MAMMALS (AMERICAN BADGER, TOWNSENDS'S BIG-EARED BAT, AND PALLID BAT)

The pallid bat occupies a variety of habitats including forests, shrublands, deserts, and grasslands and are most common in rocky, dry, and open habitats. Pallid bats roost in a variety of habitats, but are frequently observed roosting under bridges. No pallid bats were detected and no evidence of bats (e.g., guano) was observed within the Specific Plan area during the field surveys. The CNDDDB records pallid bat in the Paso Robles area, with the nearest documented occurrence more than 10 miles away (CNDDDB 104). The barns, sheds, and small outbuildings onsite are marginally suitable habitat for the pallid bat to roost during the day. Due to the presence of residential structures for roosting and of sparsely vegetated habitats suitable for foraging, there is potential for this species to occur in the Specific Plan area.

In San Luis Obispo County Townsend's big-eared bat is consistently found in the vicinity of creek beds, where they use the riparian corridors for foraging. Typical roost sites include caves or buildings with cave-like features. Townsend's big-eared bat is sedentary and presumed to spend the winter within 25 miles of its summer roosts. The nearest reported occurrence of this species is at Camp Roberts, where multiple individuals were observed roosting in buildings on Michigan Avenue, approximately 12.3 miles northwest of the Specific Plan area. Townsend's big-eared bat could possibly roost in structures in the Specific Plan area, but the potential is low. Townsend's big-eared bat was not observed on the Specific Plan area during site surveys.

The American badger has a widespread range across California (CDFW 2014; Brehme et al. 2015). It is a permanent but uncommon resident in the state, except for forested region of the far northwestern corner, and is more abundant in dry, open areas of most shrub and forest habitats (CDFW 2019). The American badger requires friable soil in order to dig burrows for cover and breeding. The main food source for the American badger is fossorial rodents, mainly ground squirrels and pocket gophers (CDFW 2014). The breeding season is in summer and early fall and females give birth to litters usually in March and April (CDFW 2014). The closest reported occurrence of the American badger is located approximately four miles southwest of the Specific Plan area (CNDDDB 23). There is potential habitat for American badger in the Specific Plan area; however, it is unlikely to occur due to the proximity to urban development and intensive agriculture. Transect den and burrow surveys of the Specific Plan area did not detect badgers or their sign.

AMPHIBIANS (WESTERN SPADEFOOT)

Western spadefoot toads are almost completely terrestrial as adults but require water to breed. Western spadefoots inhabit hot dry environments by burrowing underground using hardened spades on their hind feet. This species spends most of its life underground in earth-filled burrows, and is active above ground typically between October and May, depending on rainfall. Western spadefoots typically breed in ephemeral to seasonal pools and ponds with limited vegetation cover. Western spadefoots were documented as breeding in the stock pond on the Olsen Ranch property in 2004 but have not been documented on-site since. Seasonal pools on the South Chandler Ranch property would be unlikely to hold water for a sufficient amount of time for breeding western spadefoots. Therefore, western spadefoots would have a low potential to occur in the South Chandler Ranch portion of the Specific Plan area.

Special Status Birds and Nesting Birds (including Grasshopper Sparrow, and Burrowing Owl)

The California Fish and Game Code (CFGC) and Migratory Bird Treaty Act (MBTA) provide protection to most migratory bird species and their nests. Birds protected by the CFGC and the MBTA may nest in trees, shrubs, grassland, and structures on site, including raptors such as red-tailed hawk (*Buteo jamaicensis*). Two state Species of Special Concern bird species (burrowing owl and grasshopper sparrow) also have potential to occur or are known to occur in the Specific Plan area.

The burrowing owl is a Species of Special Concern that requires underground burrows or occasionally, other cavities, for nesting, roosting, and cover. Burrows used by the owls are usually dug by other species, termed host burrowers. In California, California ground squirrel burrows are frequently used by burrowing owls, but they may use dens or holes dug by other fossorial species including American badger and canid species. In some instances, owls have been known to excavate their own burrows. Natural rock cavities, debris piles, culverts, and pipes also are used for nesting and roosting. This species has been documented regionally by the CNDDDB. No suitable burrows to support the species were detected during field surveys (Appendix D). However, suitable vegetation communities that are known to support this species occur in the Specific Plan area. Therefore, this species has potential to occur.

Grasshopper sparrow is a Species of Special Concern. This bird species prefers nesting in dense, dry grasslands in rolling hills, plains, and cismontane slopes. It prefers scattered shrub cover for perching. The nearest CNDDDB occurrence is from approximately 15 miles southeast of the Specific Plan area. Marginal grassland nesting habitat is present within the South Chandler Ranch property within the Specific Plan area.

Special Status Plant Communities

Two special status plant communities were identified by the CNDDDB as occurring in the vicinity of the Specific Plan area. These special status plant communities are shown in Figure 4.4-2. Neither of these communities occur within the Specific Plan area.

Table 4.4-2 Sensitive Plant Communities Mapped by the CNDDDB in the Vicinity of the Specific Plan Area

Plant Community	Global/State Rank	Habitat Presence/Absence
Northern interior cypress forest	G2/S2.2	Not present.
Valley Oak Woodland	G3/S2.1	Not present. Valley oak trees present within the project area are not present within a woodland context.

Source: CDFW’s CNDDDB RareFind5

Mapping and classification of sensitive natural communities in the CNDDDB is not currently maintained and no new information has been added. Natural community elements in the CNDDDB are classified according to the *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986) which is not the current standard for classifying vegetation communities as it relates to identifying sensitive natural communities in the context of CEQA analysis. Therefore, vegetation types on site were also compared with the List of Vegetation Alliances and Associations (CDFW 2018) which is the current standard for analyzing impacts to sensitive vegetation communities and is based on MCV2. According to the CDFW’s Vegetation Program, vegetation

alliances with state ranks of S1-S3 are considered to be imperiled, and thus, potentially of special concern. Valley oak woodlands/herbaceous semi-riparian vegetation communities are considered sensitive by CDFW (G3 S3). The riparian habitat present within the Olsen Ranch property is generally consistent with the Arroyo Willow Thickets Alliance in MCV2 (Sawyer et al. 2009) and listed as a California Sensitive Natural Community by CDFW (CDFW 2018). Riparian habitat is not present within any other portion of the Specific Plan area.

c. Wildlife Corridors

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as providing a habitat connection between foraging and denning areas, or they may be regional in nature. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network.

The habitats within the link do not necessarily need to be the same as the habitats that are being linked. Rather, the link merely needs to contain sufficient cover and forage to allow temporary inhabitation by ground-dwelling species. Typically, habitat linkages are contiguous strips of natural areas, though dense plantings of landscape vegetation can be used by certain disturbance-tolerant species. Depending upon the species using a corridor, specific physical resources (such as rock outcroppings, vernal pools, or oak trees) may need to be located within the habitat link at certain intervals to allow slower-moving species to traverse the link. For highly mobile or aerial species, habitat linkages may be discontinuous patches of suitable resources spaced sufficiently close together to permit travel along a route in a short period of time.

Wildlife movement corridors can be both large and small in scale. Regionally, the Specific Plan area is not located within an Essential Connectivity Area (ECA) as mapped in the report California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California (2010). ECAs represent principle connections between Natural Landscape Blocks. ECAs are regions in which land conservation and management actions should be prioritized to maintain and enhance ecological connectivity. ECAs are mapped based on coarse ecological condition indicators, rather than the needs of particular species and thus serve the majority of species in each region.

Small-scale habitat corridors are present on site and include drainages and other topographic features such as furrows and swales between rolling hills that facilitate movement. The drainages on site and the riparian vegetation bordering the northern drainage on the Olsen Ranch property provide suitable small-scale corridor for sensitive and common wildlife to travel locally. Riparian corridors found within the Specific Plan area may also serve as movement corridors particularly where upland habitat occurs adjacent to them.

The Specific Plan area is not within any mapped SJKF corridor or link between core populations. The USFWS 5-year Review for SJKF details the locations of SJKF core, satellite, and link areas (USFWS 2010). These areas are focused around the margins of the San Joaquin Valley and Carrizo Plains and do not include the Paso Robles area as a specific corridor critical for the movement of SJKF or linking core populations.

d. Jurisdictional Features

All potentially jurisdictional features within the Specific Plan area were inspected by Althouse and Meade in 2017 and 2019 to record existing conditions and determine limits of U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW jurisdictions (Appendix D). Potentially jurisdictional features on South Chandler Ranch include two small areas that meet the state’s definition of wetland habitat, and a small unnamed artificial drainage ditch that contains water potentially under the jurisdiction of both the United States and the state. Refer to Section 4.4.1(f), Regulatory Setting, below for discussion of agency definitions of wetlands.

Potentially jurisdictional areas on Olsen Ranch include two unnamed drainages, a stock pond, wetland habitat, and riparian habitat. Turtle Creek runs generally east to west across the northern portion of the site and includes associated riparian habitat and several wetland areas along the margins and areas of slow flow. The second drainage originates near the center of the property and drains west into a moderately sized pond containing wetland habitat at the margins. A third feature located in the southwestern corner of the property contains wetland waters potentially under the jurisdiction of both the United States and the state.

A summary of potentially jurisdictional areas identified in the Specific Plan area is presented in Table 4.4-3. Figure 4.4-2 provides a map of these features. The jurisdictional features identified on both the Olsen and South Chandler Ranch properties are described in more detail in the Jurisdictional Delineation reports in Appendix D. The final jurisdictional determinations of the boundaries of wetlands, waters, and riparian habitat are made by each agency, typically at the time that authorizations to impact such features are requested.

Table 4.4-3 Total Potential Jurisdictional Feature within the Specific Plan Area

Jurisdiction	Approximate Area (acres)	Length (feet)
Clean Water Act (CWA) Sections 404/401 (USACE/RWQCB) Wetland Waters of the U.S. and State	0.25	n/a
CWA Sections 404/401 (USACE/RWQCB)¹ Other Waters of the U.S. and State	1.29	5,185
Porter-Cologne (RWQCB) & California Fish and Game Code (CFG) Wetland Waters of the State	0.10	n/a
Porter-Cologne (RWQCB) & CFGC Section 1602 (CDFW)¹ Non-wetland Waters of the State / Riparian Habitat	5.30	6,185
¹ Included within the non-wetland waters of the State.		

e. Oak Trees

Oak trees of six-inches or greater diameter measured at 4.5 feet above ground level are protected by the City of Paso Robles Oak Tree Ordinance (Oak Tree Preservation; Section 10.01; City of Paso Robles, 2002). A total of 172 protected oak trees are present within the Specific Plan area, including 58 blue oaks (*Quercus douglasii*), 103 valley oaks, and 11 oaks exhibiting characteristics of both species which likely represent hybrid individuals (*Quercus lobata X douglasii*). All protected oak trees identified within the Specific Plan area are located on the Olsen Ranch property. A focused survey for oak trees was conducted for the Specific Plan area in 2018 by Althouse and Meade, Inc. and is included in the Biological Report for the Olsen Ranch property (refer to Appendix D).

Figure 4.4-2 Potentially Jurisdictional Areas



f. Regulatory Setting

Federal, state, and local authorities under a variety of statutes and guidelines share regulatory authority over biological resources. The primary authority under CEQA for general biological resources lies within the land use control and planning authority of local jurisdictions, which in this instance is the City of Paso Robles. The CDFW is a trustee agency and responsible agency for biological resources throughout the state under CEQA and also has direct jurisdiction under the CFGC, which includes, but is not limited to, resources protected by the State of California under the CESA. Below are discussions of the federal, state, and local regulations that form the regulatory basis for the impact analysis in Section 4.4.2.

Federal

Endangered Species Act

Under the Federal Endangered Species Act (FESA), authorization is required to “take” a listed species. Take is defined under FESA Section 3 as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Under federal regulation (50 CFR Sections 17.3, 222.102); “harm” is further defined to include habitat modification or degradation where it would be expected to result in death or injury to listed wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. Critical habitat is a specific geographic area(s) that is essential for the conservation of a threatened or endangered species and that may require special management and protection. Critical habitat may include an area that is not currently occupied by the species but that will be needed for its recovery. FESA Section 7 outlines procedures for federal interagency cooperation to conserve federally listed species and designated critical habitat.

Section 7(a)(2) of FESA and its implementing regulations require federal agencies to consult with USFWS or National Marine Fisheries Service (NMFS) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species, or result in the destruction or adverse modification of critical habitat. For projects where federal action is not involved and take of a listed species may occur, the project proponent may seek to obtain an incidental take permit under FESA Section 10(a). Section 10(a) allows USFWS to permit the incidental take of listed species if such take is accompanied by an Habitat Conservation Plan (HCP) that includes components to minimize and mitigate impacts associated with the take.

The USFWS and NMFS share responsibility and regulatory authority for implementing the FESA (7 USC Section 136, 16 USC Section 1531 et seq.).

Migratory Bird Treaty and Bald and Golden Eagle Protection Acts

The Migratory Bird Treaty Act (MBTA) authorizes the Secretary of the Interior to regulate the taking of migratory birds. The act provides that it is unlawful, except as permitted by regulations, “to pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, [...] any migratory bird, or any part, nest, or egg of any such bird” (16 USC Section 703[a]). The Bald and Golden Eagle Protection Act (BGEPA) is the primary law protecting eagles, including individuals and their nests and eggs. The USFWS implements the MBTA (16 United States Code [USC] Section 703-711) and the Bald and Golden Eagle Protection Act (16 USC Section 668). Under the Act’s Eagle Permit Rule (50 CFR 22.26), USFWS may issue permits to authorize limited, non-purposeful take of bald eagles and golden eagles.

Section 10 of the River and Harbors Act

Section 10 of the Rivers and Harbors Act of 1899 requires authorization from the Secretary of the Army, acting through the U. S. Army Corps of Engineers, for the construction of any structure in or over any navigable water of the United States. Regulated activities include dredging or disposal of dredged materials, excavation, filling, rechannelization and construction of any structure or any other modification of a navigable water of the United States.

Clean Water Act

Under Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (USACE), with EPA oversight, has authority to regulate activities that result in discharge of dredged or fill material into wetlands or other “waters of the United States.” Perennial and intermittent creeks are considered waters of the United States if they are hydrologically connected to other jurisdictional waters. In achieving the goals of the Clean Water Act, the USACE seeks to avoid adverse impacts and to offset unavoidable adverse impacts on existing aquatic resources. Any discharge of dredged or fill material into jurisdictional wetlands or other jurisdictional “waters of the United States” would require a Section 404 permit from the USACE prior to the start of work. In 2008, the Environmental Protection Agency and the USACE, through a joint rulemaking, expanded the 404(b)(1) guidelines to include more comprehensive standards for compensatory mitigation. These standards include ensuring that unavoidable impacts subject to regulation under the Clean Water Act are replaced to promote no net loss of wetlands. Typically, when a project involves impacts to waters of the United States, the goal of no net loss of wetlands is met by compensatory mitigation; in general, the type and location options for compensatory mitigation should comply with the hierarchy established by the USACE/EPA 2008 Mitigation Rule (in descending order): (1) mitigation banks; (2) in-lieu fee programs; and (3) permittee-responsible compensatory mitigation. Also, in accordance with Section 401 of the Clean Water Act, applicants for a Section 404 permit must obtain water quality certification from the appropriate RWQCB.

The USACE, RWQCB, and CDFW typically take jurisdiction over wetlands that exhibit three parameters: suitable wetland hydrology, hydric soils, and hydrophytic vegetation. The RWQCB will also consider features with saturated, anaerobic-condition wetlands.

State

Endangered Species Act

The California Endangered Species Act (CESA; Fish and Game Code Section 2050 et. seq.) prohibits take of state-listed threatened and endangered species without a CDFW incidental take permit. Take under CESA is restricted to direct harm of a listed species and does not prohibit indirect harm by way of habitat modification and is defined as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill” (California Fish & Game Code §86).

Protection of fully protected species is described in Fish and Game Code Sections 3511, 4700, 5050 and 5515. These statutes prohibit take or possession of fully protected species. Incidental take of fully protected species may be authorized under an approved Natural Community Conservation Plan (NCCP).

California Fish and Game Code sections 3503, 3503.5 and 3511

California Fish and Game Code (CFGF) sections 3503, 3503.5 and 3511 describe unlawful take, possession, or destruction of birds, nests and eggs. Fully protected birds (CFGF Section 3511) may

not be taken or possessed except under specific permit. Section 3503.5 of the Code protects all birds-of-prey and their eggs and nests against take, possession, or destruction of nests or eggs.

Native Plant Protection Act

The CDFW also has authority to administer the Native Plant Protection Act (NPPA) (CFGF Section 1900 et seq.). The NPPA requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the NPPA, the owner of land where a rare or endangered native plant is growing is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of the plant(s).

California Fish and Game Code section 1600 et seq.

Section 1600 et seq. of the CFGF prohibits, without prior notification to CDFW, the substantial diversion or obstruction of the natural flow of, or substantial change to or use of any material from the bed, channel, or bank of, any river, stream, or lake; or deposit or disposal of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. In order for these activities to occur lawfully, the CDFW must receive written notification regarding the activity in the manner prescribed by the department, and may require a lake or streambed alteration agreement. Lakes, ponds, perennial and intermittent streams and associated riparian vegetation, when present, are subject to this regulation.

Natural Communities Conservation Planning Act

The Natural Communities Conservation Planning (NCCP) Act was established by the California Legislature, is directed by the CDFW, and is implemented by the state, as well as public and private partnerships as a means to protect habitat in California. The NCCP Act takes a regional approach to preserving habitat. An NCCP identifies and provides for the regional protection of plants, animals and their habitats, while allowing compatible and appropriate economic activity. Once an NCCP has been approved, CDFW may provide take authorization for all covered species, including fully protected species, Section 2835 of the CFGF.

Porter-Cologne Water Quality Control Act

The State Water Resources Control Board (SWRCB) and each of nine local Regional Water Quality Control Boards (RWQCB) has jurisdiction over “waters of the State”, which are defined as any surface water or groundwater, including saline waters, within the boundaries of the state pursuant to the Porter-Cologne Water Quality Control Act. The SWRCB has issued general Waste Discharge Requirements (WDRs) regarding discharges to “isolated” waters of the State (Water Quality Order No. 2004-0004-DWQ, Statewide General Waste Discharge Requirements for Dredged or Fill Discharges to Waters Deemed by the U.S. Army Corps of Engineers to be Outside of Federal Jurisdiction). The local RWQCB (the Central Coast RWQCB for the region) implements this general order for isolated waters not subject to federal jurisdiction and is also responsible for the issuance of water quality certifications pursuant to Section 401 of the CWA for waters subject to federal jurisdiction.

Local

The only local agency with jurisdiction within the Specific Plan area is the City of Paso Robles.

Paso Robles General Plan

The Paso Robles General Plan addresses biological resources and compatibility with development through implementation of adopted policies and programs in the city's updated General Plan Conservation Element.

Conservation Element

The following Conservation Element policies define the local regulatory setting for biological resources in the Specific Plan Area:

POLICY C-3A. Oak Trees. Preserve existing oak trees and oak woodlands. Promote planting of new oak trees:

Action Item 1. Implement the Oak Tree Preservation Ordinance

Action Item 2. Plant oaks in parks and on other City-owned properties. Care shall be taken to plant new and replacement oak trees in locations and setting that will be appropriate to their species (e.g., avoiding mitigation that would not be suitable).

Action Item 3. Encourage and/or require new development to include the planting of new oaks where feasible and appropriate.

POLICY C-3B. Sensitive Habitat. Incorporate habitats into project design, as feasible, including: oak woodlands, native grasslands, wetlands, and riparian areas

Action Item 1. As part of the environmental review of new development projects:

- Biological studies/surveys will be prepared when appropriate to assess habitat value.
- Alternatives to habitat removal will be explored; and
- Input will be sought from other public agencies with expertise in biological resources.

Action Item 2. As part of the environmental review of new development projects, the City will require that mitigation for potential impacts to the San Joaquin Kit Fox and its habitat be provided in consultation with the CA Department of Fish and Game and the U.S. Fish and Wildlife Service.

Action Item 3. Encourage use of native plants.

Paso Robles Municipal Code

Section 10.01. Oak Tree Preservation. The Paso Robles Oak Tree Preservation Ordinance requires any person wishing to remove one or more qualifying oak trees from any parcel in the City to apply in writing to the City Community Development Department for a Permit to Remove. The ordinance specifies the species subject to protection and replacement. The ordinance provides protection to oak trees of six-inch or greater diameter measured at 4.5 feet above ground level. The ordinance also establishes protection measures for qualifying oak trees near grading and development and requires planting of replacement trees in proportion to the tree(s) being removed.

4.4.2 Impact Analysis

a. Methodology and Significance Thresholds

Impacts from full build-out of the Specific Plan area were assessed based on information provided within the Specific Plan and preliminary development plan, which include the approximate size,

location, and grade of building pads, location and area of disturbance (refer to Section 2, *Project Description*). The Specific Plan and preliminary development plan were used to determine the area of disturbance to vegetative communities and associated species. The survey methodologies used in the analysis of biological resources contained in the Biological Report for South Chandler Ranch (February 2018), Delineation of Potentially Jurisdictional Wetlands and Waters for South Chandler Ranch (November 2017), Biological Report for Olsen Ranch (May 2019), and Delineation of Potentially Jurisdictional Wetlands and Waters for Olsen Ranch (April 2019), prepared by Althouse and Meade is included in Appendix D.

The following thresholds were applied to the project from Appendix G of the CEQA guidelines which consider a project to have significant impact on biological resources if the project would result in:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- A substantial adverse effect, on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- A substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species, with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The Specific Plan area is not within a mapped movement corridor for SJKF and impacts to SJKF and its habitat are addressed in Impact BIO-1. The riparian habitat within the Specific Plan area is intermittent along Turtle Creek and does not provide adequate cover to function as a substantial migratory wildlife corridor.

Additionally, the Specific Plan area is not part of or located in an area with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. These issues are discussed in Section 4.18, Effects Found Not to be Significant.

b. Project Impacts and Mitigation

Threshold 1: *Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.*

Impact BIO-1 THE PROJECT WOULD RESULT IN IMPACTS TO SPECIAL STATUS WILDLIFE SPECIES INCLUDING SAN JOAQUIN KIT FOX, WESTERN SPADEFOOT, AMERICAN BADGER, PALLID BAT, TOWNSEND'S BIG-EARED BAT, BURROWING OWL, AND GRASSHOPPER SPARROW, IF PRESENT. GROUND DISTURBING ACTIVITIES COULD RESULT IN INJURY OR MORTALITY OF INDIVIDUALS OF THE SPECIES AND REMOVE SUITABLE HABITAT. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

Special Status Plants

Several special status plants occur in the vicinity. However, based on known restrictions in range and/or known extirpation, most of these species are unlikely to occur in the Specific Plan area. In addition, no state or federally listed, proposed, candidate or other special status plant species were observed within the Specific Plan area during the botanical inventories conducted for the project. The surveys were seasonally timed to correspond with the blooming periods for the sensitive plant species that have potential to occur on site. Therefore, impacts to special status plant species from the proposed project would be less than significant.

Special Status Animals

Seven special status animal species have the potential to occur within the Specific Plan area based on the presence of suitable habitat. These species include San Joaquin kit fox, western spadefoot, American badger, pallid bat, Townsend's big-eared bat, burrowing owl, and grasshopper sparrow. A discussion of potential impacts associated with each of these species follows.

Federal and State Listed

San Joaquin Kit Fox

Direct impacts to SJKF could occur through mortality or injury during initial ground disturbing activities. Although no known or potential dens currently are documented on site, the species is highly mobile and indirect impacts could occur if the project would remove known or potential dens that may be constructed by the time of project implementation by removing shelter or refugia for escape from predators. The project will also permanently impact approximately 174 acres of annual grassland habitat suitable for SJKF. Impacts to SJKF are potentially significant.

Species of Special Concern

Amphibians (Western Spadefoot)

The wetland areas and the pond located within the Specific Plan area are potential breeding areas for western spadefoot. Suitable upland habitat for this species occurs in the immediate vicinity of these wetland areas within the Specific Plan area. Direct impacts to western spadefoot include mortality or injury of individuals during initial ground disturbance activities, as well as permanent or temporary impacts to potentially suitable breeding and upland habitat. Because this species tends

to return to the same breeding area year after year and exhibits highly localized movement patterns mainly in the vicinity of suitable breeding habitat, populations are at a high risk of local extirpation from the loss of breeding habitat in combination with injury or mortality of individuals in uplands. Therefore, impacts to the western spadefoot from implementation of the Specific Plan are potentially significant.

Mammals (American Badger, Townsends's Big-eared Bat, and Pallid Bat)

The project could result in the potential loss or degradation of special-status mammal habitat, as well as, direct mortality of individual mammals resulting from removal of habitat suitable for special status mammal species including American badger, Townsend's big-eared bat, and pallid bat.

Direct impacts to American badger may occur as a result of ground disturbing activities through injury, direct mortality, and destruction of dens if present during construction. However, based on the moderate quality of the habitat within the Specific Plan area, lack of sign detected during numerous biological reconnaissance surveys, and the distribution of American badger CNDDB records in the region, only a small number of individuals, if any, (compared to the regional population) are expected to be impacted. The American badger is not state or federally listed as endangered or threatened and impacts as a direct result of the proposed project are not expected to cause a downward trend in the species range wide or regional/local populations or cause a restriction in this species' range that would lead to a federal or state listing or lead to the extirpation of the species locally. Therefore, impacts to American badger are expected to be less than significant.

The project could result in the potential loss or degradation of bat roosting habitat. The project would remove existing trees and structures throughout the Specific Plan area that could be used as roosting habitat by several bat species, including Townsend big-eared bat and pallid bat. Loss of roosting habitat is potentially significant because roosting sites generally have unique characteristics that make them suitable. For example, the loss of maternity roosts can lower the reproductive success of a population. Indirect impacts to these two bat species would include loss of foraging areas, which could result in the reduction of prey populations available. Impacts to foraging habitat would be less than significant based on the relatively small amount of area to be disturbed compared to the foraging habitat available immediately adjacent to the Specific Plan area.

Special Status Birds, Nesting birds, and Raptors (including Grasshopper Sparrow and Burrowing Owl)

Several bird species protected by the California Fish and Game Code may nest in trees, shrubs, and burrows (in the case of burrowing owls) within the Specific Plan area. Two state Species of Special Concern bird species (burrowing owl and grasshopper sparrow) have the potential to occur or are known to occur in the Specific Plan area. Development of the Specific Plan area may result in direct or indirect impacts to other nesting bird species (including those protect under CFGC and MBTA), should they be present within and/or in the immediate vicinity of areas of disturbance at the time of construction.

Direct impacts to nesting birds may occur due to removal or trimming of trees, shrubs, and other nesting substrates that may contain active nests. Impacts could occur during initial ground disturbing activities as well as site preparation (clearing, grubbing, and fuel management). Indirect impacts to nesting birds may occur from construction activities in the vicinity of an active nest resulting in distress to adults and disruption of nesting behavior leading to abandonment or nest failure. Considering the amount of potential nesting habitat that would be impacted in proportion

to the available habitat within the Specific Plan area, impacts from the proposed project to the local bird population would be potentially significant. Therefore, impacts to the success of avian breeding within the Specific Plan area through direct or indirect impacts would be potentially significant.

Mitigation Measures

BIO-1(a) San Joaquin Kit Fox Impact Compensatory Mitigation

Compensatory mitigation for the removal of SJKF habitat shall be provided at a ratio of not less than 3:1 (area mitigated: area impacted) consistent with the County of San Luis Obispo standard mitigation ratio for SJKF at the project location (San Luis Obispo County, 2007) and evaluation conducted by Althouse and Meade (Appendix D). Compensatory mitigation shall be accomplished through one of the three following methods:

- a. The Owner/Applicant shall establish an on-site and/or offsite conservation easement of suitable size to offset impacts to SJKF habitat at a ratio of not less than 3:1 (area mitigated: area impacted) and shall be located in the SJKF corridor area (e.g., within the San Luis Obispo County SJKF habitat area northwest of Highway 58). Mitigation areas shall contain equal or greater SJKF habitat value than those impacted. Compensatory mitigation areas shall have a restrictive covenant prohibiting future development/disturbance and shall be managed in perpetuity to encourage persistence and enhancement of SJKF. Compensatory mitigation lands cannot be located on land that is currently held publicly for resource protection. The compensatory mitigation areas shall be managed by a conservation lands management entity or other qualified easement holder. The Owner/Applicant shall provide fees sufficient to cover administrative costs incurred in the creation of the conservation easement (appraisal, documenting baseline conditions, etc.) and funds in the form of a non-wasting endowment to cover the cost of monitoring and enforcing the terms of the conservation easement in perpetuity. Lands to be conserved as well as determination of a qualified easement holder will be subject to the review and approval of CDFW, USFWS, and the city.
- b. If acceptable by the city, CDFW, and USFWS, funds shall be deposited into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the SJKF corridor area within San Luis Obispo County which can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the San Luis Obispo County SJKF Voluntary Fee-Based Compensatory Mitigation Program (Program). The fee would be determined based on the current (at time of grading permit application) cost-per-unit, per acre of mitigation.
- c. Purchase credits at a CDFW and USFWS-approved conservation bank, specifically the Palo Prieto Conservation Bank. The total fee would be determined based on the current (at time of grading permit application) cost-per-credit, per acre of mitigation.

Plan Requirements and Timing. The Owner/Applicant shall calculate the total acreages required to meet all compensatory mitigation obligations and submit these totals to the city, CDFW, and USFWS.

Monitoring. Prior to issuance of grading permits, the Owner/Applicant shall provide documentation to the city that one or a combination of the above mitigation alternatives has been implemented and that compensatory mitigation obligations have been met. For options 1 and 3, the city shall approve the conservation bank and/or location of mitigation lands, the holder of conservation easements, and the restrictions contained in the easement(s) created for the permanent protection of these lands. The city shall review and approve documentation of compensatory mitigation land

acquisition and associated restrictive covenant for consistency with conditions outlined in this mitigation measure.

BIO-1(b) San Joaquin Kit Fox Impact Avoidance and Minimization

The Owner/Applicant shall ensure the following actions are implemented to avoid and minimize potential impacts to San Joaquin Kit Fox:

- a. Prior to issuance of grading and/or construction permits, the Owner/Applicant shall provide evidence that they have retained a qualified biologist acceptable to the city. The qualified biologist shall perform the following monitoring activities:
 - i. Prior to issuance of grading and/or construction permits and within 30 days prior to initiation of site disturbance and/or construction, a qualified biologist shall conduct a preactivity (i.e., pre-construction) survey for known or potential kit fox dens and submit a letter to the city reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.
 - ii. The qualified biologist shall conduct weekly site visits during site-disturbance activities (i.e., grading, trenching, diking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days. Site disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason. When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the city.
 - iii. Prior to or during project activities, if any observations are made of SJKF, or any known or potential SJKF dens are discovered within the project limits work shall stop and the qualified biologist shall re-assess the probability of incidental take (e.g., harm or death) to SJKF. At the time a den is discovered, the biologist shall contact USFWS and the CDFW for guidance on possible additional SJKF protection measures to implement and whether or not a Federal and/or state incidental take permit is needed. If a potential den is encountered during construction, work shall stop until such time the USFWS/CDFW determines it is appropriate to resume work.
- b. If incidental take of SJKF during project activities is determined to be possible by the qualified biologist before project activities commence, the Owner/Applicant must consult with the USFWS and CDFW. Work shall not commence until the Owner/Applicant has obtained all necessary permits and approvals and shall implement measures as required by these permits and approvals. In addition, the qualified biologist shall implement the following measures:
 - i. Within 30 days prior to initiation of site disturbance and/or construction, fenced exclusion zones shall be established around all known and potential SJKF dens as defined in the *Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance* (USFWS 1999). Exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances:
 - Potential kit fox den: 50 feet
 - Known or active kit fox den: 100 feet
 - Kit fox pupping den: 150 feet

- ii. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.
- iii. If SJKF or known or potential SJKF dens are found on site, daily monitoring by a qualified biologist shall be required during ground disturbing activities.
- c. Prior to issuance of grading and/or construction permits, the Owner/Applicant shall clearly delineate the following as a note on the project plans: "Speed signs of 25 mph (or lower) shall be posted for all construction traffic to minimize the probability of road mortality of the San Joaquin kit fox". Speed limit signs shall be installed in the Specific Plan area within 30 days prior to initiation of site disturbance and/or construction.
- d. Prior to issuance of grading and/or construction permit and within 30 days prior to initiation of site disturbance and/or construction, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources including SJKF. At a minimum, as the program relates to SJKF, the training shall include the SJKF life history, all mitigation measures specified by the city, USFWS and CDFW (if applicable), as well as any related biological report(s) prepared for the project. The Owner/Applicant shall notify the city shortly prior to this meeting. A SJKF fact sheet shall also be developed prior to the training program, and distributed at the training program to all contractors, employers and other personnel involved with the construction of the project.
- e. During the site disturbance and/or construction phase, grading and construction activities after dusk shall be prohibited unless coordinated through the city, during which additional SJKF mitigation measures may be required.

Plan Requirements and Timing. The components of this measure shall be implemented prior to issuance of grading permits and/or initiation of site disturbance/construction.

Monitoring. The city shall review and approve documentation of compliance with the conditions outlined in the measure.

BIO-1(c) Western Spadefoot Impact Avoidance and Minimization

The Owner/Applicant shall ensure the following actions are implemented to avoid and minimize potential impacts to western spadefoot:

- a. For work conducted during the western spadefoot migration and breeding season (November 1 to May 31), a qualified biologist will survey the active work areas (including access roads) in mornings following measurable precipitation events. Construction may commence once the biologist has confirmed that no western spadefoot (any life stage) are in the work area.
- b. If adult western spadefoot is found within the construction footprint, it will be allowed to move out of harm's way of its own volition, or a qualified biologist will relocate the individual to the nearest burrow that is outside of the construction impact area. Prior to beginning work each day, a qualified biologist will inspect underneath equipment and stored pipes greater than 1.2 inches (3 cm) in diameter for western spadefoot. If any are found, they will be allowed to move out of the construction area under their own accord, or a qualified biologist will relocate the individual to the nearest burrow that is outside of the construction impact area.
- c. Trenches and holes will be covered and inspected by the construction contractor daily for stranded animals. Trenches and holes deeper than one foot deep will contain escape ramps

(maximum slope of 2:1) to allow trapped animals to escape uncovered holes or trenches. Holes and trenches will be inspected by the construction contractor prior to filling.

Plan Requirements and Timing. Surveys are required between November 1 and May 31 following measurable precipitation events. Components 2 through 3 of this measure shall be implemented throughout project construction.

Monitoring. The city shall review and approve documentation of compliance with the conditions outlined in the measure.

BIO-1 (d) Pallid Bat and Townsend's Big-Eared Bat Impact Avoidance and Minimization

The Owner/Applicant shall ensure the following actions are implemented to avoid and minimize potential impacts to special status bat species:

- a. Upon project approval and prior to construction (including tree removal and demolition of structures), a qualified biologist shall conduct a survey of all trees and structures in the Specific Plan area to determine if roosting bats are present during the non-breeding season (November through March). The biologist shall also have access to all interior attics, as needed. If a colony of bats is found roosting in any tree or structure, further surveys shall be conducted sufficient to determine the species present and the type of roost (day, night, maternity, etc.). If the bats are not part of an active maternity colony, passive exclusion measures may be implemented with approval from CDFW. Exclusions shall occur outside the breeding season (typically May through August) and winter hibernation (typically December through February).
- b. If bats are roosting in tree cavities or structures in the Specific Plan area during the daytime but are not part of an active maternity colony, then exclusion measures must include one-way valves that allow bats to get out but are designed so that the bats may not re-enter the structure.
- c. If a bat colony is excluded, appropriate alternate bat habitat shall be installed in or adjacent to the Specific Plan area. For each occupied roost removed, one bat box shall be installed in similar habitat and should have similar cavity or crevices properties to those which are removed, including access, ventilation, dimensions, height above ground, and thermal conditions. The location and design of the bat box(es) shall be subject to approval by the city in coordination with a qualified biologist. Active maternal bat colonies may not be disturbed during the pupping season (April through July).

Plan Requirements and Timing. Surveys and exclusion must be completed prior to issuance of grading or demolition permits. The survey results and exclusion methodology and results must be submitted to the city within one week of the survey. The Owner/Applicant shall consult with a qualified biologist to determine if a bat proposed for exclusion is breeding (if conducted during the typical breeding season) or hibernating (if conducted during the typical winter hibernation season) and provide the rationale to the city for approval prior to implementing the exclusion.

Monitoring. The city shall review and approve the survey results and provide confirmation of compliance with the conditions outlined in the measure. The city shall review and approve the Owner/Applicant's methodology and rationale for excluding bats prior to implementation of the exclusion.

BIO-1 (e) Burrowing Owl Impact Avoidance and Minimization

Not more than 14 days prior to any work that affects habitat containing burrows, the Owner/Applicant shall ensure pre-construction surveys are conducted by a qualified biologist in a manner sufficient to determine whether breeding, wintering, and/or transient burrowing owls are present in the work area. The survey shall be conducted within all project work areas and a 150m buffer consistent with the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993)

If burrowing owls are present in the work area during the breeding season (February 1 through August 31), construction shall not occur within 250 feet of the burrow until it is monitored by a qualified biologist to determine if a breeding pair is present. If a breeding pair is confirmed, the burrow must be avoided and protected from impacts with a 250 foot buffer until nesting has been deemed complete by a qualified biologist. If a breeding pair is not present, passive relocation may be used. If burrowing owls are present during the non-breeding season, a passive relocation effort, such as a one-way door, may be implemented. Monitoring, relocation, and any other mitigation must be conducted by a qualified wildlife biologist. Mitigation and protection measures shall incorporate recommendations outlined in current survey guidelines from CDFW.

Plan Requirements and Timing. The Owner/Applicant shall submit the results of the survey to the city within one week of completing the survey. The Owner/Applicant shall consult with a qualified wildlife biologist to establish avoidance buffers prior to commencement of construction activities if burrowing owls are determined present. If passive relocation is employed, the Owner/Applicant must provide the city with documentation of the effort and summary of the results.

Monitoring. The city shall review and approve the survey results and provide confirmation of compliance with the conditions outlined in the measure. The city shall ensure the avoidance buffers are established and maintained as needed. The city shall review and approve the results of the passive relocation effort, as applicable.

BIO-1 (f) Nesting Birds and Grasshopper Sparrow Impact Avoidance and Minimization

If initial ground disturbing activities and vegetation removal occurs during the typical avian nesting period, between March 15 and August 15, nesting bird surveys shall be conducted by a qualified biologist within one week prior to initial ground disturbance activities or removal of vegetation. Surveys shall continue to be conducted within the timeframes specified above until all vegetation removal activities are completed. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests of passerine species and 300 feet of nests of raptor species until chicks are fledged. A pre-construction survey report shall be submitted to the city immediately upon completion of the survey. The report shall detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements. A map of the Specific Plan area and nest locations shall be included with the report. The biologist conducting the nesting survey shall have the authority to reduce or increase the recommended buffer depending upon site conditions.

Plan Requirements and Timing. The survey is required if initial ground disturbing activities or vegetation removal occurs between March 15 and August 15. If a survey is required, results of the survey shall be submitted to the city within one week of conducting the survey. The

Owner/Applicant shall establish avoidance buffers prior to commencement of construction activities, as required.

Monitoring. The city shall review and approve the survey results and provide confirmation of compliance with the conditions outlined in the measure. The city shall ensure the avoidance buffers are established and maintained as needed.

BIO-1(g) Worker Environmental Awareness Program Training

Prior to the initiation of construction activities (including staging and mobilization), the Owner/Applicant shall ensure all personnel associated with project construction attend a Worker Environmental Awareness Program (WEAP) training.

The training shall be conducted by a qualified biologist, to aid workers in recognizing special status resources that may occur in the project area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and avoidance measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form provided by the trainer documenting they have attended the WEAP and understand the information presented to them.

Plan Requirements and Timing. The training shall occur prior to construction activities. The Owner/Applicant shall provide the signed form of all attendees within one week of the training to the city to document compliance.

Monitoring. The city shall verify that the worker awareness program conforms to the required conditions.

Significance After Mitigation

Implementation of Mitigation Measures BIO-1(a) through BIO-1(g) would reduce impacts to listed, candidate or special-status plant and wildlife species to a less than significant level. Potential impacts to western spadefoot breeding habitat would be addressed through implementation of Mitigation Measure BIO-3(b).

Threshold 2: *Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.*

Impact BIO-2 THE PROJECT WOULD RESULT IN IMPACTS TO RIPARIAN AREAS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

Project implementation would result in the permanent removal of approximately 0.18 acre of riparian habitat/red willow thicket associated with the northern drainage on the Olsen Ranch property in the Specific Plan area. Permanent removal of riparian habitat would entail removal of native trees and riparian vegetation. Indirect impacts to riparian areas, which may occur as a result of implementation of the project, would include impacts to water quality from earth moving activities and operational site runoff. Impacts to riparian areas, are therefore potentially significant.

Mitigation Measures

BIO-2 Riparian Impacts Mitigation

Permanent impacts to riparian areas/red willow thicket shall be offset through on-site riparian restoration at a ratio of not less than 2:1 (habitat restored to habitat impacted). Temporarily impacted riparian areas shall be restored immediately following disturbance. The restoration program shall be incorporated into a Habitat Mitigation and Monitoring Plan (HMMP) prepared by a qualified biologist, which will identify the specific mitigation sites and will include a weed management plan and open space management plan specific to the Olsen-Chandler Ranch oak woodland and riparian habitat areas along Turtle Creek and vicinity of the stormwater pond. The HMMP shall include, at a minimum, the following components:

- a. Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type);
- b. Goal(s) of the compensatory mitigation project type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved;
- c. Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values of the compensatory mitigation site);
- d. Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan [including plant species to be used, container sizes, seeding rates, etc.]);
- e. Maintenance activities during the monitoring period, including weed removal and irrigation as appropriate (activities, responsible parties, schedule);
- f. Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports);
- g. Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 percent survival of container plants and 80 percent relative cover by vegetation type;
- h. An adaptive management program and remedial measures to address negative impacts to restoration efforts;
- i. Notification of completion of compensatory mitigation and agency confirmation; and
- j. Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism).

The city shall review proposed mitigation areas prior to implementation of the HMMP. On-site restoration is preferred, but if infeasible, the city may require alternative off-site restoration sites.

Plan Requirements and Timing. The HMMP shall be submitted to and approved by the city prior to issuance of grading permits.

Monitoring. The Owner/Applicant shall contract with a qualified biologist to prepare and submit annual monitoring reports to the city. The city shall review the monitoring reports and determine whether the restoration has successfully mitigated for impacts to riparian habitat at the required ratio.

Significance After Mitigation

Implementation of the above mitigation measures would reduce impacts to riparian areas, to a less than significant level (Class II).

Threshold 3: *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*

Impact BIO-3 THE PROJECT WOULD IMPACT STATE AND FEDERALLY PROTECTED WETLANDS THROUGH DIRECT REMOVAL, FILLING, OR HYDROLOGICAL INTERRUPTION. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

Development of the Specific Plan area would result in direct impacts to state and federally protected wetlands. These features are regulated by the USACE, RWQCB, and CDFW, but the final jurisdictional determinations of the boundaries of wetlands, waters, and riparian habitat are made by each agency at the time that authorizations to impact such features are requested. The project would permanently remove approximately 0.12 acre of wetlands and up to approximately 0.42 acres and 944 linear feet of potentially jurisdictional non-wetland waters. These impacts would occur in Turtle Creek on the Olsen Ranch property, the central drainage on the Olsen Ranch property, and the potentially jurisdictional wetland located in southwestern corner of the Olsen Ranch property as a result of road crossings, road widening, and housing development. On the South Chandler Ranch property the project would also impact an additional 0.08 acres of wetland that would not fall under USACE jurisdiction but would potentially fall under jurisdiction of the SWRCB and Central Coast RWQCB, which has jurisdiction over “Waters of the State” pursuant to the Porter-Cologne Water Quality Control Act and up to 591 feet of potential federal non-wetland waters (Our Town drainage). Indirect impacts may include inadvertent interruption of hydrology from topographic changes within the Specific Plan area. Impacts to state and federally protected wetlands are potentially significant.

Mitigation Measures

BIO 3(a) Agency Coordination

Impacts to drainages and wetlands as a result of the project are anticipated to require permits from U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife. The Owner/Applicant shall comply with all state and federal permitting requirements. The Owner/Applicant shall obtain and produce for the city correspondence from applicable state and federal agencies regarding compliance of the proposed development with state and federal laws.

Plan Requirements and Timing. The applicant shall submit copies of correspondence and/or permits (as applicable) with applicable agencies to the city prior to issuance of grading permits.

Monitoring. The city shall ensure that grading permits conform to the conditions of any permits issued by state and federal agencies.

BIO-3(b) Wetland and Drainage Mitigation

Impacts to federal wetland areas and drainages (as defined by the Clean Water Act Section 404) shall be mitigated at a minimum ratio of 3:1 (acres of habitat restored to acres impacted). The mitigation program shall be developed by a qualified biologist and be incorporated into and conform with the HMMP requirements under Mitigation Measure BIO-2. The mitigation shall be implemented for no less than five years after construction or until the local jurisdiction and/or the permitting authority (e.g., USACE) has determined that restoration has been successful.

Plan Requirements and Timing. The HMMP shall be submitted to and approved by the city prior to issuance of grading permits.

Monitoring. The Owner/Applicant shall contract with a qualified biologist to prepare and submit annual monitoring reports to the city. The city shall review the monitoring reports and determine whether the restoration has successfully mitigated for impacts to riparian habitat at the required ratio.

BIO-3(c) Jurisdictional Areas Best Management Practices During Construction

The following best management practices shall be required for grading and construction within jurisdictional areas or wetlands where impacts are authorized. In addition, the measures shall be required at locations where construction occurs within 100 feet from jurisdictional areas or wetlands.

- a. Access routes, staging, and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters (federal and state) including locating access routes and ancillary construction areas outside of jurisdictional areas.
- b. To control erosion and sediment runoff during and after project implementation, appropriate erosion control materials shall be deployed and maintained to minimize adverse effects on jurisdictional areas in the vicinity of the project.
- c. Project activities within the jurisdictional areas should occur during the dry season (typically between May 1 and September 30) in any given year, or as otherwise directed by the regulatory agencies. Deviations from this work window can be made with permission from the relevant regulatory agencies.
- d. During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site.
- e. All project-generated debris, building materials, and rubbish shall be removed from jurisdictional areas and from areas where such materials could be washed into them.
- f. Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project-related activities, shall be prevented from contaminating the soil and/or entering jurisdictional areas.
- g. All refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should an accidental spill occur.

Plan Requirements and Timing. These measures shall be implemented during grading and construction and shall be included on all land use, grading, and building plans. The Owner/Applicant shall retain a qualified biologist to assist with the preparation of plans, monitor compliance with the above measures and provide to monthly monitoring reports to the city to document compliance.

Monitoring. The city shall ensure the above measures are implemented and included on all land use, grading, and building plans. The city shall review documentation and confirm compliance with the above measures. If the qualified biologist and/or the city finds construction activities are out of compliance, work shall stop until measures are fully implemented.

Significance After Mitigation

Implementation of the above mitigation measures would reduce impacts to jurisdictional areas to a less than significant level (Class II).

Threshold 5: *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Impact BIO-4 THE PROJECT WOULD RESULT IN IMPACTS TO PROTECTED TREES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

Development of the Specific Plan area would result in the removal of approximately 49 oak trees and impact but not remove an additional approximately 24 oak trees considered protected under the Paso Robles Oak Tree Protection Ordinance as they are greater than six-inches in diameter at 4.5 feet above ground level. Project related impacts to protected oak trees would be potentially significant and would require a Removal Permit from the city.

Mitigation Measures

BIO-4(a) Oak Tree Compensatory Mitigation

The Owner/Applicant shall ensure the following actions are implemented to compensate for impacts to protected oak trees:

- a. Impacted oaks shall be mitigated for by planting one 24-inch boxed tree with at least a 1.5-inch diameter for impacts less than 50 percent of the critical root zone (CRZ; area of root space that is within a circle circumscribed around the trunk of a tree using a radius of one foot per inch diameter at breast height) as defined by the City Oak Tree Protection Ordinance. Two 24-inch boxed trees shall be planted for trees with impacts of 50 percent or greater of the tree. The mitigation trees shall be planted within the Specific Plan area and incorporated into the landscape plan. If boxed trees are not available, or are not sourced from California's central coast region, smaller caliper trees may be planted at a ratio of 5:1 for each tree removed. Additional trees may be planted from acorns collected on site, protected from below and above-ground browse damage, and counted as mitigation trees if they reach a height of three feet by Year 7 and exhibit high vigor.
- b. Oak trees removed by the project shall be replaced in accordance with the Paso Robles Oak Tree Protection Ordinance. Replacement oaks for removed trees must be equivalent to 25 percent of the diameter of the removed tree(s). For example, the replacement requirement for removal of two trees of 15 inches DBH (30 total diameter inches), would be 7.5 inches (30 inches removed x 0.25 replacement factor). This requirement could be satisfied by planting five 1.5-inch trees, or

three 2.5-inch trees, or any other combination totaling 7.5 inches. A minimum of two 24-inch box, 1.5-inch trees shall be required for each oak tree removed.

Replacement trees shall be seasonally maintained (browse protection, weed reduction and irrigation, as needed) and monitored annually for at least 7 years by a city-approved arborist. The arborist shall prepare an annual report detailing the condition of each replacement tree and any maintenance activities conducted. Any trees that are dead or in decline during the 7 year monitoring will be replaced and monitored for an additional 7 years after the replacement is planted.

Plan Requirements and Timing. Replacement trees shall be installed during the Phase of construction in which they are impacted or removed. The Owner/Applicant shall submit the annual reports to the city by December 31 of each year of monitoring.

Monitoring. The city shall review and approve the Tree Protection Plan and ensure the replacement trees are consistent with the requirements in the above measure.

BIO-4(b) Oak Tree Protection

The Owner/Applicant shall ensure the following actions are implemented to avoid and minimize potential impacts to protected oak trees:

- a. Tree canopies and trunks within 50 feet of proposed disturbance zones shall be mapped and numbered by a city-approved arborist or biologist and a licensed land surveyor. Data for each tree shall include date, species, number of stems, diameter at breast height (DBH) of each stem, CRZ diameter, canopy diameter, tree height, health, habitat notes, and nests observed.
- b. An oak tree protection plan shall be prepared and approved by the city that outlines the specific tree protection measures that will apply to each protected oak tree in the Specific Plan area.
- c. Impacts to the oak canopy or CRZ shall be avoided where practicable. Impacts include pruning, any ground disturbance within the dripline or CRZ of the tree (whichever distance is greater), and trunk damage.
- d. Protective fencing shall be installed at the edge of the critical root zone or line of encroachment for each tree or group of trees that will not be removed. The fence shall be installed before any construction or earth moving begins. The proposed fencing shall be shown on the grading plan. It must be a minimum of 4' high chain link, snow or safety fence staked (with t-posts 8 feet on center). The Owner/Applicant shall be responsible for maintaining an erect fence throughout the construction period. The arborist(s), upon notification, will inspect the fence placement once it is erected. After this time, fencing shall not be moved without arborist inspection/approval. If the orange plastic fencing is used, a minimum of four zip ties shall be used on each stake to secure the fence. Weatherproof signs shall be permanently posted on the fences every 50 feet, with the following information: Tree Protection Zone: No personnel, equipment, materials, or vehicles allowed.
- e. Oil, gasoline, chemicals and other construction materials or equipment which might be harmful to oak trees shall not be stored within the CRZ of the tree.
- f. Slopes and drains shall be installed according to the city specifications so as to avoid harm to the oak trees due to excess watering. All impacts within the CRZ (e.g., grading, trenching, pruning, utility placement) shall be supervised by a certified arborist approved by the city or the arborist's designated biologist.

- g. Damage to any tree during construction shall be immediately treated, as appropriate, by an arborist approved by the city to prevent disease or pest infestation. Damage will be reported to the city during each month of construction. The property owner shall be responsible for correcting any damage to oak trees on the property in a manner specified by an arborist approved by the city at the Owner/Applicant's expense.
- h. No paint thinner, paint, plaster or other liquid or solid excess or waste construction materials or waste water shall be dumped on the ground or into any grate between the outer edge of the CRZ and the base of the oak trees, or uphill from any oak tree where such substance might reach the roots through a leaching process.
- i. Wires, signs and other similar items shall not be attached to the oak trees.
- j. All root pruning shall be completed with sharpened hand pruners. Pruned roots shall be immediately covered with soil or moist fabric.
- k. Oak tree impacts, record of treatment, and protection methods shall be included in a monthly report to the city during active construction periods.

Plan Requirements and Timing. These measures shall be implemented prior to and/or during grading and construction and shall be included on all land use, grading, and building plans. The Owner/Applicant shall retain a city-approved arborist or biologist to monitor compliance with the above measures.

Monitoring. The city shall ensure the above measures are implemented and included on all land use, grading, and building plans. The city shall review documentation and confirm compliance with the above measures.

Significance After Mitigation

Implementation of the above mitigation measures would reduce impacts to protected trees to a less than significant level (Class II).

c. Cumulative Impacts

Significance for cumulative impacts to biological resources is based on:

- a. The cumulative contribution of other past, present, and reasonably foreseeable development to fragmentation of open space in the vicinity of the Specific Plan area;
- b. The loss of sensitive habitats and species;
- c. Contribution of the proposed project to urban expansion into natural areas; and
- d. Isolation of open space within the Specific Plan area by future projects in the vicinity.

Past, present, and reasonably foreseeable projects in and around the city (refer to Section 3.3, Cumulative Development) would incrementally contribute to the trend of conversion of the city from undeveloped to developed uses, with resultant loss of open space and habitat, city-protected oak trees, and city-wide increases in impervious surfaces and pollutant loading in the Salinas River watershed, night light, noise, and traffic associated with such development. These changes would both directly and indirectly affect sensitive habitats and wildlife species. Open space and habitat support native wildlife species, many of which cannot survive in, or do not adapt to, the noise and disturbance associated with residential and urban developments. Species that tolerate developed, landscaped, and disturbed sites include aggressive, non-native species that further displace native plants and wildlife, or may prey upon native species. The project, both directly and indirectly, would

contribute to the gradual reduction of native habitats (including sensitive habitats), loss of native plant species diversity and populations, and reduction in and potential loss of native wildlife diversity and populations.

Cumulative impacts to biological resources are addressed on a project-by-project basis through site-specific investigations and surveys as well as the development of the assessment of potential impacts and prescription of appropriate mitigation. As with the project, other cumulative development within the city that would result in potential impacts to biological resources would be subject to applicable General Plan goals and policies and would be required to incorporate project-specific mitigation measures to implement these policies. Cumulative development outside of the city limits that would result in potential impacts to biological resources would be subject to applicable county goals and policies and would be required to incorporate project-specific mitigation measures to implement these policies.

Implementation of the mitigation measures described in Section 4.4.2 would reduce project-level impacts to biological resources to a less than significant level. In particular, Mitigation Measures BIO-1(a), BIO-2, BIO-3(b), and BIO-4(a) require compensatory mitigation for impacts to loss of suitable habitat for the federally and state-listed San Joaquin kit fox, riparian areas/red willow thicket, wetland areas and drainages, and protected oak trees. These mitigation measures require mitigation to occur in appropriate locations specific to the resources being mitigated; for example, Mitigation Measure BIO-1(a) requires mitigation areas for SJKF be located in the SJKF corridor areas such as the San Luis Obispo County SJKF habitat area northwest of Highway 58. Compensatory mitigation for federally and state-listed species would provide replacement habitat three times greater than the area impacted for each species and the mitigation options would benefit species locally and regionally, fully offsetting the contribution of the Specific Plan to potential cumulative impacts. Therefore, with the implementation of required mitigation measures, the project's contribution to cumulative impacts on sensitive species, habitats, and oak trees would not be considerable.

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4.5 Cultural Resources and Tribal Cultural Resources

This section discusses the project's potential impacts on cultural and tribal cultural resources. The information in this section is based on the Architectural Evaluation for the Olsen-Chandler Ranch Specific Plan prepared by SWCA Environmental Consultants (SWCA) in June 2019 and the Cultural Resources Inventory Survey for The Olsen-Chandler Specific Plan prepared by Cultural Resource Management Services (CRMS) in December 2018. These reports were peer reviewed by Rincon Consultants, Inc. The Architectural Evaluation Report and Native American consultation notes are provided in Appendix E. The findings of the Cultural Resources Inventory Report are summarized in this section; however, the report is not included in the EIR technical appendix due to the confidential locational information of archaeological resources included therein.

4.5.1 Setting

a. Prehistoric Setting

Archaeological evidence demonstrates that Native Americans have occupied the Central Coast of California for at least 10,000 years. Central Coast prehistory is divided into seven periods (Jones et al. 1994; Jones and Waugh 1995):

- Paleoindian/Paleocoastal (13,000 to 8,500 years before present [BP]),
- Millingstone Horizon (8,500 to 5,500 BP),
- Early Period (5,500 to 2,600 BP),
- Middle Period (2,600 to 1,000 BP),
- Middle/Late Transition (1,000 to 750 BP),
- Late Period (750 to 450 BP), and
- Protohistoric Period (450 to 150 BP).

Fluted points recovered from Santa Margarita and Nipomo suggest that humans used the San Luis Obispo County interior as early as the terminal Pleistocene/early Holocene era (13,500 to 10,000 BP) during the early portion of the Paleoindian/Paleocoastal period (Mills et al. 2005). Arguably the oldest known settlement in San Luis Obispo County, CA-SLO-1797 (the Cross Creek Site) located in the area of Lopez Lake, was first occupied around 10,000 years ago (Fitzgerald 2000).

The Specific Plan area is located in an area historically occupied by the Salinan and Chumash peoples (Kroeber 1953). The routes currently followed by State Route (SR) 41 and SR 46 were originally major aboriginal roads used for travel and trade for thousands of years, with resulting intermarriage between the Salinan and Yokuts people from the east (Davis 1961). Traditional hunter-gatherers, the Salinans developed complex societies adapted to changing environmental and social conditions of the area. Land use and settlement patterns interpreted from archaeological evidence suggest that people of northeastern San Luis Obispo County lived in mobile bands more similar to ethnographic Great Basin cultures, in contrast to semi-sedentary inhabitants of well-watered areas west of the Salinas River (Milliken and Johnson 2002; Morro Group 2006). The Chumash occupied the region from San Luis Obispo County to Malibu Canyon on the coast, and inland as far as the western edge of the San Joaquin Valley, and the four northern Channel Islands (Grant 1978). The Chumash are subdivided into factions based on six distinct dialects: Barbareño, Ventureño, Purisimeño, Ynezeño, Obispeño, and Island. The Obispeño were the northernmost Chumash group,

occupying much of San Luis Obispo County, including the Paso Robles area (Gibson 1983). The name Obispo is derived from the mission with local jurisdiction, San Luis Obispo de Tolosa.

b. Historical Setting

Post-European contact history for California is generally divided into three periods: the Spanish Period (1769–1822), the Mexican Period (1822–1848), and the American Period (1848–present). The Spanish Period brought the establishment of the California mission system, while the Mexican Period is largely known for the division of the land of California into private land holdings. Following the Mexican-American war, the United States purchased California from Mexico; population of the state subsequently increased, particularly during the Gold Rush.

European contact in the San Luis Obispo region may have begun as early as 1587 with the visit of Pedro de Unamuno to Morro Bay, although some scholars have questioned this based on the ambiguity of Unamuno's descriptions (Mathes 1968). A visit in 1595 by Sebastian Rodriguez Cermeno is better documented (Jones et.al. 1994). The earliest well-documented descriptions come from accounts by members of Gaspar de Portola's land expedition, which passed through the region in 1769 (Squibb 1984). No large villages, such as those seen along the Santa Barbara channel, were reported by early travelers in the San Luis Obispo region.

Permanent Spanish settlement of the region began with the founding of Mission San Luis Obispo de Tolosa in 1772. In 1822, Mexico attained independence from Spain. The Secularization Act, passed by the Mexican congress in 1833, provided for the immediate re-distribution of the missions and the transfer of mission lands to settlers and Indians. In 1848 at the end of the Mexican-American War, California was ceded to the United States and admitted to the Union in 1850. All grants were then subject to validation under U. S. laws (Angel 1883).

The drought of the early 1860s and its disastrous effect on the cattle industry that supported the ranchos led to the break-up of these large holdings and a dramatic change in the local economy of the region. By the 1880s, most of the ranchos were in the hands of Anglo owners. The region as a whole soon became a major agricultural area known for its fertility and variety of products (Angel 1883).

Agriculture in San Luis Obispo County

By the early 20th century wool, flour, and dairy were important income-generating products in the area (Bertrando 1999a). Some of the most important agricultural crops in the late 1800s were wheat, barley, and beans. Grain from area ranchos was processed at local mills. Production increased when steam-powered mills were constructed starting in the 1870s. In 1872, Captain John Harford began construction on the Pacific Coast Railway. The railway improved shipping methods of local crops and products, advancing the economy (HRG 2013).

A dairy industry began developing in San Luis Obispo County in the late 1860s after the drought years of 1862-64. During the 1880s, beans were the primary crop grown south of the city and continued into the early years of the 20th century (Bertrando 1999b). Other significant agricultural crops in the area in the early 20th century included winter peas, celery and flower seed. Japanese farmers in particular were successful with these crops through the 1930s.

c. Specific Plan Area Historic Context

The City of Paso Robles was formally incorporated in 1889. The city's early development is closely associated with its connection to the missions and location along El Camino Real, the artesian hot

springs, tourism, ranching, and agricultural activity. Later development was driven by the completion of U.S. Highway 101 (U.S. 101) and the establishment of the nearby military base at Camp Roberts. Paso Robles' architectural heritage includes resources from several periods of the city's development.

The following project site historic context is summarized from the Architectural Evaluation for the Olsen-Chandler Ranch Specific Plan (Appendix E). The property that is part of the Olsen Ranch property now owned by the Goulart family (Assessor's Parcel Number [APN] 009-795-005), Lot 56 of the 1886 Rancho Santa Ysabel Subdivision, was developed as a ranch property in the 1920s by Norwegian immigrant Johan Arnold (John A.) Jenssen (1882–1924) and his wife, Gudrun H. Jenssen. County Assessor records show a construction date of 1922 for the residence. On August 12, 1942, Theodore and Addie C. Freeman sold their ranchstead (Lot 56), the subject parcel, to Oliver and Libbie Tidrow. The Tidrows acquired Lot 70 and a portion of Lot 69 in 1948. The Tidrows lived in the ranch house, remodeling it extensively in 1957–1958, when they removed the front of the house.

The Olsen Ranchstead property (APN 009-795-001) was first developed as a general farm by Josiah Freeman and Addie B. Freeman in the 1930s. They are very likely responsible for building not only the residence but the tank house, horse barn, and storage barn—the oldest buildings on the Olsen Ranch property (Lot 55 of the 1886 Rancho Santa Ysabel Subdivision). The 1940 federal census identifies Addie B. Freeman as a chicken and dairy farmer, and notes that her place of residence, offsite on Airport Road, was the same as it had been in 1935. Her son, Thomas, living in the same residence, is described as a grain farmer. The Olsen family, the current owners of the property, acquired Lot 55 in the late 1950s.

The Specific Plan area was also the location of the Our Town subdivision. Our Town was a proposed development project in the 1960s to construct 4,000 homes on the east side of Paso Robles off Linne Road. Thirteen models were built by developer Winfield Scott Condict, who filed for bankruptcy before selling a single home.

d. Documented Cultural Resources

Cultural Resources Records Search

CRMS conducted a cultural resources records search at the California Historical Resources Information System (CHRIS) Central Coast Information Center (CCIC) located at University of California, Santa Barbara. The search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California State Historical Landmarks list, the California Points of Historical Interest list, historic building surveys, the Archaeological Determinations of Eligibility list, and the California Inventory of Historical Resources list. The records search provided information about archaeological resources, historic resources, and reports completed in the Specific Plan area as well as within a 0.25-mile radius of the Specific Plan area. The records search identified seven reports of studies previously conducted within a 0.25-mile radius of the Specific Plan area, two of which included portions of the Specific Plan area.

The previous studies conducted within and in the vicinity of the Specific Plan area did not identify any archaeological resources on the project site. However, the CCIC records search identified two previously recorded isolated prehistoric artifacts located within a 0.25-mile radius of the Specific Plan area.

Cultural Resources Field Investigations

Archaeological Resources

CRMS conducted a pedestrian field survey of the project site for archaeological resources in November 2018. The Cultural Resources Inventory Report did not identify any archaeological resources on the project site.

Historical Resources

The Specific Plan area currently contains two ranch properties, both located on the Olsen Ranch property, the Olsen Ranchstead at 3045 Linne Road (APN 009-795-001), and the Goulart Ranchstead at 255 Hanson Road (APN 009-795-005). The Architectural Evaluation for the Olsen-Chandler Ranch Specific Plan prepared by SWCA Environmental Consultants (SWCA) provides photographs of each of these structures in the Specific Plan area (Appendix E). The following is a summarized description.

Olsen Ranch is a small ranch complex, although several of the structures are modern. There are two modern dwellings as well as assorted modern metal sheathed silos, and barns. The owner stated that the property has been occupied since the 1930s and that residences were modernized in the 1950s. The 1948 USGS topo map shows five structures at this location. The primary residences on Lot 55 and Lot 56 have been extensively altered and no longer convey a clear sense of their original appearance. All of the original horse and hay barns retain good integrity to the time of their construction and also make the largest contribution to the Olsen and Goulart Ranchsteads' respective identities as rural properties. As with most farm and ranch properties, the Olsen and Goulart Ranchstead configurations have evolved to accommodate new activities, to replace buildings that are no longer serviceable, and to provide for new and larger types of mechanized equipment. Labor/secondary housing has also been added to the Olsen Ranch property.

The Goulart property is a rural farm complex dating to 1920-1930. Features include a monitor barn, barn outbuilding, shed, concrete water tank, residence, and laundry room. The ranch house was remodeled extensively in 1957–1958 based on Goulart family records. The house was modified considerably in ca. 1980, to include a porch and a partial second story. As a result of the evaluations, SWCA determined each resource ineligible for listing in the CRHR.

e. Regulatory Setting.

Several state preservation laws guide actions that concern cultural resources. These include the California Environmental Quality Act (CEQA), Public Health and Safety Code (HSC), and the Public Resources Code (PRC). At the local level, the City of Paso Robles Historic Preservation Ordinance Section 21.50.080B requires protection of archaeological and historical resources.

State Regulations

Senate Bill 18 (SB 18)

California Government Code §65352.3 (adopted pursuant to the requirements of SB 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "The intent of SB 18 is to provide California Native

American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places.”

Assembly Bill 52 (AB 52)

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expands CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” According to the legislative intent for AB 52, “tribes may have knowledge about land and cultural resources that should be included in the environmental analysis for projects that may have a significant impact on those resources.” Section 21074 of AB 52 also defines a new category of resources under CEQA called “tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and are either listed on or eligible for the CRHR or a local historic register or have been determined by the lead agency to be a tribal cultural resource. See also PRC 21074 (a)(1)(A)-(B).

California Environmental Quality Act

Section 15064.5(a)(3) of the State CEQA Guidelines states that a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR (Pub. Res. Code §§5024.1, Title 14 CCR, Section 4852), including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

Cultural resources meeting one or more of these criteria are defined as “historical resources” under CEQA (Office of Historic Preservation 2000). Resources included in a local register of historical resources (pursuant to PRC Section 5020.1[k]) or identified as significant in a historical resources survey (meeting the criteria in PRC Section 5024.1[g]), also are considered “historical resources” for the purposes of CEQA.

The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, is not included in a local register of historical resources, or is not identified in a historical resources survey, does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or a unique geological feature (CEQA Guidelines, Appendix G [V]c). If an impact is significant, the State CEQA Guidelines require that feasible measures that could minimize significant adverse impacts (State CEQA Guidelines § 15126.4) be implemented. State CEQA Guidelines §15370 includes mitigation guidelines to avoid, minimize, rectify, reduce/eliminate or compensate for impacts to paleontological resources.

Codes Governing Human Remains

The disposition of human remains is governed by Section 7050.5 of the California HSC and PRC Sections 5097.94 and 5097.98 and falls within the jurisdiction of the NAHC. If human remains are discovered, the County Coroner must be notified within 48 hours and there should be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

Local Regulations

City of Paso Robles Historic Preservation Ordinance

According to Section 21.50.080B of the City of Paso Robles Historic Preservation Ordinance, a building, structure, object or site may be designated as a Historic Landmark if it possesses sufficient character-defining features, integrity of location, design, setting, materials, workmanship, feeling or association and meets at least of the following criteria:

- It reflects special elements of the city's historical, archeological, cultural, social, economic, aesthetic, engineering or architectural development;
- It is identified with persons or events significant in local, state or national history;
- It embodies distinctive characteristics of a style, type, period or method of construction, or it is a valuable example of the use of indigenous materials or craftsmanship; or whether the building or structure represents an established and familiar visual feature of a neighborhood or community of the city; or
- It has yielded, or has the potential to yield, information important to the history or prehistory of Paso Robles, California or the nation.

City of Paso Robles General Plan

The Conservation Element of the General Plan addresses historic and architectural resources within the city. New development is evaluated for consistency with the following adopted goals and policies relating to archaeological and historical resources:

GOAL C-6: Cultural Resources. Strive to preserve/protect important historic and archeological resources.

POLICY C-6A: Historic Resources: Encourage the preservation and restoration of historic buildings in the downtown and the Vine Street neighborhood.

Action Item 1. Continue to implement the Council adopted Downtown Design Guidelines.

Action Item 2. Establish a Vine Street Historic and Architectural Preservation Overlay District for the historic neighborhood located between Chestnut Street, Oak Street, 8th Street and 21st Street, inclusive of both sides of these boundary streets. Prepare and implement design guidelines for future development and renovations within this District. The intent of these guidelines would be to maintain the historic character of the neighborhood.

POLICY C-6B: Archaeological Resources: Strive to preserve/protect "unique archaeological resources" as defined by the California Environmental Quality Act (CEQA).

Action Item 1. Require the preparation of archaeological studies and/or preliminary evaluation reports for new developments that are subject to CEQA and the site could potentially contain a “unique archaeological resource.” Incorporate mitigation measures identified by such studies into the development.

City of Paso Robles Municipal Code

In addition to the City of Paso Robles’s requirements to preserve and protect cultural resources, Titles 17 – Buildings and Construction and 21 – Zoning, and Article V of the City’s Code of Ordinances contain specific requirements for the review, designation, preservation, and protection of historic and archeological resources in the city, including criteria for determining buildings of historic or architectural significance (17.16.040), the City’s Historic Resources Inventory (21.50.070), and criteria for CEQA review of undesignated resources (21.50.150). According to the Municipal Code, a building, structure, object, or site is considered a historic resource if it is listed in or determined eligible for listing in the NRHP or the CRHR; it is listed in the Paso Robles Historic Resources Inventory; or it meets at least one of the criteria for designating a historic landmark. The Paso Robles Historic Resources Inventory identifies buildings, structures, and objects that are designated historic resources, appear eligible for historic designation, or are considered historic resources for purposes of CEQA. Prior to the issuance of a permit pursuant to Municipal Code Chapter 17.16 for the demolition or relocation of any structure that is not a historic landmark, an environmental assessment must be completed pursuant to the provisions of CEQA.

4.5.2 Impact Analysis

a. Methodology and Significance Thresholds

Significance Thresholds

If a project may cause a substantial adverse change in the characteristics of a resource that convey its significance or justify its eligibility for inclusion in the CRHR or a local register, either through demolition, destruction, relocation, alteration, or other means, then the project is judged to have a significant effect on the environment (CEQA Guidelines, Section 15064.5[b]). The following thresholds are based on Appendix G of the State CEQA Guidelines. Impacts would be significant if the project would:

- Cause a substantial adverse change in the significance of a historic resource pursuant to §15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;
- Disturb any human remains, including those interred outside of dedicated cemeteries.
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
 - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section

5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Direct impacts are assessed by identifying the types and locations of proposed development, determining the exact locations of cultural resources within the project area, assessing the significance of the resources that may be affected, and determining the appropriate mitigation. Removal, demolition, or alteration of historical resources can permanently impact the historic character of an archaeological site, structure, or historic district.

Methodology

Archaeological and Historical Resources

The State Legislature, in enacting the CRHR, amended CEQA to clarify which properties are considered significant, as well as which project impacts are considered to be significantly adverse. A project with an effect that may cause a substantial adverse change in the significance of a historic resource is a project that may have significant effect on the environment (Section 150645[b]). A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (Section 150645[b][1]).

The *State CEQA Guidelines* further state that “[t]he significance of an historic resource is materially impaired when a project [...] [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in the California Register [...] local register of historic resources [...] or its identification in an historic resources survey.” As such, the test for determining whether or not the project will have a significant impact on identified historic resources is whether it will materially impair the physical integrity of the historic resource such that it could no longer be listed in the National or California Registers or the local landmark program.

A Cultural Resources Inventory Report of the Specific Plan area and vicinity was completed by CRMS in 2018. As described in Section 4.5.1(d), as part of the Cultural Resources Inventory Report, a records search was obtained from the CCIC. In addition to the records search, the Cultural Resources Inventory Report included archival research for the Specific Plan area. The methodology for the archival research focused on the review of primary and secondary source materials related to the history and development of the Specific Plan area and vicinity. Sources for this research included historic maps, aerial photographs, and written histories of the area. CRMS conducted a pedestrian field survey of the Specific Plan area for archaeological resources in November 2018.

On April 15, 2019 SWCA also conducted a survey of the Specific Plan area for historic resources, which included examination, documentation, photographing, and evaluating the built environment features on the Specific Plan area (Appendix E). Due to their lack of significance and integrity, neither of the historic-period ranchsteads within the project area limits and evaluated as part of this study meets the eligibility criteria for listing in the CRHR, meets local designation criteria under the Paso Robles Historic Preservation Ordinance, or otherwise constitute historical resources for the purposes of CEQA. None of the built environment resources on either parcel contribute in significant ways to a better understanding of important historical trends, as is necessary for eligibility under Criterion 1. The past owners of the property lack the level of historical significance necessary for eligibility under Criterion 2. None of the built environment resources within the

project area limits are exceptional or significant in terms of architectural style necessary for eligibility under Criterion 3.

Tribal Cultural Resources

The City of Paso Robles conducted Native American consultation consistent with Senate Bill 18 and Assembly Bill 52 for the project to identify potential concerns or issues associated with Native American cultural resources within the project vicinity. Susan DeCarli of the City of Paso Robles mailed consultation letters to six Native American groups and individuals on August 29, 2018. Consultation requests were received by three contacts; the Northern Chumash Tribal Council, the Salinan Tribe of San Luis Obispo and Monterey Counties, and yak tityu tityu yak tilhini. The City of Paso Robles conducted an in-person consultation meeting with representatives of the Salinan Tribe on May 19, 2019. A site visit with the representatives of the Salinan Tribe was conducted on July 23, 2019 and September 13, 2019.

The City of Paso Robles conducted an in-person meeting with representatives of the Northern Chumash Tribal Council on March 29, 2019. The Northern Chumash Tribal Council representatives expressed their desire for the archaeology reports to be peer-reviewed. The Phase 1 archaeological report was peer reviewed by SWCA Environmental Consultants. The report's methodology, setting, and findings are consistent with projects in Northern San Luis Obispo County and the report's findings of a lack of significant prehistoric archaeological resources are consistent with other projects in the immediate vicinity. The Northern Chumash Tribal Council supports mitigation measures that require a monitoring plan be prepared in consultation with Native American tribes and a Native American monitor be on-site during initial ground disturbance activities.

Efforts to schedule an in-person consultation meeting that was requested by yak tityu tityu yak tilhini were not responded to by the tribe.

Consultation with each of the three tribes has been concluded. All Native American parties contacted about the Specific Plan area are described in the OSC AB52 SB18 Consultation Notes (Appendix E).

b. Impacts and Mitigation Measures

Threshold 1: Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

Impact CR-1 THE PROJECT WOULD RESULT IN THE DEMOLITION AND REMOVAL OF STRUCTURES ON THE OLSEN RANCHSTEAD AND THE GOULART RANCHSTEAD. THESE STRUCTURES DO NOT MEET THE ELIGIBILITY CRITERIA FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORIC RESOURCES OR OTHERWISE CONSTITUTE HISTORICAL RESOURCES FOR THE PURPOSES OF CEQA. AS A RESULT, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

Development of the Specific Plan area under the project would result in demolition and removal of structures on the Olsen Ranchstead and the Goulart Ranchstead. As described in detail in the Architectural Evaluation for the Olsen-Chandler Ranch Specific Plan (Appendix E), due to the lack of significance and integrity of these historic-period ranchsteads, none of the structures within the Specific Plan area meet the eligibility criteria for listing in the CRHR, meet local designation criteria under the Paso Robles Historic Preservation Ordinance, or otherwise constitute historical resources for the purposes of CEQA.

Mitigation Measures

This impact would be less than significant, and no mitigation is required.

Threshold 2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064?

Impact CR-2 GRADING AND OTHER GROUND-DISTURBING ACTIVITIES IN THE SPECIFIC PLAN AREA COULD RESULT IN IMPACTS TO PREVIOUSLY UNIDENTIFIED ARCHAEOLOGICAL RESOURCES. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

Because there are no previously recorded resources on the project site and the surface of the project site has been previously disturbed by ranching and crop cultivation activities including repeated plowing, planting, and harvesting, the possibility of encountering undisturbed archaeological resources during construction is unlikely. However, prehistoric archaeological deposits could be preserved at depth beneath the project site. Construction of the project involves grading and excavation in areas that could contain subsurface archaeological remains. Ground disturbance activities during construction include excavation of material sources, clearing and grubbing, grading, placement of crushed aggregate base and paved surface, revegetation, and installation of signs and other project features. Therefore, activities resulting from implementation of the project, including construction-related and earth-disturbing actions, could damage or destroy archaeological resources. As a result, impacts to such resources would be potentially significant requiring mitigation to ensure that any discovered archaeological resources would be protected and curated if encountered during project construction activities.

Mitigation Measures

The following measures would reduce potential impacts to subsurface archaeological resources to a less than significant level.

CR-2(a) Cultural Resources Monitoring Plan and Qualified Principal Investigator/Native American Monitor

A qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology (hereafter qualified archaeologist), and a Native American monitor shall be retained to carry out all mitigation measures related to archaeological resources.

A cultural resource monitoring plan (CRMP) will be developed by the principal investigator in consultation with the Native American Tribes that identifies the locations and activities that require monitoring. The principal investigator shall inspect initial subsurface construction disturbance at locations that may harbor subsurface resources that were not identified on the site surface. The monitor(s) shall be on-site during initial earthmoving activities, including grading, trenching, vegetation removal, or other excavation activities as specified by the CRMP.

Plan Requirements and Timing. The CRMP shall be submitted to the city for review and approval prior to issuance of a grading permit. The Owner/Applicant shall retain a qualified archaeologist and Native American to implement the above measures.

Monitoring. The city will review the CRMP prior to issuance of grading permits. The city will monitor compliance during construction.

CR-2(b) *Unanticipated Discovery of Archeological Resources*

The CRMP will describe that in the event that archaeological resources are exposed during construction activity, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the resource. In the event that any artifact or an unusual amount of bone or shell is encountered during construction, work shall be immediately stopped within 100 feet of the exposed resource until a qualified archaeologist can evaluate the find. Examples of such resources might include: ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they must be avoided or mitigated pursuant to the qualified archaeologist's direction and in consultation with appropriate Native American tribal representatives. Mitigation may involve preservation in place or documentation and excavation of the resource. A report by the archaeologist evaluating the find and identifying mitigation actions taken shall be submitted to the city.

Plan Requirements and Timing. These requirements shall be described in the CRMP and reflected on grading and building plans and implemented during construction.

Monitoring. The city will review the CRMP prior to issuance of grading permits. The city will monitor compliance during construction.

Significance After Mitigation

Implementation of Mitigation Measures CR-2(a) and CR-2(b) would reduce potential impacts to archaeological resources to a less than significant level.

Threshold 3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Impact CR-3 GROUND-DISTURBING ACTIVITIES IN THE SPECIFIC PLAN AREA HAVE THE POTENTIAL TO DISTURB UNIDENTIFIED HUMAN REMAINS. COMPLIANCE WITH APPLICABLE PUBLIC HEALTH AND SAFETY CODE AND PUBLIC RESOURCES CODE REQUIREMENTS WOULD ENSURE THAT UNANTICIPATED DISCOVERY OF HUMAN REMAINS WOULD BE ADDRESSED APPROPRIATELY BY THE COUNTY CORONER AND NAHC (IF REQUIRED). THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

Human burials outside of formal cemeteries may have occurred within the Specific Plan area in prehistoric archeological contexts. The Specific Plan area has been previously disturbed by repeated ranching and crop cultivation activities including repeated plowing, planting, and harvesting. Therefore, the possibility of encountering human burial grounds during construction is low. Excavation during construction activities would nevertheless have limited potential to disturb these resources, including Native American burials.

Unanticipated discovery of human remains during project excavation would require compliance with HSC Section 7050.5 and PRC Sections 5097.94 and 5097.98. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and established the NAHC to resolve any related disputes. Compliance with HSC Section 7050.5 and PRC Sections 5097.94 and 5097.98 would ensure that unanticipated discovery of human remains during project excavation, including those interred outside of formal cemeteries, would be addressed appropriately by the County Coroner and NAHC (if required). Therefore, with compliance with these existing

requirements, impacts related to potential disturbance of human remains would be less than significant.

Mitigation Measures

This impact would be less than significant, and no mitigation is required.

Threshold 4: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact CR-4 GRADING AND OTHER GROUND-DISTURBING ACTIVITIES IN THE SPECIFIC PLAN AREA COULD RESULT IN IMPACTS TO PREVIOUSLY UNIDENTIFIED TRIBAL CULTURAL RESOURCES. THEREFORE, THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

As of the date of this Draft EIR, no tribal cultural resources have been identified in the Specific Plan area during the AB 52 consultation process. However, grading and other ground-disturbing activities in the Specific Plan area may encounter previously undiscovered cultural resources of Native American origin that could be considered tribal cultural resources. Ground disturbance activities during construction include excavation of material sources, clearing and grubbing, grading, placement of crushed aggregate base and paved surface, revegetation, and installation of signs and other project features. Therefore, activities resulting from implementation of the project, including construction-related and earth-disturbing actions, could damage or destroy tribal cultural resources. As a result, impacts to such resources would be potentially significant, requiring mitigation to ensure documentation of known archaeological sites, monitoring for unknown sites during construction, and continued consultation with local Native Americans if resources of Native American origin are unearthed during construction.

Mitigation Measures

The following measure would reduce potential impacts to tribal cultural resources to a less than significant level.

CR-4 Unanticipated Discovery of Tribal Cultural Resources

In the event that cultural resources of Native American origin are identified during construction activity all work shall be halted in the vicinity of the discovery until the significance of the resource can be assessed. The city shall begin or continue Native American consultation procedures, in coordination with a qualified archaeologist, if appropriate. If the city, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant, a

mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s). The mitigation plan may include but would not be limited to capping and avoidance, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measure.

Plan Requirements and Timing. These requirements shall be described in the CRMP and reflected on grading and building plans.

Monitoring. These measures shall be implemented during grading and construction. The Owner/Applicant shall retain a qualified archaeologist and Native American monitor to monitor compliance with the above measures.

Significance After Mitigation

Implementation of Mitigation Measure CR-4 would reduce potential impacts to tribal cultural resources to a less than significant level.

c. Cumulative Impacts

Past, present, and reasonably foreseeable projects in and around the city (refer to Section 3.3, Cumulative Development) would contribute to loss of historical resources, archaeological resources, and tribal cultural resources. The project would not result in the loss of any historic resources; however, the project would incrementally contribute to the cumulative loss of archaeological and tribal cultural resources. Impacts to historic and archaeological resources are generally site-specific. For other projects in the vicinity of the Specific Plan area that would have significant impacts to historical, archaeological, and tribal cultural resources, similar conditions and mitigation measures described herein would be required through site-specific investigations and surveys as well as the assessment of potential impacts and prescription of appropriate mitigation. As with the project, other cumulative development that would result in potential impacts to historical, archaeological, and tribal cultural resources would be subject to applicable federal and state laws, and local goals and policies. Accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis.

As described in Section 4.5.2, the project would not result in the loss of any significant identified historical, archaeological or tribal cultural resources and, therefore, would not contribute substantially to the cumulative loss of cultural resources in the vicinity. Therefore, the project would result in a Class III, less than significant, cumulative impact to cultural resources.

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4.6 Energy

This section discusses the project's potential impacts relating to energy. This analysis follows the guidance for evaluation of energy impacts contained in Appendix F and Appendix G of the State CEQA Guidelines. The physical environmental impacts associated with the generation of electricity and burning of fuels have been accounted for in Section 4.3, Air Quality, and Section 4.8, Greenhouse Gas Emissions. The Air Quality & Greenhouse Gas Impact Assessment is provided in Appendix C.

4.6.1 Setting

Energy use relates directly to environmental quality because energy use can adversely affect air quality and can generate greenhouse gas (GHG) emissions that contribute to climate change. Fossil fuels are burned to create electricity that powers residences, heats and cools buildings, and powers vehicles. Transportation energy use is dependent on the fuel efficiency of cars, trucks, and public transportation; the different travel modes such as auto, carpool, and public transit; and the miles traveled using these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

a. Energy Supply

Petroleum

California is one of the top producers of petroleum in the nation with drilling operations occurring throughout the state but concentrated primarily in Kern and Los Angeles counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay area, and the Central Valley. California oil refineries also process Alaskan and foreign crude oil received at ports in Los Angeles, Long Beach, and the San Francisco Bay area (California Energy Commission [CEC] 2018a). According to the United States Energy Information System (U.S. EIA), California's field production of crude oil totaled 174.1 million barrels in 2017 (U.S. EIA 2018a).

City of Paso Robles Petroleum Infrastructure

There are approximately 18 gasoline stations, but no petroleum refineries in Paso Robles (U.S. EIA 2018b, GasBuddy 2019). According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), there are no active, idle, or former oil production wells in Paso Robles (DOGGR 2018a).

Alternative Fuels

A variety of alternative fuels are used to reduce petroleum-based fuel demand. Their use is encouraged through various statewide regulations and plans, such as the Low Carbon Fuel Standard and Senate Bill (SB) 32. Alternative vehicle fuels include hydrogen, biodiesel, and electricity. Currently, 35 hydrogen and 10 biodiesel refueling stations are located in California, but none are located in Paso Robles. There is one public compressed natural gas station and approximately 12 electric vehicle charging stations are located in Paso Robles (United States Department of Energy 2018).

Electricity

In 2018, California's in-state electricity generation totaled 80,304 megawatts (CEC 2019b). Primary fuel sources for the state's electricity generation in 2018 included natural gas, hydroelectric, solar photovoltaic, wind, nuclear, geothermal, biomass, and solar thermal. According to the 2018 Integrated Energy Policy Report, California's electric grid relies increasingly on clean sources of energy such as solar, wind, geothermal, hydroelectricity, and biomass. As this transition advances, the grid is also expanding to serve new sectors including electric vehicles, rail, and space and water heating. California has installed more renewable energy than any other state in the United States with 22,250 megawatts of utility-scale systems operational (CEC 2018b).

Pacific Gas & Electric

Pacific Gas and Electric (PG&E) is responsible for providing electric power supply to Paso Robles. PG&E is one of the nation's largest electric and gas utility companies, and it maintains 106,681 circuit miles of electric distribution lines and 18,466 circuit miles of interconnected transmission lines (PG&E 2018a). In 2017, PG&E's power mix, including all PG&E-owned generation plus the company's power purchases, consisted of 33 percent renewable resources (wind, geothermal, biomass, solar, and small hydro), 27 percent nuclear generation, 20 percent natural gas, 18 percent large hydroelectric facilities, and 2 percent unspecified power that is not traceable to sources by any auditable contract trail (PG&E 2018b). According to PG&E's 2018 Integrated Resource Plan, PG&E anticipates meeting a 2030 energy load demand of between 36,922 gigawatt-hours (GWh) and 37,370 GWh (PG&E 2018c).

City of Paso Robles Electric Power Infrastructure

There are no electric power plants in Paso Robles (U.S. EIA 2018b).

Natural Gas

California's net natural gas production for 2017 was 162.7 billion cubic feet, or approximately 168,720 billion British thermal units (Btu) (DOGGR 2018b). The state relies on out-of-state natural gas imports for nearly 90 percent of its supply (CEC 2019d). The CEC estimates that approximately 45 percent of the natural gas burned across the state is used for electricity generation, and much of the remainder is consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. Building and appliance energy efficiency standards account for up to 39 percent in natural gas demand savings since 1990 (CEC 2019d).

Southern California Gas

The project site is in the natural gas service area of Southern California Gas Company (SoCal Gas), which spans central and southern California (CEC 2018c). SoCalGas' service area is equipped with 101,000 miles of gas transmission and distribution pipelines (SoCal Gas 2019a). The closest high pressure distribution line runs from the main transmission line along the U.S. 101 corridor to the intersection of Creston Road and Niblick Road, approximately 0.8 mile west of the Specific Plan area (SoCal Gas 2019b). Natural gas supplied by SoCal Gas is sourced primarily from gas fields in the Permian and San Juan basins in the Southwest as well as from supply sources in the Rocky Mountains, western Canada, and California (California Gas and Electric Utilities [CGEU] 2018).

In 2018, SoCalGas customers consumed a total of 5,156 million U.S. therms of natural gas. Residential users accounted for approximately 42 percent of SoCal Gas' natural gas consumption.

Industrial and commercial users accounted for another 33 percent and 19 percent, respectively. The remainder was used for mining, construction, agricultural, and water pumping purposes (CEC 2019a). According to SoCal Gas, residential sales are expected to decline by approximately 1.4 percent per year from 2018 to 2035. Furthermore, commercial sales are expected to decline by 0.7 percent per year from 2018 to 2035. The anticipated decline in both residential and commercial sales is due to aggressive energy efficiency goals and associated programs (CGEU 2018).

Paso Robles Natural Gas Infrastructure

No active, idle, or former natural gas wells are located in Paso Robles (DOGGR 2018a). No natural gas processing plants are located in the city (U.S. EIA 2018b). Several natural gas transmission pipelines are also located in San Luis Obispo County, one of which extends to Paso Robles along the U.S. 101 corridor (National Pipeline Mapping System 2019).

b. Energy Demand

The smallest scale at which energy consumption information is readily available is the county level. Therefore, energy consumption in San Luis Obispo County is used herein to characterize the city's existing consumption of petroleum, electricity, and natural gas as detailed in the following subsections.

Petroleum

As shown in Table 4.6-1, San Luis Obispo County consumed an estimated 150 million gallons of gasoline and 22 million gallons of diesel fuel in 2018, which was approximately 0.7 percent of statewide gasoline consumption and approximately 1.2 percent of statewide diesel fuel consumption (CEC 2019e).

Table 4.6-1 2018 Annual Gasoline and Diesel Consumption

Fuel Type	San Luis Obispo County (gallons)	California (gallons)	Proportion of Statewide Consumption¹
Gasoline	150,000,000	15,471,000,000	0.7%
Diesel	22,000,000	1,777,000,000	1.2%

¹ For reference, the population of San Luis Obispo County (280,048 persons) is approximately 0.7 percent of the population of California (39,740,508 persons) (California Department of Finance 2018).

Source: CEC 2019e

Electricity

As shown in Table 4.6-2, San Luis Obispo County consumed approximately 1,766 GWh in 2018, which was approximately 2.2 percent of electricity consumption by PG&E and approximately 0.6 percent of statewide electricity consumption (CEC 2019a).

Table 4.6-2 2018 Electricity Consumption

Energy Type	San Luis Obispo County (GWh)	PG&E (GWh)	California (GWh)	Proportion of PG&E Consumption	Proportion of Statewide Consumption ¹
Electricity	1,766	79,776	281,180	2.2%	0.6%

¹ For reference, the population of San Luis Obispo County (280,048 persons) is approximately 0.7 percent of the population of California (39,740,508 persons) (California Department of Finance 2018).

Source: CEC 2019a

Natural Gas

As shown in Table 4.6-3, San Luis Obispo County consumed approximately 82 million US therms in 2018, which was approximately 1.6 percent of the natural gas consumption by SoCal Gas and approximately 0.6 percent of statewide natural gas consumption (CEC 2019c).

Table 4.6-3 2018 Natural Gas Consumption

Energy Type	San Luis Obispo County (millions of US therms)	SoCal Gas (Millions of US therms)	California (millions of US therms)	Proportion of SoCal Gas Consumption	Proportion of Statewide Consumption ¹
Natural Gas	82	5,156	12,638	1.6%	0.6%

¹ For reference, the population of San Luis Obispo County (280,048 persons) is approximately 0.7 percent of the population of California (39,740,508 persons) (California Department of Finance 2018).

Source: CEC 2019c

c. Regulatory Setting

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act, enacted by Congress in 2007, is designed to improve vehicle fuel economy and help reduce the United States' dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil and confronting climate change.

Specifically, it does the following:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels.
- Reduces United States demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020, an increase in fuel economy standards of 40 percent.

The Energy Independence and Security Act of 2007 also set energy efficiency standards for lighting (specifically light bulbs) and appliances. Development would also be required to install photosensors

and energy-efficient lighting fixtures consistent with the requirements of 42 USC Section 17001 et seq.

Energy Policy and Conservation Act

Enacted in 1975, the Energy Policy and Conservation Act established fuel economy standards for new light-duty vehicles sold in the United States. The law placed responsibility on the National Highway Traffic and Safety Administration (NHTSA) for establishing and regularly updating vehicle standards. The United States Environmental Protection Agency (U.S. EPA) is responsible for administering the Corporate Average Fuel Economy program, which determines vehicle manufacturers' compliance with existing fuel economy standards. In 2012, the U.S. EPA and National Highway Traffic and Safety Administration established final passenger car and light truck Corporate Average Fuel Economy standards for model years 2017 to 2021, which will require a combined average fleet-wide fuel economy of 40.3 to 41.0 miles per gallon in model year 2021 (United States Department of Transportation 2014).

Energy Star Program

Energy Star is a voluntary labeling program introduced by U.S. EPA to identify and promote energy-efficient products to reduce GHG emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specifications for maximum energy use established under the program are certified to display the Energy Star label. In 1996, the U.S. EPA joined with the Energy Department to expand the program, which now also includes certifying commercial and industrial buildings as well as homes (U.S. EPA 2019a).

Construction Equipment Fuel Efficiency Standard

The U.S. EPA sets emission standards for construction equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Emissions requirements for new off-road Tier 4 vehicles were completely phased in by the end of 2015.

State

California Energy Plan

The CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The 2008 California Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, as well as encouragement of urban designs that reduce vehicle miles travelled (VMT) and accommodate pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and California Air Resources Board (CARB) prepared and adopted a joint-agency report, *Reducing California's*

Petroleum Dependence, in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita vehicle miles travelled. One of the performance-based goals of AB 2076 is to reduce petroleum demand to 15 percent below 2003 demand.

Integrated Energy Policy Report

SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety. The most recent assessment, the *2018 Integrated Energy Policy Report*, contains two volumes. Volume I highlights the implementation of California's innovative policies and the role they have played in establishing a clean energy economy. Volume II provides more detail on several key energy policies, including decarbonizing buildings, increasing energy efficiency savings, and integrating more renewable energy into the electricity system (CEC 2019c).

Senate Bill 350

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires a doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

California Renewable Portfolio Standard and Senate Bill 100

Approved by the Governor on September 10, 2018, SB 100 accelerates the state's Renewable Portfolio Standard program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Assembly Bill 1493: Reduction of Greenhouse Gas Emissions

AB 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the U.S. EPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the U.S. EPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as "LEV (Low Emission Vehicle) III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the Low Emission Vehicle, Zero Emissions Vehicles, and Clean Fuels Outlet programs, and would provide major reductions in GHG emissions (CARB 2011). However, on September 19, 2019, the U.S. EPA withdrew California's Clean Air Act preemption waiver and issued the One National Program Rule, which prohibits states from establishing their own separate fuel economy standards or passing laws that substantially affect fuel economy standards. As a result, California may no longer promulgate and enforce its tailpipe GHG emission standard and zero emission vehicle mandate (U.S. EPA 2019c).

Energy Action Plan

In 2003, the CEC and California Public Utilities Commission set forth their energy policy vision in the Energy Action Plan (EAP). The CEC adopted an update to the EAP in February 2008 (EAP II) that supplements the earlier EAP and examines the state's ongoing actions in the context of global climate change. The nine major action areas in the EAP include energy efficiency, demand response, renewable energy, electricity adequacy/reliability/infrastructure, electricity market structure, natural gas supply/demand/infrastructure, transportation fuels supply/demand/infrastructure, research/development/demonstration, and climate change (California Public Utilities Commission 2008).

Assembly Bill 1007: State Alternative Fuels Plan

In response to AB 1007, the CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other federal, state, and local agencies. The State Alternative Fuels Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality (CEC 2007).

Bioenergy Action Plan (Executive Order S-06-06)

Executive Order (EO) S-06-06 establishes targets for the use and production of biofuels and biopower and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following in-state production targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources:

- Produce 20 percent of biofuels used in California by 2010,
- Produce 40 percent of biofuels used in California by 2020, and
- Produce 75 percent of biofuels used in California by 2050.

EO S-06-06 also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies potential barriers and recommends actions to address them so the state can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 Plan and provides a more detailed action plan to achieve the following goals:

- Increase environmentally and economically sustainable energy production from organic waste
- Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications
- Create jobs and stimulate economic development, especially in rural regions of the state
- Reduce fire danger, improve air and water quality, and reduce waste

California Building Energy Efficiency Standards (2019) - California Code of Regulations, Title 24, Part 6

California Code of Regulations, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-residential Buildings. The 2019 Building Energy Efficiency Standards, adopted on May 9, 2018, will become effective on January 1, 2020. The 2019 Standards move toward cutting nonrenewable energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018b). Under the 2019 Standards, nonresidential buildings will be 30 percent more energy-efficient compared to the 2016 Standards, and single-family homes will be seven percent more energy-efficient (CEC 2018d). When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use approximately 50 percent less energy compared to homes built to the 2016 standards (CEC 2018d).

California Green Building Standards Code (2019) - California Code of Regulations Title 24, Part 11

California's Green Building Code, referred to as CALGreen, was developed to provide a consistent approach to green building in the state. The CEC adopted updates to the 2016 CALGreen Standards in 2019 that will take effect on January 1, 2020. These changes include the following: increasing the number of parking spaces that must be prewired for electric vehicle chargers in residential development; requiring all residential development to adhere to the Model Water Efficient Landscape Ordinance; and requiring more appropriate sizing of HVAC ducts (VCA Green 2019).

Local

City of Paso Robles Climate Action Plan

In November 2013, the City of Paso Robles adopted its Climate Action Plan (CAP) for reducing GHG emissions. The CAP includes several measures aimed at reducing GHG emissions from energy usage through energy efficiency, renewable energy, and water conservation. The CAP also includes measures focused on reducing GHG emissions from fuel consumption through alternative modes of transportation, transportation demand management, and infill development (City of Paso Robles 2013b). For a detailed discussion of the CAP, refer to Section 4.7, Greenhouse Gas Emissions.

City of Paso Robles General Plan

The following goal and policy of the City of Paso Robles General Plan Conservation Element directly address energy resources:

GOAL C-7 Energy Conservation. Encourage the conservation of energy resources.

Policy C-2B Conservation Measures. Investigate and implement as feasible, energy conservation measures.

Additional goals and policies in the City's General Plan also serve to directly and indirectly reduce energy consumption from construction and operation of new and existing development. Policies LU-1A and LU-2I of the Land Use Element foster mixed-use and infill development, both of which

reduce VMT and associated fuel consumption. Policies CE-1A, CE-1D, and CE-1F of the Circulation Element are aimed at improving pedestrian and bicycle access and expanding transit services. Policies CE-1B and C-2B of the Circulation and Conservation Elements, respectively, are focused on reducing VMT, which would reduce fuel consumption. Policies H-6.1 and H-6.2 of the Housing Element encourage the reduction of energy consumption from housing developments and promote walkability and the use of alternative transportation in neighborhoods.

4.6.2 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Public Resources Code Section 21100(b)(3) states that an EIR shall include “mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” The physical environmental impacts associated with the use of energy including the generation of electricity and burning of fuels have been accounted for in Section 4.3, Air Quality, and Section 4.8, Greenhouse Gas Emissions.

Energy consumption is analyzed herein in terms of construction and operational energy. Construction energy demand accounts for anticipated energy consumption during construction facilitated by the proposed Specific Plan, such as fuel consumed by construction equipment and construction workers’ vehicles traveling to and from the Specific Plan area. Project construction activities would also use building materials that would require energy use during the manufacturing and/or procurement of that material. Section 15126.2(b) of the CEQA Guidelines states, “This [energy] analysis is subject to the rule of reason and shall focus on energy use that is caused by the project.” This analysis reasonably assumes that manufacturers of building materials such as concrete, steel, lumber, or other building materials would employ energy conservation practices in the interest of minimizing the cost of doing business. Therefore, the consumption of energy required for the manufacturing and/or procurement of building and construction material is not within the scope of this analysis.

Operational energy demand accounts for the anticipated energy consumption during operation of the transportation system and land use scenario envisioned by the proposed Specific Plan, such as fuel consumed by cars, trucks, and public transit; natural gas consumed for on-site power generation and heating building spaces; and electricity consumed for building power needs, including, but not limited to lighting, water conveyance, and air conditioning.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate energy consumption from construction and operation of proposed Specific Plan area development using information provided by the project applicant and CalEEMod default values for projects in San Luis Obispo County. Modeling was completed as part of the Air Quality & Greenhouse Gas Impact Assessment prepared for the project by Ambient (Appendix C). The Air Quality & Greenhouse Gas Impact Assessment and associated CalEEMod results provide the average travel distance, vehicle trip numbers, and vehicle fleet mix during construction and operation of the Proposed Project. The CalEEMod results additionally provide the estimated gross electricity and natural gas consumption by land use during operation of proposed development in the Specific Plan area. The values contained therein are used in this analysis to determine the anticipated energy consumption during construction and operation of the project.

This analysis takes into consideration the equipment and processes employed during construction in the Specific Plan area and the land uses, location, and VMT per service population of the Specific Plan area to qualitatively determine whether energy consumed during construction and operation would be wasteful, inefficient, or unnecessary.

Significance Thresholds

Appendix G of the CEQA guidelines considers a project to have a significant impact on energy resources if the project would:

- Result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

b. Project Impacts and Mitigation Measures

Threshold:	Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
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Impact E-1 PROJECT CONSTRUCTION AND OPERATION WOULD REQUIRE TEMPORARY AND LONG-TERM CONSUMPTION OF ENERGY RESOURCES. HOWEVER, THE PROJECT WOULD NOT RESULT IN THE WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

Construction

Project construction would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary grid power may also be provided to construction trailers or electric construction equipment. Table 4.6-4 summarizes the anticipated fuel consumption from construction equipment and vehicles, including construction worker trips to and from the project site.

Table 4.6-4 Construction Fuel Consumption

Source	Fuel Consumption (Gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	—	898,052
Construction Worker Vehicle Trips	1,897,320	—

See Appendix C for CalEEMod default values for fleet mix and average distance of travel, and energy calculation sheets.

As shown in Table 4.6-4, construction of the project would require approximately 1,897,320 gallons of gasoline and 898,052 gallons of diesel fuel. Energy use during construction activities would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of 13 California Code of Regulations Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, which would minimize unnecessary fuel consumption. Construction equipment would be subject to the U.S. EPA Construction Equipment Fuel Efficiency Standard (40 Code of

Federal Regulations Parts 1039, 1065, and 1068), which would minimize inefficient fuel consumption. Electrical power would be consumed during construction activities, and the demand, to the extent required, would be supplied from existing electrical infrastructure in the area.

Overall, construction activities would utilize fuel-efficient equipment consistent with state and federal regulations and would comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. Construction contractors would not be anticipated to utilize fuel in a manner that is wasteful or unnecessary as a business practice to ensure cost efficiency. Moreover, the use of energy to construct new development in the Specific Plan area would not be unnecessary because a primary objective of the project is to meet existing housing demands. Therefore, project construction would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant (Class III).

Operation

Energy demand from operation of development facilitated by the proposed Specific Plan would include fuel consumed by passenger vehicles; natural gas consumed for heating and cooking in residential and non-residential buildings; and electricity consumed by residential and non-residential buildings including, but not limited to lighting, water conveyance, and air conditioning. Project energy usage from vehicle fuel consumption and electricity and natural gas usage is summarized in Table 4.6-5.

Table 4.6-5 Operational Energy Usage

Source	Energy Consumption	
Vehicle Trips		
Gasoline	1,295,321 gallons	142,208 MMBtu
Diesel	73,913 gallons	9,421 MMBtu
Built Environment		
Electricity ¹	5,357,411 kWh	18,279 MMBtu
Natural Gas Usage	34,735,812 kBtu	34,736 MMBtu

kBtu = thousand British thermal units, MMBtu = million British thermal units

¹ Includes a 50 percent reduction in residential energy use with installation of on-site residential solar PV systems (CEC 2019f)

See Appendix C for fleet mix, VMT, electricity consumption, and natural gas consumption values.

Vehicle Trips

As shown in Table 4.6-5, vehicle trips generated by the proposed Specific Plan would require approximately 1,295,321 gallons of gasoline and 73,913 gallons of diesel fuel, or 151,629 million Btu (MMBtu) annually. Gasoline and diesel fuel demands would be met by existing gasoline stations in the vicinity of the Specific Plan area. The proposed Specific Plan has been designed with a mix of land uses, including single- and multi-family residential, commercial, recreational, and public land uses. The Specific Plan also includes pedestrian and bicycle paths, including multi-modal boulevards separated by landscaped medians and multi-modal paths that would connect throughout the Specific Plan area, providing pedestrians and bicyclists with off-street circulation options along Turtle Creek and in open space and recreation areas. Portions of the Specific Plan area are within

0.25 mile of bus stops for the San Luis Obispo County Regional Transit Authority Paso Express Routes A and B. The proposed bicycle and pedestrian facilities and availability of public transit as an alternative to single-occupancy vehicles would encourage the use of alternative transportation modes, which would reduce VMT and associated fuel consumption. In addition, vehicles driven by future residents, employees, visitors, and patrons of Specific Plan area developments would be subject to increasingly stringent federal and state fuel efficiency standards, minimizing the potential for the inefficient consumption of vehicle fuels. As a result, vehicle fuel consumption resulting from the project would not be wasteful, inefficient, or unnecessary.

Built Environment

The proposed Specific Plan would require permanent grid connections for electricity and natural gas. Construction of the proposed residential and non-residential buildings would comply with the 2019 California Building Energy Efficiency Standards for Residential and Non-residential Buildings and CALGreen (California Code of Regulations Title 24, Parts 6 and 11) or later versions, which are anticipated to be more stringent than the 2019 codes. The 2019 standards require the provision of electric vehicle supply equipment, water-efficient plumbing fixtures and fittings, recycling services, solar on low-rise residential development, solar-readiness on commercial development, and other energy-efficient measures that would reduce the potential for the inefficient use of energy.

As shown in Table 4.6-5, the project would consume approximately 5,357,411 kWh per year of electricity for lighting and large appliances, and approximately 34,735,812 kBtu per year of natural gas for heating and cooking. Electricity would be supplied by on-site solar generation or PG&E, and natural gas would be supplied by SoCal Gas. As discussed under Section 4.6.1(c), Regulatory Setting, the 2019 Building Energy Efficiency Standards require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less, which would supply much of the on-site electricity demand.

The proposed Specific Plan includes several goals and guidelines to support outdoor water conservation, including the use of stormwater infiltration, drought-tolerant landscaping, and water-efficient irrigation systems, which would help minimize the occurrence of inefficient, wasteful, and unnecessary energy consumption for the treatment and supply of water. The project also includes guidelines to encourage planting deciduous trees next to buildings and along streets to reduce ambient temperature, reduce heat gain, and allow for cool, natural ventilation, which would reduce energy needed for cooling during the warm summer months. As a result, energy consumption resulting from the project's built environment would not be wasteful, inefficient, or unnecessary, and this impact would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold:	Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?
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Impact E-2 THE PROJECT WOULD NOT BE CONSISTENT WITH THE CITY'S CLIMATE ACTION PLAN ENERGY EFFICIENCY MEASURES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED (CLASS II).

The city's CAP and General Plan contain measures intended to increase energy efficiency and expand the use of renewable energy. As discussed under Impact E-1, the project would incorporate features to reduce energy consumption as required by the 2019 Building Energy Efficiency Standards and CALGreen. Therefore, the project would be consistent with Goal C-7 and Policy C-2B of the General Plan. However, as discussed in Section 4.8, *Greenhouse Gas Emissions*, the proposed Specific Plan does not include all applicable "mandatory" measures, including Measures E-5, TL-1, TL-2, TL-3, W-1, and T-1, which focus on energy-efficient lighting, bicycle parking and amenities, pedestrian access and safety, public transit, and water efficiency. Therefore, the project would be inconsistent with the city's CAP, resulting in a conflict with a local plan related to energy efficiency. As a result, this impact would be potentially significant.

Mitigation Measure

Mitigation Measure GHG-2 described in Section 4.8, *Greenhouse Gas Emissions*, would require the project to incorporate all "mandatory" measures in the city's CAP.

Significance After Mitigation

Mitigation Measure GHG-2 includes all "mandatory" GHG-reduction measures identified in the city's CAP as well as additional measures to promote zero net energy (ZNE) buildings, including the prohibition of natural-gas-fired appliances for proposed residential development. Proposed non-residential land uses would also be designed and built to promote the use of electrically-powered building mechanical equipment in support of future ZNE goals for non-residential structures. Therefore, Mitigation Measure GHG-2 would ensure that the project would be consistent with the city's CAP, and impacts would be less than significant.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065[a][3]). The geographic scope for energy consumption is San Luis Obispo County. This geographic scope is appropriate because the smallest scale at which energy consumption information is readily available is the county level.

Cumulative development in San Luis Obispo County would increase demand for energy resources. However, new iterations of the California Building Energy Efficiency Standards and CALGreen would require increasingly more efficient appliances and building materials that reduce energy consumption in new development. In addition, vehicle fuel efficiency is anticipated to continue improving through implementation of the existing Pavley regulations under AB 1493, and implementation of the San Luis Obispo Council of Governments 2019 Regional Transportation Plan would reduce per capita VMT in San Luis Obispo County. Cumulative development in San Luis Obispo County will also be required to be consistent with applicable provisions of the SLOCOG

Regional Transportation Plan/Sustainable Communities Strategy and with the San Luis Obispo County EnergyWise Plan, which implements the county's greenhouse gas emissions reduction goals established in the County General Plan Conservation and Open Space Element.

Specific Plan area development would be constructed in accordance with the California Building Energy Efficiency Standards and CALGreen and would include energy-saving features that would reduce the potential for wasteful, inefficient, and unnecessary consumption of energy resources. The project and its associated objectives are also designed to address statewide cumulative planning efforts directed at reducing the wasteful consumption of vehicle fuels. The legislature has adopted findings that "the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California... (3) Among the consequences of those actions are.... reduced mobility, urban sprawl, excessive commuting, and air quality deterioration" (Gov. Code Section 65589.5[a]). The Legislature also recently adopted findings that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives" (Gov. Code Section 65589.5[a][2][A][AB 3194 (2018)]). The Specific Plan would provide additional housing in Paso Robles, which would reduce urban sprawl and excessive commuting, thereby minimizing the potential for the project to contribute to the statewide cumulative energy impact related to the wasteful consumption of vehicle fuels.

However, as discussed under Impact E-2, the project would be inconsistent with the city's CAP, which was adopted to reduce the cumulative impact of energy consumption in Paso Robles, and implementation of Mitigation Measure GHG-2 would be required. Therefore, with incorporation of mitigation, the project would not have a cumulatively considerable contribution to a significant cumulative impact related to the wasteful, inefficient, and unnecessary consumption of energy resources (Class II).

4.7 Geology/Soils

This section discusses the project's potential impacts relating to geologic hazards. This section incorporates setting and impact analysis from the Geotechnical Report prepared for the project by Earth Strata Geotechnical Services in November 2018 and peer reviewed by Rincon Consultants, Inc. This section also includes information from the Drainage Report prepared for the project by Wallace Group in January 2019 and peer reviewed by Rincon Consultants. The Geotechnical Report and Drainage Report are provided in Appendix F.

4.7.1 Setting

a. Geological Setting

Regional

The City of Paso Robles is located in the Coast Ranges Geomorphic Province of California. The Coast Ranges consists of primarily northwest trending mountain ranges with rounded summits and extensive folding and faulting. Coast Range geology is characterized by Cenozoic to Mesozoic marine and non-marine sedimentary deposits underlain by the Franciscan Formation of granitic rocks of the Salinian block. The San Francisco Bay, created by a structural depression, naturally subdivides the province. The San Andreas Fault runs northwest throughout the province and is responsible for the plate boundary between the Pacific Plate and North American Plate. The majority of the province is enclosed by the sediment filled elongated Central Valley located to the east and the Pacific Ocean to the west.

Project Site

The Specific Plan area is located in the City of Paso Robles on the east side of the city and adjacent to the unincorporated San Luis Obispo County lands. The site includes the Olsen Ranch and South Chandler Ranch properties, as well as the 1960 area "Our Town" subdivision tract north of Aaroe Road, and the "Centex" properties north of Linne Road. The Specific Plan area contains both flat and hilly portions, and overall has relatively moderate topographic relief. Elevations range from approximately 820 to 970 feet above mean sea level (msl). Drainage on the South Chandler Ranch and Centex properties generally flows to the west and southwest. Drainage on the Olsen Ranch property generally flows to the north to northeast. Turtle Creek bisects the northern portion of the Olsen Ranch property from east to west, draining from Hanson Road toward the Specific Plan area's western boundary (refer to Figure 2-2 in Section 2, Project Description).

As described in the geotechnical study, soils in the project area are classified as Quaternary surficial sediments (Qa), made up of alluvial gravel, sand, and clay, and Quaternary Paso Robles Formation (QTp) bedrock (Appendix F). Soil sampling conducted as part of the geotechnical study found porous and dry to slightly moist topsoil in the upper one to three feet overlying the Quaternary alluvial materials and bedrock. Quaternary surficial sediments were found between the top soils and underlying bed rock to depths of approximately 14 feet and was generally characterized as slightly moist to moist with varying soil density. Quaternary Paso Robles Formation bedrock was located below the alluvium and consisted of fine to coarse grained sandstone with varying amounts of silt and clay, sandy siltstone, claystone, and breccia. Bedrock materials were classified as slightly moist to moist, and moderately hard to very hard. Vegetative cover on the site consists of moderate to

dense amounts of annual weed and grass coverage with small to large oak trees scattered throughout the Olsen Ranch portion of the plan area.

As described by the United States Department of Agricultural Natural Resources Conservation Service, soil types present in the Specific Plan area consist of the Arbuckle-Positas Complex, Arbuckle-San Ysidro Complex, Nacimiento-Los Osos Complex, Cropley Clay, Rincon clay loam, and San Ysidro loam (Figure 4.7-1). The Arbuckle-Positas Complex is made up of 40 percent Arbuckle fine sandy loam which is well drained and has moderately slow permeability. The complex also consists of 30 percent Positas coarse sandy loam. This soil has moderately slow permeability, is very deep, and well drained. The Arbuckle-San Ysidro Complex consists of 40 percent Arbuckle fine sandy loam, 20 percent San Ysidro loam, and 15 percent Greenfield loam. The San Ysidro soil has a high shrink-swell potential. The Nacimiento-Los Osos Complex is comprised of 30 percent Nacimiento silty clay loam, 20 percent Los Osos clay loam, and 50 percent minor components. The Nacimiento and Los Osos soils are well-drained and have high runoff potential. The Cropley Clay is a very deep gently to moderately sloping well drained soil formed in alluvium with moderate erosion potential with a very high shrink-swell potential. It can be found on slopes with a 2 to 9 percent grade. The Rincon clay loam is a well-drained soil formed in alluvium with high runoff potential. The Specific Plan area includes two classifications of Rincon clay loam: soil present on 0 to 2 percent slopes and soil present on 2 to 9 percent slopes. The San Ysidro loam is a moderately well-drained soil formed in alluvium with low runoff potential. It can be found on slopes with a 0 to 2 percent grade.

b. Seismic and Other Geologic Hazards

Similar to much of California, the project site is located within a seismically active region. The Coast Ranges geomorphic province area is characterized by northwest-trending faults controlled mainly by the San Andreas Fault. Regional faults are depicted in the Paso Robles General Plan Safety Element (City of Paso Robles 2014d), and the County's General Plan Safety Element (San Luis Obispo County 1999). Other potential seismic hazards known to occur within the vicinity of the project site include fault rupture, ground shaking, liquefaction and seismically induced settlement, expansive soils, and erosive soils.

Fault Rupture

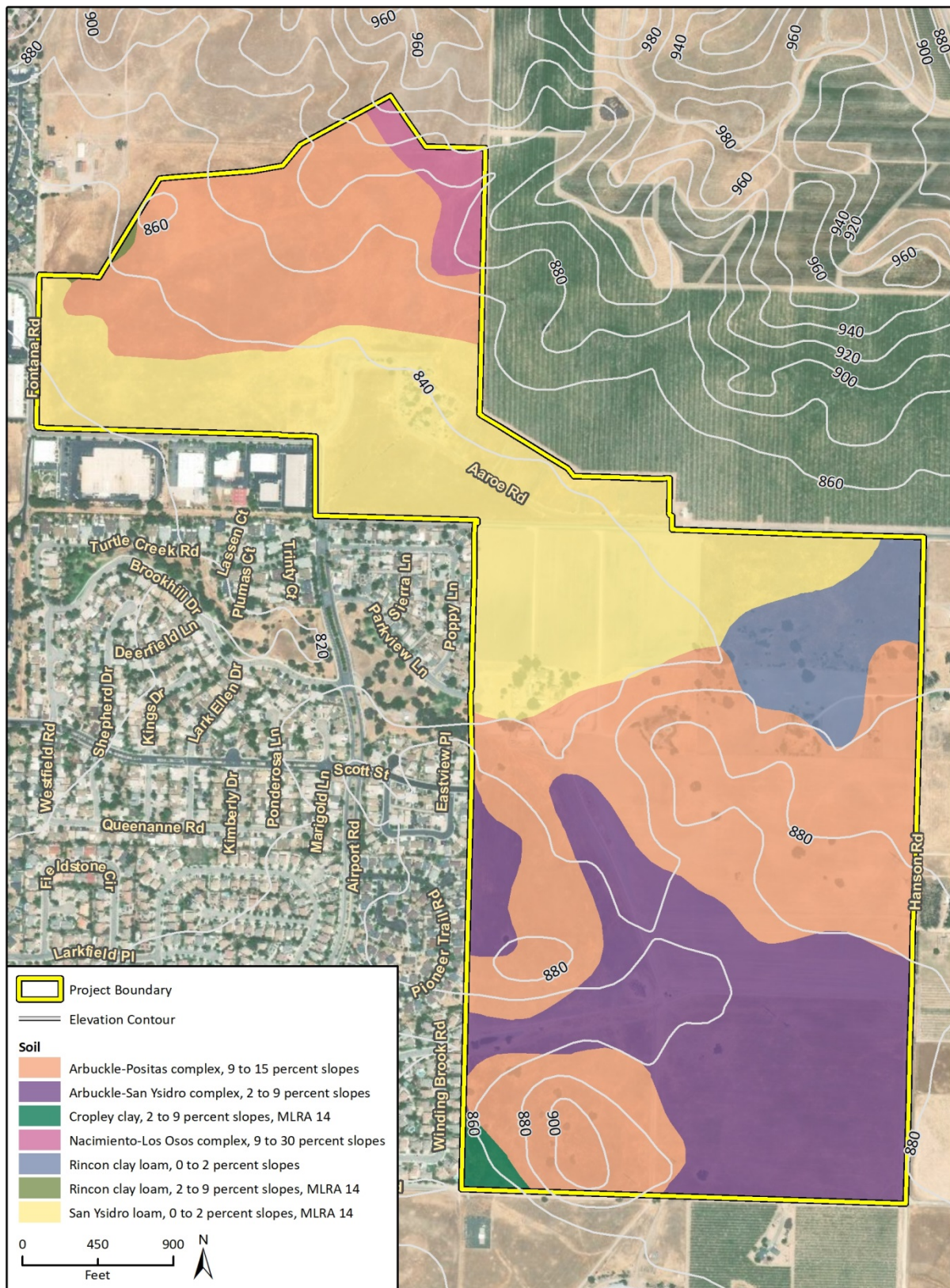
Seismically-induced ground rupture occurs as the result of differential movement across a fault. An earthquake occurs when seismic stress builds to the point where rocks rupture. As the rocks rupture, one side of a fault block moves relative to the other side. The resulting shock wave is the earthquake. If the rupture plane reaches the ground surface, ground rupture occurs. According to the California Department of Conservation (DOC), the project site is not located within an Alquist-Priolo Earthquake Fault Zone and no active faults have been mapped across the project site. The Rinconda Fault located approximately 2.7 miles away is the closest known active fault (Appendix F).

Ground Shaking/Ground Motions

Section 1613 of the 2016 California Building Code (CBC) requires that structures be designed and constructed to resist the effects of seismic ground motions. The design of such structures is dependent on the following criteria:

1. Soil site class, which are based on soil classifications A-F (hard rock, rock, very dense soil/soft rock, stiff soil, soft soil and special soil);

Figure 4.7-1 Soils and Topography Map



Imagery provided by Microsoft Bing and its licensors © 2019.

Additional data provided Soil Survey Staff, Natural Resources Conservation Service, USDA. Soil Survey Geographic (SSURGO) Database 2018. USGS 2019.

Fig 4.7-1 Soils and Topography Map

2. Building occupancy use, which is categorized by four types – Type IV (agricultural buildings), Type III (essential buildings), Type II (structures that represent a substantial hazard in the event of a collapse), Type I (all other buildings); and
3. Mapped spectral accelerations for short periods and for a one-second period.

Liquefaction and Seismically Induced Settlement

Liquefaction is a seismic phenomenon in which loose, saturated granular, and non-plastic fine-grained soils lose their structure/strength when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist:

1. Shallow groundwater (within the top 50 feet of the ground surface);
2. Low density non-plastic soils; and
3. High intensity ground motion.

Loose granular soil can also settle (compact) during liquefaction and as pore pressures dissipate following an earthquake. Soil explorations conducted as part of the geotechnical study indicate that liquefaction and later spreading potential on the project site is low due to competent alluvium, competent bedrock, and a lack of shallow groundwater (Appendix F).

Settlement can occur when foundations and surface improvements span soils with variable consolidation characteristics, such as the soils with variable moisture and density. Settlement can stress and damage foundations and surface improvements, resulting in cracks and displacement. Based on soil explorations conducted as part of the geotechnical study, soils present within the Specific Plan area are subject to settlement due to varying moisture and density (Appendix F).

Expansive Soils

Soils with relatively high clay content are expansive due to the capacity of clay minerals to take in water and swell/expand. Expansive soils tend to swell with seasonal increases in soil moisture and shrink during the dry season as soil moisture decreases. The volume changes that the soils undergo in this cyclical pattern can stress and damage slabs and foundations if precautionary measures are not incorporated in design and in the construction procedure. Expansion index testing of the clay soils conducted as part of the geotechnical study identified Specific Plan area soils in the “very low,” “low,” “medium,” and “high” expansion categories in accordance with 2016 CBC Section 1803.5.3 and ASTM D4829 (Appendix F).

Erosive Soils

Soil erosion is the removal of soil by water and wind. Factors that influence erosion potential include the amount of rainfall and wind, the length and steepness of the slope, and the amount and type of vegetative cover. The San Ysidro Loam and Rincon Clay Loam soils have slight to low erosion potential due to the nearly level topography. The Arbuckle-Positas Complex, Arbuckle-San Ysidro Complex, and Croyley clay soils have moderate erosion potential due to the moderately sloping topography. The Nacimiento-Los Osos Complex soils have high erosion potential due to the slow permeability of the soils. Overall, soils within the Specific Plan area range from slight to high erosion potential (Appendix F).

c. Paleontological Resources

Regional and local surficial geologic mapping in the project vicinity has been summarized in the Geotechnical Report (Appendix F). The site vicinity is underlain by Quaternary alluvium (Qal), and Quaternary Paso Robles Formation (QTp) bedrock, which may be associated with paleontological resources.

d. Regulatory Setting

California Building Code

The California Building Code (CBC), Title 24, Part 2 provides building codes and standards for the design and construction of structures in California. The 2016 CBC is based on the 2015 International Building Code with the addition of more extensive structural seismic provisions. Chapter 16 of the CBC contains definitions of seismic sources and the procedure used to calculate seismic forces on structures. The CBC requires addressing soil-related hazards, such as treating hazardous soil conditions involving removal, proper fill selection, and compaction, prior to construction. In cases where soil remediation is not feasible, the CBC requires structural reinforcement of foundations to resist the forces of expansive soils.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into law following the 1971 San Fernando earthquake. The Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. This Act groups faults into categories of active, potentially active, and inactive. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act directs the California Geological Survey to delineate Seismic Hazard Zones. The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and state agencies are directed to use seismic hazard zone maps developed by the California Geological Survey in their land-use planning and permitting processes. The Act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within seismic hazard zones.

City of Paso Robles Regulations

The City of Paso Robles General Plan (2014) is intended to guide land use planning by providing goals and policies to minimize the adverse effects of geologic hazards and ensure adequate design of structures. Goals and policies that are applicable to the project include:

POLICY S-1D Structural Safety. The City will rely on its planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from fire, flooding, and geologic hazards.

- Action Item 4** The City will discourage the locating of critical facilities within identified hazard areas.
- Action Item 6** The City will prohibit construction within seismic and geologic hazards areas, including: areas directly astride known active or potentially active faults or fault zones; areas in high landslide risk areas without site-specific slope stability investigations; and areas of potential liquefaction without site-specific analysis of liquefaction potential.
- Action Item 7** In reviewing development proposals for future water impoundments, the City will require an evaluation of potential inundation areas and design of the dam to withstand earthquakes.

Section 20.12 of the Paso Robles Municipal Code describes requirements for soils and geology reports and grading permit requirements. Title 20 Grading and Title 22 Subdivisions of the Municipal Code describes requirements related to the control of drainage and stormwater and the design of streets and other public improvements.

4.7.2 Impact Analysis

a. Methodology and Significance Thresholds

Assessment of impacts is based on review of site information and conditions and city information regarding geologic issues. In accordance with the State CEQA Guidelines, a project would result in a significant impact if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
 - Strong seismic ground shaking;
 - Seismic-related ground failure, including liquefaction;
 - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; and/or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Potential impacts related to soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems are discussed in Section 4.18, Effects Found Not to be Significant.

b. Project Impacts and Mitigation Measures

Threshold:	Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?
Threshold:	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Impact GEO-1 THE PROJECT SITE MAY BE SUBJECT TO STRONG GROUND SHAKING, WHICH COULD CAUSE FILL MATERIAL TO SETTLE; DESTABILIZE SLOPES; AND DAMAGE STRUCTURES, PROPERTY, UTILITIES, ROAD ACCESS, AND PEOPLE. COMPLIANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS WOULD ENSURE IMPACTS RELATED TO GROUND SHAKING REMAIN LESS THAN SIGNIFICANT (CLASS III).

No active faults that could result in rupture of the ground surface have been mapped across the Specific Plan area. The closest known potentially active fault is the Rinconada Fault, located approximately 2.7 miles southwest of the project site.

Nevertheless, the project site is located in a region with high seismicity and may be subject to strong ground shaking from earthquakes on regional faults. Aside from direct physical damage to structures caused by ground shaking, marginally stable slopes and inadequately compacted fill material could move and cause additional damage. Gas, water, and electrical lines can be ruptured during the ground shaking or broken during the movement of material activated by the seismic event, which can jeopardize public safety after an earthquake. The Geotechnical Report included probabilistic modeling of ground shaking based on the Maximum Considered Earthquake with a 2% probability of being exceeded in 50 years and estimated the mean peak ground acceleration (PGA) to be 4.910 meters per second squared (m/s^2).

The CBC requires new habitable structures to be engineered to withstand expected ground accelerations. Consistent with CBC requirements, habitable structures in the Specific Plan area would be engineered to withstand a PGA of 4.910 (m/s^2) from an earthquake on the Rinconada Fault. The project would not risk exacerbating any impacts associated with seismicity, and compliance with all applicable provisions of the CBC would ensure that impacts from ground shaking would remain less than significant.

Soil explorations conducted as part of the Geotechnical Report concluded that liquefaction and lateral spreading potential on the project site is low due to competent alluvium, competent bedrock, and a lack of shallow groundwater. Laboratory testing and subsurface exploration conducted as part of the Geotechnical Report concluded that the potential for landslides on the project site is low due to the lack of geomorphic expressions indicative of historical or potential

landslides (Appendix F). The project would not exacerbate any risks associated with ground failure. Therefore, impacts related to liquefaction and landslides would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold: Would the project result in substantial soil erosion or the loss of topsoil?
--

Impact GEO-2 PORTIONS OF THE PROJECT SITE CONTAIN SOILS THAT ARE HIGHLY ERODIBLE. ON-SITE DEVELOPMENT MAY INCREASE SOIL EROSION ON THE PROJECT SITE DURING AND AFTER CONSTRUCTION. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

Based on information provided in the preliminary grading plan, the project would result in a total of one million cubic yards of cut/fill to be balanced on site. Excavation and grading would expose of ground surfaces throughout the project site and could result in erosion of soils and sedimentation. During grading and soil storage, there is the potential for soil migration offsite via wind entrainment and/or water erosion. Projects that disturb one or more acres of soil, or projects that are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the Construction General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP), which includes a menu of erosion and sediment control BMPs to be selected and implemented based on the phase of construction and the weather conditions to effectively control erosion and sediment using the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology (BAT/BCT).

Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. BMPs that may be implemented during construction through the city-issued grading permit and/or SWPPP include the use of geotextiles and mats, temporary drains and swales, silt fences and sediments traps. Erosion control practices may include the use of drainage controls such as down drains, detention ponds, filter berms, or infiltration pits; removal of any sediment tracked offsite within the same day that it is tracked; containment of polluted runoff onsite; use of plastic covering to minimize erosion from exposed areas; and restrictions on the washing of construction equipment.

Compliance with the SWPPP and associated BMPs would reduce potential erosion induced siltation of creeks and other drainages. However, portions of the project site contain soils that are highly erodible and would require filling. Therefore, mitigation is required to reduce impacts associated with soil erosion and loss of topsoil to less than significant.

Mitigation Measures

Mitigation Measure GEO-2 is required to ensure that fill material is sufficiently compacted to reduce potential for soil erosion and sedimentation into drainages.

GEO-2 Moisture Conditioning & Fill Compaction

The recommendations of the Geotechnical Report, including those pertaining to grading and soils compaction operations shall be incorporated into the project plans and specifications.

Plan Requirements and Timing. To be confirmed by the city prior to permit approval.

Monitoring. The Geotechnical Engineer shall perform observation and testing as necessary to ensure that grading operations conform the recommendations of the Geotechnical Report to the satisfaction of the City Engineer.

Significance After Mitigation

Implementation of Mitigation Measure GEO-2 and applicable erosion control BMPs in the city-issued grading permit and SWPPP would reduce impacts associated with the short-term exposure of graded soils and potential for soil erosion and sedimentation into drainages resulting from buildout of the project to a less than significant level.

Threshold:	Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
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Impact GEO-3 EXPANSIVE SOILS ARE PRESENT IN THE SPECIFIC PLAN AREA. DEVELOPMENT ON EXPANSIVE SOILS COULD DAMAGE SLABS AND FOUNDATIONS. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

Expansion index testing of the clay soils conducted as part of the geotechnical study identified Specific Plan area soils ranging from “very low” to “high” erosion potential in accordance with 2016 CBC Section 1803.5.3 and ASTM D4829 (Appendix F). Expansive soils tend to swell with seasonal increases in soil moisture and shrink during the dry season as soil moisture decreases. The volume changes that the soils undergo in this cyclical pattern can stress and damage slabs and foundations, resulting in a potentially significant impact.

Mitigation Measures

Mitigation Measure GEO-2 requires that fill material is sufficiently compacted to reduce potential for soil erosion and sedimentation into drainages. In addition, Mitigation Measure GEO-3 is also required to ensure all recommendations contained in the Geotechnical Report (Appendix F) are fully implemented.

GEO-3 Geotechnical Report Measures

The recommendations of the Geotechnical Report, including those pertaining to earthwork and grading and intended to reduce impacts from expansive soils, shall be incorporated into the project plans and specifications.

Plan Requirements and Timing. To be confirmed by the city prior to permit approval.

Monitoring. The Geotechnical Engineer is to perform field observation and testing as necessary to confirm that grading operations conform the recommendations of the Geotechnical Report to the satisfaction of the Building Official and the City Engineer.

Significance After Mitigation

Implementation of Mitigation Measure GEO-2 and Mitigation Measure GEO-3 would reduce potential impacts due to expansive soils to a less than significant level.

Threshold: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
--

Impact GEO-4 PALEONTOLOGICAL RESOURCES MAY BE PRESENT IN FOSSIL-BEARING SOILS THAT UNDERLAY THE SPECIFIC PLAN AREA. GROUND-DISTURBING ACTIVITIES COULD DAMAGE RESOURCES THAT MAY BE PRESENT BELOW THE SURFACE. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

There are no records of unique paleontological resources or sites, or unique geologic features on the project site. However, according to the Geologic Map of California, San Luis Obispo Sheet (CDMG 1978), the site vicinity is underlain by Plio-Pleistocene nonmarine and river terrace deposits, which may be associated with paleontological resources. Therefore, paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Therefore, the project would have a potentially significant impact on paleontological resources.

Mitigation Measures

Mitigation Measures GEO-4(a) and GEO-4(b) are required to minimize potential impacts to paleontological resources below the ground surface.

GEO-4(a) Worker Paleontological Resource Awareness Session

A qualified city-approved consultant selected by the Owner/Applicant shall develop a worker awareness program to educate all workers regarding the protection of any paleontological resources that may be discovered during project development, as well as appropriate procedures to enact should paleontological resources be discovered. The qualified consultant shall develop appropriate training materials including a summary of geologic units present at the development site, potential paleontological resources that may be encountered during development, and worker attendance sheets to record workers' completions of the awareness session. The worker awareness session for paleontological resources shall occur prior to project development, and as new employees are added to the project site workforce. The qualified consultant shall provide awareness session sign-in sheets documenting employee attendance to the city for review as requested.

Plan Requirements and Timing. The worker awareness program shall be reviewed and approved by the city prior to grading permit issuance. The Owner/Applicant shall provide city compliance monitoring staff with the name and contact information for the qualified consultant prior to grading/building permit issuance and pre-construction meeting.

Monitoring. The Owner/Applicant shall demonstrate that the worker awareness program conforms to the required conditions to the satisfaction of the city.

GEO-4(b) Paleontological Monitoring and Handling of Resources Inadvertently Discovered During Grading

If unrecorded paleontological resources are uncovered during ground disturbance or construction activities, the Owner/Applicant, under the direction of the qualified consultant identified in Mitigation Measure GEO-3(a) shall:

- a. Temporarily halt construction or excavation activities within 50 feet of the find and redirect activity to other work areas;

- b. Immediately notify the city regarding the resource and redirected grading activity; and
- c. Obtain the services of a professional paleontologist who shall assess the significance of the find and provide recommendations as necessary for its proper disposition for review and approval by the City of Paso Robles. All significance assessment and mitigation of impacts to the paleontological resource and verification shall be reviewed by the City of Paso Robles prior to resuming grading in the area of the find. Mitigation may involve preservation in place or documentation and excavation of the resource.

Upon discovery of potentially significant paleontological resources and completion of the above measures, the Owner/Applicant shall submit to City of Paso Robles a report prepared by the qualified paleontologist documenting all actions taken.

Plan Requirements and Timing. This condition shall be printed on all building and grading plans.

Monitoring. City compliance monitoring staff shall confirm monitoring by the qualified consultant.

Significance After Mitigation

Implementation of Mitigation Measures GEO-4(a) and GEO-4(b) would reduce the project's potential impacts to paleontological resources to a less than significant level.

c. Cumulative Impacts

Planned, proposed, and approved projects in and around the city (refer to Section 3.3, Cumulative Development) would expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas and impacts to these resources would be mitigated on a case-by-case basis. Compliance with existing regulations, including CBC requirements, city-issued permit requirements, and Construction General Permit requirements, would minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in cumulatively considerable impacts. Cumulative geologic hazard impacts would be less than significant, and the project's contribution would not be cumulatively considerable.

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4.8 Greenhouse Gas Emissions

This section discusses the project's potential impacts relating to greenhouse gas emissions. The impact analysis from the Air Quality & Greenhouse Gas Impact Assessment prepared for the project by Ambient Air Quality and Noise Consultants (Ambient) in August 2019 and peer reviewed by Rincon Consultants, Inc. was incorporated into this section. The Air Quality & Greenhouse Gas Impact Assessment is provided in Appendix C.

4.8.1 Setting

a. Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but climate change is preferred because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The United Nations Intergovernmental Panel on Climate Change (IPCC) expressed a high degree of confidence (95 percent or greater chance) that anthropogenic warming and cooling influences on climate indicate the global average net effect of human activities has been the dominant cause of warming since the mid-twentieth century (IPCC 2014).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHG). The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations.

GHGs are emitted by natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are usually by-products of fossil fuel combustion, and CH₄ results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆ (United States Environmental Protection Agency [USEPA] 2019). Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO₂e), and is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane CH₄ has a GWP of 25, meaning its global warming effect is 25 times greater than carbon dioxide on a molecule per molecule basis (IPCC 2007).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat-trapping effect of GHGs, the earth's surface would be about 34° Celsius (°C) cooler (California Environmental Protection Agency [CalEPA] 2006). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, are believed to have elevated the concentration of these gases in the atmosphere beyond the level of concentrations that occur naturally.

b. Greenhouse Gas Emissions Inventory

Worldwide anthropogenic emissions of GHGs were approximately 46,000 million metric tons (MMT or gigatonne) CO₂e in 2010 (IPCC 2014). CO₂ emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010. Of anthropogenic GHGs, carbon dioxide was the most abundant accounting for 76 percent of total 2010 emissions. Methane emissions accounted for 16 percent of the 2010 total, while nitrous oxide and fluorinated gases accounted for 6 percent and 2 percent respectively (IPCC 2014).

Federal Emissions Inventory

Total United States (U.S.) GHG emissions were 6,456.7 MMT of CO₂e in 2017 (USEPA 2019b). Total U.S. emissions have increased by 1.3 percent since 1990; emissions decreased by 0.5 percent from 2016 to 2017 (USEPA 2019b). The decrease from 2016 to 2017 was a result of multiple factors, including (1) a continued shift from coal to natural gas and other non-fossil energy sources in the electric power sector and (2) milder weather in 2017 resulting in overall decreased electricity usage (USEPA 2019b). Since 1990, U.S. emissions have increased at an average annual rate of 0.05 percent. In 2017, the industrial and transportation end-use sectors accounted for 30 percent and 29 percent, respectively, of GHG emissions while, the residential and commercial end-use sectors accounted for 15 percent and 16 percent of GHG emissions, respectively, with electricity emissions distributed among the various sectors (USEPA 2019b).

California Emissions Inventory

Based on the California Air Resource Board's (CARB) California Greenhouse Gas Inventory for 2000-2017, California produced 424.1 MMT of CO₂e in 2017 (CARB 2019b). The major source of GHGs in California is associated with transportation, contributing 41 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 24 percent of the state's GHG emissions, and electric power accounting for approximately 15 percent (CARB 2018). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. In 2016, the State of California achieved its 2020 GHG emission reduction targets as emissions fell below 431 MMT of CO₂e (CARB 2019b). The annual 2030 statewide target emissions level is 260 MMT of CO₂e (CARB 2017). With implementation of the 2017 Scoping Plan, regulated GHG emissions are projected to decline to 260 MMT of CO₂e per year by 2030.

Local Emissions Inventory

In 2005, the latest year during which the City of Paso Robles Climate Action Plan provides data for city-wide emissions, the City of Paso Robles generated approximately 169,557 metric tons (MT) of CO₂e communitywide. The transportation sector was the largest source of emissions, contributing approximately 40 percent of total emissions. The residential and commercial/industrial sectors

generated approximately 24 percent and 20 percent of total GHG emissions, respectively (City of Paso Robles 2013). Since 2005, the population of Paso Robles has grown by approximately 15.4 percent from approximately 27,045 to 31,204 residents (United States Census Bureau 2000 and 2010; California Department of Finance 2018). This increase in population is within the forecast 2020 population of 32,127 residents used in the GHG emissions forecast that underlies the city's Climate Action Plan, which demonstrates an overall decrease in GHG emissions by 2020 with implementation of statewide and city-specific emission reduction measures.

c. Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Each of the past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The observed global mean surface temperature (GMST) for the decade between 2006 to 2015 was approximately 0.87°C (0.75°C to 0.99°C) higher than the average GMST over the period from 1850 to 1900. Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations jointly indicate that LSAT and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014, IPCC 2018).

According to *California's Fourth Climate Change Assessment*, statewide temperatures from 1986 to 2016 were approximately 0.6 to 1.1°C higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include reduced water supply from snow pack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (State of California 2018). While there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. In addition to statewide projections, *California's Fourth Climate Change Assessment* includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally-specific climate change case studies (State of California 2018). A summary follows of some of the potential effects that could be experienced in California as a result of climate change.

Air Quality

Higher temperatures are conducive to air pollution formation and could worsen air quality in California as they rise. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. As temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada (State of California 2018). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality would worsen, but if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution. This would effectively reduce the number of large wildfires, thereby ameliorating the pollution associated with them. Severe heat accompanied by drier conditions and poor air quality could

increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (California Natural Resources Agency 2009).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. For example, many southern California cities have experienced their lowest recorded annual precipitation twice within the past decade, but in a span of only two years, Los Angeles experienced both its driest and wettest years on record (California Department of Water Resources 2008). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western U.S., including the Sierra Nevada, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts (State of California 2018). The Sierra snowpack provides the majority of California's water supply, as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and result in less snowfall at lower elevations, thereby reducing the total snowpack (California Department of Water Resources 2008; State of California 2018). The State of California projects that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (State of California 2018).

Hydrology and Sea Level Rise

Climate change could affect the amount of snowfall, rainfall, and snow pack, and it could affect the intensity and frequency of storms and flooding (flash floods, rain or snow events, coincidental high tide and high runoff events) (State of California 2018). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels over the 2001-2010 decade, observed by satellites, ocean buoys, and land gauges, was approximately 3.2 millimeters per year, double the twentieth century trend of 1.6 millimeters per year. Global mean sea levels averaged over the last decade were about 0.20 meter higher than those of 1880 (World Meteorological Organization 2013). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea-level rise of 0.25 to 0.94 meters by 2100 (IPCC 2018). A rise in sea levels could erode 31 to 67 percent of southern California beaches, flooding approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to salt water intrusion and induce groundwater flooding and/or exposure of buried infrastructure (State of California 2018). Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has a \$50 billion annual agricultural industry that produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture 2018). Higher CO₂ levels can stimulate plant production and increase plant water-use

efficiency, but if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent. This would increase water demand as hotter conditions lead to the loss of soil moisture; crop-yield could be threatened by water-induced stress and extreme heat waves; and plants may be susceptible to new and changing pest and disease outbreaks (State of California 2018). Temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems and Wildlife

Climate change and the potential resulting changes in weather patterns could have ecological effects on the global and local scales. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century (State of California 2018). Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative species within communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006; State of California 2018).

d. Regulatory Setting

Federal Regulations

The U.S. Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) that the USEPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 S. Ct. 2427 [2014]), the U.S. Supreme Court held USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source and be required to obtain a PSD or Title V permit. The Court also held that PSD permits otherwise required based on emissions of other pollutants, may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

California Regulations

CARB is responsible for the coordination and oversight of state and local air pollution control programs in California. There are numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

California Advanced Clean Cars Program

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-

effective reduction of GHG emissions from motor vehicles.” On June 30, 2009, USEPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the USEPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as “LEV (Low Emission Vehicle) III GHG,” regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs, and would provide major reductions in GHG emissions. By 2025, the rules will be fully implemented, and new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32)

The “California Global Warming Solutions Act of 2006,” AB 32, outlines California’s major initiative for reducing GHG emissions; it was signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO₂e. CARB approved the Scoping Plan on December 11, 2008 and the Plan included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Plan’s approval.

CARB approved the 2013 Scoping Plan update in May 2014. The update defined CARB’s climate change priorities for the next five years and set the groundwork to reach post-2020 statewide goals. The update highlighted California’s progress toward meeting the “near-term” 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State’s longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and policies, such as SB 350 and SB 1383 (see below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six metric tons (MT) CO₂e by 2030 and two MT CO₂e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

Senate Bill 97

SB 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Natural Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts.

Senate Bill 375

SB 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPOs) are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the MPO's Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy categorized as "transit priority projects" would receive incentives to streamline CEQA processing

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The San Luis Obispo Council of Governments (SLOCOG) was assigned targets of a 3 percent reduction in GHGs from transportation sources by 2020 and an 11 percent reduction in GHGs from transportation sources by 2035. SLOCOG adopted the 2019 Regional Transportation Plan (RTP) in June 2019, which includes the region's SCS and meets the requirements of SB 375 (SLOCOG 2019c).

Senate Bill 1383

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

The bill also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Executive Order B-55-18

On September 10, 2018, the governor issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

California Building Standards Code

CALIFORNIA CODE OF REGULATIONS, TITLE 24 – CALIFORNIA BUILDING CODE

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code, or CBC. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The CBC's energy-efficiency and green building standards are outlined below.

PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS/ENERGY CODE

CCR, Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. The Energy Code is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC).

The 2019 Title 24 standards are the applicable building energy efficiency standards for the project because they will become effective on January 1, 2020. In general, under the 2019 Standards, nonresidential buildings will be 30 percent more energy-efficient compared to the 2016 Standards, and single-family homes will be seven percent more energy-efficient (CEC 2018d). In addition, the 2019 Standards require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories or fewer. When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use approximately 50 percent less energy compared to homes built to the 2016 standards (CEC 2018d). In addition, per Section 110.10, residential and non-residential buildings must incorporate the following solar zone areas (see the 2019 Standards for exceptions):

- Minimum area of 250 square feet for single-family residences located in subdivisions with ten or more single-family residences that do not have a photovoltaic system installed
- Minimum area of 15 percent of the total roof area excluding any skylight area for low-rise multi-family buildings that do not have a photovoltaic system installed, high-rise multi-family buildings and hotel/motel occupancies with ten habitable stories or fewer, and nonresidential buildings with three habitable stories or fewer (other than healthcare facilities)

Solar zones must be comprised of areas that have no dimension less than five feet and are no less than 80 square feet each for buildings with roof areas less than or equal to 10,000 square feet or no less than 160 square feet each for buildings with roof areas greater than 10,000 square feet. See the 2019 Standards for additional requirements regarding the azimuth, shading, interconnection pathways, and electrical service panels of solar zones.

PART 11 – CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The 2016 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- Dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- Installation of electric vehicle charging stations in at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

The voluntary standards require:

- **Tier I:** 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, cool/solar reflective roof; and
- **Tier II:** 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, and 30 percent cement reduction, cool/solar reflective roof.

Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water-reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

California Integrated Waste Management Act (Assembly Bill 341)

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; (2) diversion of 50 percent of all solid waste on and after January 1, 2000; and (3) diversion of 75 percent of all solid waste by 2020, and annually thereafter. CalRecycle is required to develop strategies, including source reduction.

California Environmental Quality Act

Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the *State CEQA Guidelines* for determining the effects and feasible mitigation of GHG emissions of GHG emissions. The adopted *CEQA Guidelines* provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, a variety of air districts, including the San Luis Obispo Air Pollution Control District (SLOAPCD), have adopted quantitative significance thresholds for GHGs.

For more information on the Senate and Assembly bills, executive orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

RELEVANT CASE LAW

Center for Biological Diversity v. California Department of Fish and Wildlife (Case No. 217763)

The California Supreme Court's decision in the *Center for Biological Diversity v. California Department of Fish and Wildlife* was published on November 30, 2015; it evaluated the methodology used to analyze GHG emissions in an EIR prepared for the Newhall Ranch development project that included approximately 20,885 dwelling units with 58,000 residents on 12,000 acres of undeveloped land in Los Angeles County. The EIR used a business-as-usual (BAU) approach to evaluate whether the project would be consistent with the AB 32 Scoping Plan. The Court found there was insufficient evidence in the record of that project to explain how a project that reduces its GHG emissions by the same percentage as the BAU reduction identified for the state to meet its statewide targets supported a conclusion that the project impacts were below a level of significance.

The California Supreme Court suggested regulatory consistency as a pathway to compliance, by stating that a lead agency might assess consistency with the State's GHG reduction goals by evaluating for compliance with regulations designed to reduce GHG emissions. This approach is consistent with CEQA Guidelines Section 15064.4(b), which provides that a determination of an impact is not cumulatively considerable to the extent to which the project complies with regulations or requirements implementing a statewide, regional, or local plan to reduce or mitigate GHG emissions. The Court also found that a lead agency may rely on numerical and efficiency-based thresholds of significance for GHG emissions, if supported by substantial evidence.

Golden Door Properties, LLC v. County of San Diego/Sierra Club, LLC v. County of San Diego (Case No. 072406)

The Fourth District Court of Appeal decision published on September 28, 2018, in the *Golden Door Properties, LLC v. County of San Diego* evaluated the County of San Diego's 2016 Guidance Document's GHG efficiency metric which establishes a generally applicable threshold of significance for proposed projects. The Court held that the County of San Diego is barred from using its 2016 climate change analysis guidance document's threshold of significance for GHG analysis of 4.9 MT of CO₂e per service population per year. The Court stated that the document violated CEQA because it was not adopted formally by ordinance, rule, resolution, or regulation through a public review process per State CEQA Guidelines Section 15064.4(b)(3). The Court also found that the threshold was not supported by substantial evidence that adequately explained how a service population threshold derived from statewide data could constitute an appropriate GHG metric to be used for all

projects in unincorporated San Diego County. Nevertheless, lead agencies may make project-specific GHG threshold determinations.

Local Regulations

SLOCOG 2019 RTP

SLOCOG is the federally-designated Metropolitan Planning Organization (MPO) and a regional planning agency for San Luis Obispo County. SLOCOG addresses regional issues relating to transportation, the economy, community development and the environment, and produces the region's RTP and SCS, which address regional development and growth forecasts. The 2019 RTP provides the following seven goals aimed at integrated land use and transportation planning, which are accompanied by specific policy objectives (SLOCOG 2019c):

1. Preserve the transportation system.
2. Improve intermodal mobility and accessibility for all people.
3. Support a vibrant economy.
4. Improve public safety and security.
5. Foster livable, healthy communities and promote social equity.
6. Practice environmental stewardship.
7. Practice financial stewardship.

City of Paso Robles Climate Action Plan

In November 2013, the City of Paso Robles adopted its Climate Action Plan (CAP) for reducing GHG emissions. The CAP is a strategic document, prepared pursuant to AB 32. The CAP outlines the city's approach to achieving its GHG reduction target of 15 percent below 2005 levels by 2020 and is a qualified GHG reduction plan consistent with State CEQA Guidelines Section 15183.5 through year 2020. The city's CAP allows the city to streamline the CEQA review process of certain development projects with buildout years through 2020. The CAP includes the following elements (City of Paso Robles 2013):

- Summary of the results of the City of Paso Robles 2005 Greenhouse Gas Emissions Inventory Update, which identifies the major sources and quantities of GHG emissions produced within Paso Robles and forecasts how these emissions may change over time.
- Identification of the quantity of GHG emissions that Paso Robles will need to reduce to meet the state-recommended target of 15 percent below 2005 levels by the year 2020.
- Establishment of city government and community-wide GHG reduction measures, including performance standards, which if implemented, would collectively achieve the specified emission reduction target.
- Identification of proactive strategies that can be implemented to help Paso Robles prepare for anticipated climate change impacts.
- Establishment of the procedures to implement, monitor, and verify the effectiveness of the CAP measures and adapt efforts moving forward as necessary.

4.8.2 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO₂, CH₄, and N₂O because these make up 98 percent of all GHG emissions by volume and are the GHGs the project would emit in the largest quantities (IPCC 2014). Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, because the project is a mixed-use residential, commercial, and institutional development, the quantity of fluorinated gases would not be significant because fluorinated gases are primarily associated with industrial processes. Emissions of all GHGs are converted into their equivalent GWP in terms of CO₂ (CO₂e). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the total calculated CO₂e amounts.

GHG emissions from construction and operation of the project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 based on project-specific information. Trip generation rates for the proposed residential land uses and elementary school were derived from the City's Travel Demand Forecasting Model (2009), which is specific to the Paso Robles area and is recommended by SLOAPCD. Mobile-source emissions for non-residential land uses not identified in the City's Travel Demand Forecasting Model, including the proposed commercial uses and health club, were quantified based on the trip generation rates derived from the Institute of Transportation Engineers, consistent with the trip generation methodology included in the project Transportation Impact Analysis (Appendix I). See Appendix C for a detailed discussion of methodology and modeling assumptions used in the project emissions modeling. Procedures and guidance regarding the evaluation of air quality impacts associated with land development projects are provided by SLOAPCD's *CEQA Air Quality Handbook* (2012a), *Greenhouse Gas Thresholds and Supporting Evidence* guidance document (2012b), and the Clarification Memorandum (2017).

Significance Thresholds

Based on Appendix G of the State CEQA Guidelines, impacts related to GHG emissions from the project would be significant if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

In late 2015, the California Supreme Court's Newhall Ranch decision confirmed that there are multiple potential pathways for evaluating GHG emissions consistent with CEQA, depending on the circumstances of a given project (Center for Biological Diversity v. Department of Fish and Wildlife (2015) 62 Cal. 4th 204). The decision also identified the need to analyze both near term and post-2020 emissions, as applicable, stating that an "EIR taking a goal-consistency approach to CEQA significance may in the near future need to consider the project's effects on meeting longer term emissions reduction targets." While not legally binding on local land use agencies, SB 32 extends the statewide AB 32 reduction goal, requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030, and EO B-55-18 has set forth a long-term reduction target to achieve statewide carbon neutrality by the year 2045.

In March 2012, SLOAPCD adopted CEQA thresholds for GHG emissions. Based on the adopted SLOAPCD guidance, the following three quantitative thresholds may be used to evaluate the level of significance of GHG emissions impacts for land use projects:

1. **Qualified GHG Reductions Strategies.** A project would have a significant impact if it is not consistent with a qualified GHG reduction strategy that meets the requirements of the State CEQA Guidelines. If a project is consistent with a qualified GHG reduction strategy, it would not have a significant impact; OR,
2. **Bright-Line Threshold.** A project would have a significant impact if it exceeds the "bright-line threshold" of 1,150 MT of CO₂e per year; OR,
3. **Efficiency Threshold.** A project would have a significant impact if the efficiency threshold exceeds 4.9 MT of CO₂e per service person per year. The service population is defined as the number of residents plus employees for a given project.

As discussed in Section 4.8.1(d), Regulatory Setting, the City of Paso Robles CAP is a qualified GHG reduction plan consistent with State CEQA Guidelines Section 15183.5 through year 2020. However, the proposed Specific Plan has a buildout year of 2024; therefore, this analysis does not rely on consistency with the city's CAP strategies to evaluate the significance of the project's GHG emissions. The SLOAPCD bright-line and efficiency thresholds were based on achieving the 2020 GHG reduction targets established by AB 32 and do not account for the more stringent 2030 GHG emissions reduction target set forth by SB 32. Therefore, the SLOAPCD bright-line and efficiency thresholds are not appropriate for evaluating the project's GHG emissions because the project would be completed in year 2024. As a result, in accordance with CEQA Guidelines Section 15064.4(b)(2), this analysis develops a project-specific, locally-appropriate efficiency threshold to determine the significance of the project's GHG emissions. Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. These thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target would result in less than significant GHG emissions. A locally-appropriate 2030 project-specific threshold is derived from CARB's recommendations in the 2017 Climate Change Scoping Plan, as discussed below.

With the release of the 2017 Climate Change Scoping Plan, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan-level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed Specific Plan (e.g., agriculture and industrial).

Accordingly, consistent with the concerns raised in the Golden Door (2018) and Newhall Ranch (2015) decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally-appropriate, evidence-based, commercial project-specific threshold consistent with the SB 32 target. Emissions sectors that do not apply to the proposed project (i.e., industrial, agriculture) were excluded from the calculation.

The GHG emissions inventory for the land use sectors applicable to the proposed project were summed to create a locally-appropriate emissions total for a mixed-use project in Paso Robles for years 2024 (Plan buildout year) and 2030 (next milestone GHG target year per the 2017 Scoping Plan). These locally-appropriate emissions totals were divided by the statewide 2024 and 2030 projected service population, respectively, to determine locally-appropriate, project-level thresholds. Project-generated GHG emissions that would exceed the efficiency threshold of 4.0 MT of CO₂e per service person in year 2024 or 3.3 MT of CO₂e per service person in year 2030 would be considered to have a potentially significant impact on the environment. See Table 4.8-1 for threshold calculations.

Table 4.8-1 SB 32 Locally-Appropriate Project-Specific Thresholds

Topic	Metric	2024	2030
Projected Statewide Service Population	California Population (persons) ¹	41,994,283	43,939,250
	California Employment Projection (persons) ²	19,636,080	20,795,940
	Service Population (persons)	61,630,363	64,735,190
Locally-Appropriate Project Thresholds	Locally-Appropriate Emissions Sectors (MT of CO ₂ e) ³	249,000,000	213,000,000
	Service Population (persons)	61,630,363	64,735,190
	Service Person Target (MT of CO ₂ e per service person per year)	4.0	3.3

¹ California Department of Finance 2019

² California Employment Development Department. Employment Projections Labor Market Information Resources and Data, "CA Long-Term. 2016-2026 Statewide Employment Projections". Year 2030 employment data was projected based on the average annual increase for years 2016 through 2026.

³ Based on ARB 2017 Climate Scoping Plan Update/SB 32 Scoping Plan Emissions Sector targets

At this time, the state has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Scoping Plan to demonstrate how the state will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In the recently signed EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update. While state and regional regulators of energy and transportation systems, along with the state's Cap and Trade program, are designed to be set at limits to achieve most of the reductions needed to hit the State's long-term targets, local governments can do their fair share toward meeting the State's targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. The Association of Environmental Professionals (AEP) Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of state climate change legislation and assess their "substantial progress" toward achieving long-term reduction targets identified in available plans, legislation, or EOs. Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed in terms of whether the proposed Specific Plan would

impede “substantial progress” toward meeting the reduction goal identified in SB 32 and EO B-55-18. As SB 32 is considered an interim target toward meeting the 2045 state goal, consistency with SB 32 would be considered contributing substantial progress toward meeting the State’s long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term state targets is important because these targets have been set at levels that achieve California’s fair share of international emissions reduction targets that will stabilize global climate change effects and avoid the adverse environmental consequences described under Section 4.8.1, Setting (EO B-55-18).

Project Service Population

Based on the adopted SLOAPCD guidance, the project’s service population was determined by summing the number of residents, employees, and students that would be accommodated by the project (Appendix C). As discussed in Section 4.13, *Population and Housing*, the proposed Specific Plan would accommodate approximately 3,517 residents and approximately 73 employees. As discussed in Section 2, Project Description, the project also includes an elementary school that would accommodate approximately 495 students. Therefore, the project’s service population would be 4,085 persons (3,517 residents + 73 employees + 495 students).

b. Project Impacts and Mitigation Measures

Threshold:	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
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Impact GHG-1 PROJECT CONSTRUCTION AND OPERATION WOULD GENERATE TEMPORARY AND LONG-TERM INCREASES IN GHG EMISSIONS. THESE EMISSIONS WOULD NOT RESULT IN A POTENTIALLY SIGNIFICANT CONTRIBUTION TO CLIMATE CHANGE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

Construction Emissions

Project construction would generate temporary GHG emissions primarily from diesel-powered construction equipment as well as from vehicles transporting construction workers to and from the Specific Plan area and heavy trucks to transport building materials and construction equipment. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment.

Construction emissions modeling assumed that construction would occur over the course of 45 months, which is a conservatively brief timeframe based on the size of the Specific Plan area and scale of proposed development in the Specific Plan area, beginning in January 2020 and ending in August 2023. The construction equipment mix was based on locally-appropriate industry standard CalEEMod default values. Soil material is planned to be balanced on-site. Estimated annual construction-related GHG emissions are shown in Table 4.8-2.

Table 4.8-2 Estimated GHG Emissions during Construction

Year	Annual Emissions (MT of CO ₂ e)
2020	4,848.9
2021	8,518.2
2022	8,295.9
2023	3,617.5
Total	25,280.5
Amortized over estimated project lifetime (30 years) ¹	842.7

¹ SLOAPCD recommends amortizing construction-related GHG emissions over the life of the project and adding amortized construction emissions to annual operational emissions for the purpose of providing a mechanism for the project to mitigate these impacts alongside operational impacts (SLOAPCD 2012a). SLOAPCD recommends an amortization period of 50 years for residential projects and 25 years for commercial projects. Because the Specific Plan includes a mix of uses, this analysis conservatively assumes a minimum project life of 30 years.

As shown in Table 4.8-2, project construction would emit approximately 25,281 MT of CO₂e over the 45-month construction period, or approximately 843 MT of CO₂e per year when amortized over a 30-year period (the assumed minimum project lifetime).

Combined Annual Emissions

New development facilitated by the Specific Plan would generate long-term GHG emissions from new vehicle trips (mobile emissions), combustion of natural gas and use of electricity (energy emissions), solid waste disposal, water use, and consumer products, architectural coatings, and landscaping equipment (area emissions). Table 4.8-3 summarizes and combines the amortized construction and operational GHG emissions associated with the project for year 2024 (Plan buildout year) and year 2030 (next milestone GHG target year per the 2017 Scoping Plan).

Table 4.8-3 Combined Annual GHG Emissions

Emission Source	Project Emissions (MT of CO ₂ e per year)	
	2024	2030
Construction	842.7	842.7
Operational		
Area ¹	29.5	29.5
Energy ²	2,956.1	2,592.5
Mobile ³	7,917.1	6,741.7
Solid Waste ⁴	339.0	339.0
Water ⁵	236.4	176.7
Total Emissions	12,321	10,722
Service Population	4,085	4,085
Emissions per Service Person	3.0	2.6
Threshold	4.0	3.3
Threshold Exceeded?	No	No

¹ The only area source of GHG emissions in CalEEMod is landscaping equipment associated with residential, non-residential, school, and recreational uses.

² Includes adjustments to account for the California Renewable Portfolio Standards requirements and a 50 percent reduction in residential energy use due to the requirements of the 2019 Building Energy Efficiency Standards (CEC 2018d)

³ Fleet mix for non-residential land uses based on default fleet mix contained in CalEEMod for San Luis Obispo County. Fleet mix for residential land uses based on the vehicle distribution for residential land uses obtained from the San Joaquin Valley Air Pollution Control District and applied to San Luis Obispo County default fleet mix per SLOAPCD recommendations. Trip-generation rates for residential land uses and elementary school derived from the City's Travel Demand Forecasting Model (2009). Trip-generation rates for commercial uses and health club based on the trip generation rates derived from the traffic analysis. Includes emissions of CH₄, N₂O, and CO₂, expressed in CO₂e.

⁴ Based on an average annual waste diversion/recycling rate of 50 percent based on statewide averages.

⁵ Includes the use of low-flow water fixtures and water-efficient irrigation systems, per current building code requirements.

As shown in Table 4.8-3, combined annual GHG emissions would be approximately 3.0 MT of CO₂e per service person per year in 2024 and 2.6 MT of CO₂e per service person per year in 2030. The project has been designed with a mix of land uses, including single- and multi-family residential, commercial, recreational, and public land uses. The project's low annual per service person emissions in comparison to similarly-sized projects that do not include a mix of land uses result from the high service population associated with the mix of land uses included in the Specific Plan, as well as the use of locally-developed vehicle trip rates for residential and school land uses from the city's Travel Demand Forecasting Model. The project's annual per service person emissions would not exceed the locally-appropriate, project-specific thresholds of 4.0 MT of CO₂e per service person per year for year 2024 and 3.3 MT of CO₂e per service person per year for year 2030. Therefore, impacts related to GHG emissions would be less than significant¹.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

¹ If the planned school is not built, the service population would be 3,517 persons, which would result in approximately 3.5 MT of emissions in 2024 and 3.0 MT of emissions in 2030, both are still below the applicable thresholds. Overall GHG emissions would also decrease slightly.

Threshold: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact GHG-2 THE PROJECT WOULD NOT BE CONSISTENT WITH THE CITY'S CAP AND THE SLOCOG 2019 RTP. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED (CLASS II).

As discussed under Section 4.8.1(d), Regulatory Setting, several plans have been adopted to reduce GHG emissions at the statewide, regional, and local levels. The project's level of consistency with the City of Paso Robles CAP and the SLOCOG 2019 RTP are discussed below.

City of Paso Robles Climate Action Plan

The city's CAP is a long-range plan to reduce GHG emissions from city government operations and community activities within Paso Robles. The CAP is a qualified GHG reduction plan consistent with State CEQA Guidelines Section 15183.5 through year 2020. However, the proposed Specific Plan has a buildout year of 2024. As described in Impact GHG-1, this analysis does rely on consistency with the city's CAP strategies to evaluate the significance of the project's GHG emissions; however, the city's CAP includes a worksheet that identifies various "mandatory" as well as "voluntary" GHG-reduction measures which continue to apply to new development in Paso Robles, including the proposed Specific Plan area. To be consistent with the CAP, the proposed Specific Plan would need to incorporate all "mandatory" actions as binding and enforceable components. If the project could not meet one or more of the "mandatory" actions, substitutions may be made provided equivalent reductions can be demonstrated (City of Paso Robles 2013). Based on a review of the city's CAP, the proposed Specific Plan would not include all applicable mandatory measures, including measures requiring high-efficiency lighting (Measure E-5), pedestrian and bicycle network amenities (Measures TL-1 and TL-2), traffic calming improvements (Measure TL-2), access to public transit (Measure TL-3), CALGreen water efficiency standards (Measure W-1), construction waste diversion (Measure S-1), and drought-tolerant tree planting (Measure T-1) (Appendix C).² Therefore, the project would be inconsistent with the city's CAP. As a result, this impact would be potentially significant.

SLOCOG 2019 RTP

SLOCOG's 2019 RTP, which also includes the region's Sustainable Communities Strategy (SCS), provides land use and transportation strategies to reduce regional GHG emissions. A major part of achieving the GHG reduction goals of SB 32 are strategies to promote sustainable communities, which include features such as zero net energy (ZNE) buildings, improved transportation choices that result in reduced per capita vehicle miles travelled (VMT), and the increased use of low-carbon fuels and more efficient vehicles.

Under SB 375, the development and implementation of SCSs, which link transportation, land use, housing, and climate policy at the regional level, are designed to reduce per capita mobile source GHG emissions through implementation of measures that would result in reductions in per capita VMT. The 2019 RTP/SCS accounts for the City's 2014 General Plan Land Use Element and 2019 Circulation Element, and the project would be consistent with the development parameters

² The proposed Specific Plan identifies pedestrian and bicycle facilities along some of the proposed on-site roadways, which would provide access to and promote the use of nearby existing bicycle and transit facilities. However, given the conceptual nature of the proposed project, detailed plans have not been developed for all roadways/locations. As a result, the project would be inconsistent with this measure.

described in the General Plan. As a result, the project would be consistent with the regional land use strategy in the 2019 RTP/SCS. Therefore, this impact would be less than significant.

Mitigation Measures

Implementation of Mitigation Measure GHG-2 would ensure that the project would be consistent with the mandatory” GHG-reduction measures in the city’s CAP.

GHG-2 Greenhouse Gas Emission Reduction Measures

The applicant shall incorporate into the Olsen/South Chandler Ranch Specific Plan GHG emission reduction measures that are consistent with the “mandatory” measures identified in the Paso Robles Climate Action Plan (CAP). To the extent possible, “voluntary” measures identified in the city’s CAP should also be incorporated. Consistent with the city’s CAP, GHG reduction measures shall include, but would not be limited to:

- a. All tract improvement plans, public improvement plans and on-site improvement plans shall utilize LED high-efficiency lights for parking lots, streets, trails, and other public areas. (CAP Measure E-5)
- b. Building permit plans for all commercial buildings shall include only LED high-efficiency lights in parking areas and other exterior spaces. (CAP Measure E-5)
- c. Building permit plans for all commercial and multi-family development shall include on-site bicycle parking beyond that required by the California Green Building Standards Code (e.g., lockers or a locked room with standard racks and access limited to bicyclists only). (CAP Measure TL-1)
- d. All tentative subdivision maps and improvement plans within the Specific Plan area shall provide direct pedestrian and bicycle access from all cul-de-sacs and dead end streets that serve five or more properties to either a street or a dedicated multi-use path through the use of access easements, public dedications or similar means. Paths shall be improved or funded by the applicant before final subdivision maps may be recorded. (CAP Measure TL-2)
- e. The Specific Plan transportation network shall be designed to minimize barriers to pedestrian access and interconnectivity. (CAP Measure TL-2)
- f. The Specific Plan transportation network shall incorporate traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, minicircles, tight corner radii, etc.). (CAP Measure TL-2)
- g. Prior to the approval of any/all tentative subdivision maps that would result in the extension of Niblick Road, the permanent closure of any portion of Linne Road, the extension of Parkview Lane, and/or the extension of Scott Street, the applicant shall consult with the San Luis Obispo Regional Transit Authority or successor agency to determine needed alterations to local bus routes. Before the recordation of the related final subdivision map(s), the applicant shall construct or fund infrastructure needed to provide safe and convenient access to public transit within and contiguous to the Specific Plan area (CAP Measure TL-3).
- h. Any tentative subdivision map that results in the permanent closure of Linne Road between Airport Road and Poppy Lane to automobile traffic shall include a pedestrian and bicycle connection through the road closure. Before the recordation of the related final subdivision map, the connection shall be improved or funded by the applicant. (CAP Measure TL-3)

- i. The Specific Plan shall be designed accommodate future public transit bus stop pull outs along the Niblick Road extension as recommended by the San Luis Obispo Regional Transit Authority. (CAP Measure TL-3)
- j. Specific Plan area development shall comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation. (CAP Measure W-1)
- k. Subdivision improvement plans shall include infrastructure to accommodate recycled water when it becomes available. (CAP Measure W-1).
- l. The Specific Plan Areas shall utilize recycled water to the maximum extent feasible when recycled water becomes available. (CAP Measure W-1)
- m. Construction activity in the Specific Plan area shall divert a minimum of 65 percent of non-hazardous construction or demolition debris. (CAP Measure S-1)
- n. Street trees shall be planted on all public and private streets to provide significant street shading at maturity. Street trees shall be planted at a spacing equal to the expected width of the tree at maturity (i.e., if a tree species grows to 30 feet in width, it shall be planted at an average spacing of 30 feet on center). (CAP Measure T-1)
- o. The project shall cooperate on the design and funding of a Class 1 bikeway connection along Meadowlark Road to the Beechwood Specific Plan.
- p. The city shall encourage the use of electrically powered appliances (e.g., water heaters, clothes dryers, cooking appliances, pool heating systems). Where gas appliances are installed, electrical services shall be provided to accommodate future retrofit to electrical appliances.

Plan Requirements and Timing. The project applicant shall incorporate Greenhouse Gas Emission Reduction Measures as policies into the Final Specific Plan. Developers of projects in the Specific Plan area shall incorporate applicable measures into project plans and submit documentation to the city that measures have been implemented or provide proof to the city that equivalent reductions have been achieved through other city-approved emissions reduction practices.

Monitoring. The project applicant shall retain a third-party greenhouse gas consultant to provide a statement to the city that verifies that Greenhouse Gas Reduction Measures have been incorporated into the Specific Plan and that applicable improvements are included in developments in the Specific Plan area once prior to issuance of building permits and again prior to issuance of occupancy permits. The city shall verify that transportation network improvements have been installed prior to the issuance of occupancy permits.

Significance After Mitigation

Mitigation Measure GHG-2 includes all “mandatory” GHG-reduction measures identified in the city’s CAP. Proposed non-residential land uses would also be designed and built to promote the use of electrically-powered building mechanical equipment in support of future ZNE goals for non-residential structures. Therefore, Mitigation Measure GHG-2 would ensure that the project would be consistent with the city’s CAP.

For informational purposes, Table 4.8-4 summarizes GHG emissions reductions achieved by implementation of Mitigation Measure GHG-2 as well as the mobile source emissions reduction measures described in Mitigation Measure AQ-1 in Section 4.3, Air Quality. As discussed under Impact GHG-1, impacts related to GHG emissions would be less than significant without mitigation because the project’s GHG emissions would not exceed the thresholds for years 2024 and 2030.

Nevertheless, as shown in Table 4.8-4, implementation of Mitigation Measures GHG-2 and AQ-1 would reduce project-related GHG emissions further below the level of significance.

Table 4.8-4 Combined Annual GHG Emissions - Mitigated

Emission Source	Project Emissions (MT of CO ₂ e per year)	
	2024	2030
Construction	842.7	842.7
Operational		
Area ¹	29.5	29.5
Energy ²	2,018.8	1,370.1
Mobile ³	7,020.3	5,979.3
Solid Waste ⁴	339.0	339.0
Water ⁵	236.4	176.7
Total Emissions	10,487	8,737
Service Population	4,085	4,085
Emissions per Service Person	2.6	2.1
Threshold	4.0	3.3
Threshold Exceeded?	No	No

¹ The only area source of GHG emissions in CalEEMod is landscaping equipment.

² Includes adjustments to account for the California Renewable Portfolio Standards requirements and a 50 percent reduction in residential energy use due to the requirements of the 2019 Building Energy Efficiency Standards. Mitigated energy emissions include additional reductions in residential natural gas use.

³ Fleet mix for non-residential land uses based on default fleet mix contained in CalEEMod for San Luis Obispo County. Fleet mix for residential land uses based on the vehicle distribution for residential land uses obtained from the San Joaquin Valley Air Pollution Control District and applied to San Luis Obispo County default fleet mix per SLOAPCD recommendations. Trip-generation rates for residential land uses and elementary school derived from the City's Travel Demand Forecasting Model (2009). Trip-generation rates for commercial uses and health club based on the trip generation rates derived from the traffic analysis. Includes emissions of CH₄, N₂O, and CO₂, expressed in CO₂e.

⁴ Based on an average annual waste diversion/recycling rate of 50 percent based on statewide averages.

⁵ Includes the use of low-flow water fixtures and water-efficient irrigation systems, per current building code requirements.

c. Cumulative Impacts

Growth within the City of Paso Robles would result in increased GHG emissions from vehicle trips, energy consumption, and other sources. Analyses of GHGs are cumulative in nature because project-level GHG emissions contribute to the cumulative impact of the accumulation of GHGs in the atmosphere. Projects falling below the impact thresholds discussed above would have a less than significant impact, both individually and cumulatively. As indicated in Impact GHG-1, GHG emissions associated with the project would be less than significant, and as discussed in Impact GHG-2, the project would not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions with implementation of Mitigation Measure GHG-2. Therefore, the project's contribution to significant cumulative impacts related to GHG emissions is not cumulatively considerable with implementation of required mitigation (Class II).

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4.9 Hazards and Hazardous Materials

This section discusses the project's potential impacts relating to hazards and hazardous materials. This section incorporates setting and impact analysis from the Phase I Environmental Site Assessment prepared for the project in November 2018 and peer reviewed by Rincon Consultants. The full assessment is provided in Appendix G.

4.9.1 Setting

a. Overview

The project site is located on the eastern edge of the City of Paso Robles, on the urban/rural fringe with the County of San Luis Obispo. Urban development is generally located west of the project site, including residential and light industrial uses, and rural areas are located to the north, east, and south.

The majority of the project site is vacant with a few scattered single-family residences. However, the site was historically used for agriculture purposes. The nearest existing school to the project site is Winifred Pifer Elementary School located at 1350 Creston Road, approximately 0.6 mile northwest of the project site.

b. Known Hazardous Materials Sites

A Phase I Environmental Site Assessment was prepared for the project by Earth Strata Geotechnical Services in November 2018. The following databases and sites were searched for records relating to any known hazardous materials contamination within the project site:

- United States Environmental Protection Agency (U.S. EPA) databases;
- The State Water Resources Control Board (SWRCB) Geotracker database;
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;
- Department of Toxic Substances Control's (DTSC) EnviroStor and Hazardous Waste Tracking System databases;
- SWRCB solid waste disposal sites, active Cease and Desist Orders, and Cleanup and Abatement Orders;
- County of San Luis Obispo Public Health Department Environmental Health Services Division; and
- The Cortese list.

The County of San Luis Obispo Environmental Health Services Division determined that portions of the project site contained agricultural hazardous materials and reported a pesticide license. The remaining databases did not list any potential contamination sites within the project site.

Adjacent Hazardous Materials Sites

The project site is located adjacent to residential and light industrial uses to the west and rural lands to the north, east, and south. A review of federal, state, and local environmental databases determined that the adjacent properties did not contain potential contamination sites. Further, the

Phase I Environmental Site Assessment concluded that there were no indications of exterior storage of hazardous materials, spillage, improper hazardous material storage, unusual or suspicious materials handling, or unusual or suspicious waste stream disposal activities on the adjoining properties.

c. Airport Safety Hazards

The project site is located approximately four miles south of the Paso Robles Municipal Airport. The site is not within the jurisdiction of the San Luis Obispo County Airport Land Use Commission's Airport Land Use Plan.

d. Other Potential Hazards

Other potential hazards that may occur on the project site include residual agricultural chemicals in soils, asbestos containing materials and lead based paint, electromagnetic fields, radon, wildland fires, and hazardous material transport. The project site setting associated with each of these potential hazards is discussed more fully below.

Residual Agricultural Chemicals

The project site has historically been used for agricultural purposes. As a result, residual agricultural chemicals including pesticides, arsenic, and herbicides may be present in the soil.

Asbestos Containing Materials and Lead Based Paint

Asbestos was used as insulation in walls or ceilings or as a component in adhesives in older buildings (pre-1979). Asbestos can pose a health risk when very small particles become airborne. Lead is a highly toxic metal that was used for many years in products found in and around homes, including paint. Lead-based paint (LBP) was commonly used in residential construction prior to the enactment of federal regulations limiting its use in the late 1970s. Exposure to lead can cause a range of health effects, from behavioral problems and learning disabilities, to seizures and death. The primary source of lead exposure in residential settings is deteriorating LBP. Lead dust can form when LBP is dry scraped, dry sanded, or heated. Dust also forms when painted surfaces bump or rub together. LBP that is in good condition is usually not a hazard.

The project site includes three single-family residences which date back to the early 20th century. Due to the age of the on-site structures, asbestos and lead may be present in and near those structures.

Electromagnetic Fields

Studies of the potential for adverse public health effects of electromagnetic fields (EMF) are inconclusive. The California Department of Health Services (DHS), California Electric and Magnetic Fields Program provides information regarding known possible health effects from EMF created by the use of electricity. DHS references the National EMF Research and Public Information Dissemination (RAPID) Program, established by Congress as part of the Energy Policy Act of 1992, which has published its findings concluding evidence of the risk of cancer from EMF around power lines is weak. The report recognizes that EMF exposure "cannot be recognized as entirely safe" but DHS "believes that the probability that EMF exposure is truly a health hazard is currently small" with "marginal scientific support that exposure to this agent is causing any degree of harm." The report concludes that efforts to reduce exposure to EMF should continue. In accordance with CEQA Section

15145, the known information about EMF is summarized and no conclusion of significance is reached.

Radon

Radon is a naturally-occurring gas produced by the breakdown of uranium in soil, rock, and water. Accumulations of this gas inside structures can become a health hazard because radon is known to cause lung cancer. The threat of radon is very low in well-ventilated structures. Basements in radon areas can lead to health issues but are rare in the region (City of Paso Robles 2014d). According to the U.S. EPA, the general area of the project site has a predicted indoor screening level of less than significant per EPA guidelines. Therefore, based upon the reported subsurface characteristics of the area, the project site exhibits no potential for high-level radon exposure (Appendix G).

Wildland Fires

Fires have the potential to cause losses to life and property, and adverse environment effects. Fire hazard severity in rural areas, including areas on the edge between urban and rural land (commonly called the wildland-urban interface), is highly influenced by the slope of the landscape and site vegetation and climate.

Wildland fires affect grass, forest, and brushlands, as well as any structures on these lands, and can result from either human-made or natural causes. The region's topography, type, and amount of fuel, climate, and the availability of water for firefighting are the primary factors influencing the degree of fire risk. According to the California Department of Forestry and Fire Protection (Cal Fire), vegetation fires comprise the majority of fires in San Luis Obispo County. Based on known fuels, terrain, weather, and other relevant factors, the risk of fire hazard is considered moderate to high within and adjacent to the planning area, according to Cal Fire (Cal Fire 2019). However, according to Paso Robles' Local Hazard Mitigation Plan (LHMP) (2016b), the project site is considered to have a low to medium hazard.

Hazardous Material Transport

The LHMP states that the areas of main concern for hazardous materials upset include Highways 101 and 46 East and West, and the Union Pacific Railroad. The proximity of these transportation routes to densely populated areas of the city presents a remote possibility of a catastrophic disaster. Truck accidents could result in spills of such materials. However, none of these routes are adjacent to or near the project site. Highways 101 and 46 East and West, as well as the Union Pacific Railroad, are located approximately two miles from the project site. Moreover, all transport of hazardous materials is subject to federal, state, and local laws and regulations pertaining to the transportation of hazardous materials, discussed further in Section 4.8.1(e).

e. Regulatory Setting

The management of hazardous materials and hazardous wastes is regulated at federal, state, and local levels, including through programs administered by the U.S. EPA; agencies within the California EPA, such as the DTSC; federal and state occupational safety agencies; and the San Luis Obispo County Environmental Health Services. Regulations pertaining to flood hazards are further discussed in Section 4.10, Hydrology and Water Quality.

Definition of Hazardous Materials

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations as follows:

“A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.” (California Code of Regulations, Title 22, Section 66261.10)”

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosiveness, and reactivity. California Code of Regulations, Title 22, Sections 66261.20 through 66261.24 defines the aforementioned properties. The release of hazardous materials into the environment can contaminate soils, surface water, and groundwater supplies.

Federal

The Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a program administered by the U.S. EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle to grave” system of regulating hazardous wastes. Among other things, the use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act.

The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) was enacted in 1980 and amended by the Superfund Amendments and Reauthorization Act in 1986. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Among other things, CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priorities List.

Asbestos Hazard Emergency Response Act (AHERA) (1986)

This Act is the federal legislation that governs the control and abatement of asbestos hazards present in school buildings. The purpose of this Act is to also require the U.S. EPA to evaluate the extent of danger to human health posed by asbestos in public and commercial buildings and the means to respond to any identified danger.

National Emission Standards for Hazardous Air Pollutants 40 CFR 61 Subpart M –

Projects requiring the removal or relocation of utility pipelines or removal or renovation of buildings may be subject to the requirements stipulated in the National Emissions Standards for Hazardous Air Pollutants. These requirements include but are not limited to:

1. Notification requirements to the San Luis Obispo County Air Pollution Control District (SLOAPCD);
2. Asbestos survey conducted by a Certified Asbestos Inspector; and
3. Applicable removal and disposal requirements of asbestos containing materials.

Federal Occupational Safety and Health Administration (OSHA) - Process Safety Management Standard (29 CFR 1910.119)

This standard includes requirements for preventing or minimizing the consequences of catastrophic releases of toxic, reactive, flammable, or explosive chemicals. Requirements of this standard include providing employees with information pertaining to hazardous chemicals, training employees on the operation of equipment with hazardous materials, and employer requirements to perform a process hazard analysis.

U.S. Department of Transportation

The U.S. Department of Transportation regulates hazardous materials transportation on all interstate roads pursuant to its authority under the Hazardous Materials Transportation Uniform Safety Act (49 United States Code §5101 et seq.). In California, the California Department of Transportation (Caltrans) and California Highway Patrol enforce federal law. Together, these agencies determine driver training requirements, load labeling procedures, and container specifications.

Clean Air Act

Regulations under the Clean Air Act are designed to prevent accidental releases of hazardous materials. The regulations require facilities that store minimum quantities (called threshold quantities) or greater of listed regulated substances to develop a Risk Management Plan including hazard assessments and response programs to prevent accidental releases of listed chemicals.

State

DTSC, a department of the California EPA, is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code.

DTSC also administers the California Hazardous Waste Control Law to regulate hazardous wastes. While the Hazardous Waste Control Law is generally more stringent than RCRA, until the U.S. EPA approves the California program, both state and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and CalRecycle to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included.

If any soil is excavated from a site containing hazardous materials, it would be considered a hazardous waste if it exceeded specific criteria in Title 22 of the California Code of Regulations. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

The State of California Food and Agricultural Code regulates the use of pesticides. Section 12972 requires that the use of pesticides not result in substantial drift to non-target areas. Section 12977 empowers the Agricultural Commissioner to enforce this provision. In addition, Section 12982 states that the local health officer shall investigate any health hazard from pesticide use and take necessary action, in cooperation with the Agricultural Commissioner, to abate the hazard. California Code of Regulations, Title 3, Section 6614 restricts pesticide application when there is a reasonable possibility of: substantial drift to non-target areas; contamination of the bodies or clothing of persons not involved in the application process; damage to non-target crops, animals or other public or private property; or contamination of public or private property, including the creation of a health hazard that prevents normal usage of that property.

In conformance with the Clean Air Act, the U.S. EPA established the National Emissions Standards for Hazardous Air Pollutants to protect the public. The asbestos regulations under National Emissions Standards for Hazardous Air Pollutants control work practices during the demolition and renovation of institutional, commercial or industrial structures. Following identification of friable asbestos the Federal Occupational Safety and Health Administration and SLOAPCD require that asbestos trained and certified abatement personnel perform asbestos abatement and all asbestos containing material removed from on-site structures be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos.

Regulations for lead-based paint (LBP) are contained in the Lead-Based Paint Elimination Final Rule 24 Code of Federal Regulations (CFR) 33, governed by the U.S. Department of Housing and Urban Development, which requires sellers and lessors to disclose known LBP and LBP hazards to prospective purchasers and lessees. Additionally, all LBP abatement activities must be in compliance with California and Federal OSHA and with the State of California Department of Health Services requirements. Only LBP trained and certified abatement personnel are allowed to perform abatement activities. All lead LBP removed from structures must be hauled and disposed of by a transportation company licensed to transport this type of material at a landfill or receiving facility licensed to accept the waste.

Site-Specific Health and Safety (California Division of Occupational Safety and Health Administration [Cal/OSHA] Title 8 and OSHA 29 CFR 1910)

Under these requirements, employers must develop site-specific Health and Safety Plans. Workers potentially exposed to hazardous materials in their workplace must be trained so that they are aware of the hazards and provided necessary protection from the hazardous materials.

Hazardous Material Release Response Plans and Inventory Law (California Health and Safety Code, Chapter 6.95)

This law requires businesses to develop a Release Response Plan for hazardous materials emergencies if they handle more than 500 pounds, 55 gallons, or 200 cubic feet of hazardous materials. In addition, the business must prepare a Hazardous Materials Inventory of all hazardous materials stored or handled at the facility over the above thresholds. Also, all hazardous materials must be stored in a safe manner. Both the Release Response Plan and the Hazardous Materials Inventory must be supplied to the Certified Unified Program Agency (CUPA) for the program. For the project site, the CUPA consists of the County of San Luis Obispo Environmental Health Services Division and a Participating Agency, the City of San Luis Obispo Fire Department.

California Health and Safety Code, Division 20, Chapter 6.8, Section 25319.5 - Preliminary Endangerment Assessment

The California Health and Safety Code (HSC) requires that a preliminary endangerment assessment provide sufficient information to determine whether or not current or past waste management practices have resulted in the release or a threatened release of hazardous substances that pose a threat to public health or the environment. The preliminary endangerment assessment should also provide sufficient information to conclude whether or not significant response actions are necessary at the site as well as include an analysis of the scope and identity of the affected community.

Safe Drinking Water and Toxic Enforcement Act (Proposition 65) (1986)

In California, pursuant to the Safe Drinking Water and Toxic Enforcement Act of 1986: (1) no person in the course of doing business shall knowingly discharge or release a chemical known to the state to cause cancer or reproductive toxicity into water or onto land where such chemical passes or probably will pass into any source of drinking water, and (2) no person in the course of doing business shall knowingly and intentionally expose any individual to a chemical known to the state to cause cancer or reproductive toxicity without first giving clear and reasonable warning to such individual. The “no significant risk” level for carcinogens that is enforced by this Act is one in one hundred thousand (1×10^{-5}).

Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code)

The Porter-Cologne Act establishes a regulatory program to protect water quality and to protect beneficial uses of state waters. The Porter-Cologne Act also establishes the state board and regional boards as the principal state agencies responsible for control of water quality. Each of the nine Regional Water Quality Control Boards in California is required to develop guidance to assist in ensuring that the intent of the Porter-Cologne Act is met. Cleanup criteria are based on the type of contaminant (e.g., gasoline, diesel, or oil) released and the depth to groundwater.

HSC, Division 20, Chapter 6.5, and California Code of Regulations (CCR) Title 22 – Hazardous Waste Management

Waste that is toxic, corrosive, flammable, or reactive when tested in accordance with the CCR, Title 22, Article 11, Section 66693, must be handled, stored, transported, and disposed of in accordance with these regulations, which are more stringent than federal regulations.

California Fire Code

To minimize risks to public health and the environment, a Fire Prevention Inspector shall review a list of hazardous materials stored aboveground on a property to assess potential individual and/or cumulative impacts to the property and surrounding areas. The inspector would ensure that hazardous materials stored onsite are in compliance with Chapter 6.95 of the California HSC. The fire code provides uniform fire prevention, hazardous material, and building construction regulations.

Local

City of Paso Robles Fire Department

Permits are required to maintain, store, use, or hand materials which produce conditions hazardous to life or property. The City of Paso Robles Fire Department issues and manages Hazardous Waste Generator Permits.

City of Paso Robles General Plan Safety Element

The City's General Plan guides the use and protection of various resources to meet community purposes. The Safety Element (2014d) is focused on achieving acceptable levels of risk through decisions on land use and the form of development, with consideration for the closely related factor of transportation. The Safety Element includes policies that describe an approach to achieving the goals of the General Plan. In terms of hazards and hazardous materials, the following policies are pertinent to the Olsen/South Chandler Specific Plan:

Policy S-1C. Hazardous Exposure Minimization. Minimize hazards to people and property caused by fire, crime, and related services.

Policy S-1D. Structural Safety. Rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from fire, flooding, and geologic hazards.

Policy S-1E: Hazardous Materials. The City shall comply with Government code requirements regarding the use, storage, and transportation of hazardous materials.

4.9.2 Impact Analysis

a. Methodology and Significance Thresholds

Assessment of impacts is based on review of the Specific Plan and environmental conditions on the project site, listed hazardous materials sites within and near the project site, and the Phase I Environmental Site Assessment (Appendix G), as well as other applicable laws and regulations related to hazards and hazardous materials issues.

The following thresholds are based on Appendix G of the State CEQA Guidelines. A significant impact related to hazards and hazardous materials would occur if the project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

The State CEQA Guidelines also require analysis of potential hazards associated with wildfire. A significant impact related to wildfire would occur if the project would:

- Substantially impair an adopted emergency response plan or emergency evacuation plan.
- Exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Potential impacts related to projects located within the vicinity of an airport are discussed in Section 4.18, Effects Found Not to be Significant.

Potential impacts associated with the proposed circulation and emergency access routes for the project are discussed in Section 4.16, Transportation/Traffic. As discussed therein, the project would include adequate emergency access and the on-site circulation plan would be required to comply with city design standards to accommodate emergency vehicles and service vehicles. Therefore, impacts associated with impairment of emergency response and evacuation plans would be less than significant and are not discussed further in this section.

Potential impacts related to slope stability and landslides are discussed in Section 4.7, Geology/Soils. As discussed therein, stable slope conditions exist within the Specific Plan area and the Geotechnical Report (Appendix G) concluded that the potential for landslides on the project site is low. Potential impacts related to flooding, runoff, and drainage are discussed in Section 4.10, Hydrology and Water

Quality. The project would be required to comply with existing design guidelines, applicable Central Coast Regional Water Quality Control Board requirements for post-development peak stormwater flows, and maintenance requirements described in the National Pollutant Discharge Elimination System General Permit and Chapter 14.20 Storm Water Control, in the Paso Robles Municipal Code. Therefore, impacts associated with exposure of people or structures to downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes, would be less than significant and are not discussed further in this section.

b. Project Impacts and Mitigation Measures

Threshold:	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
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Impact HAZ-1 CONSTRUCTION AND OPERATION OF THE PROPOSED RESIDENTIAL AND COMMERCIAL USES COULD RESULT IN THE ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS. HOWEVER, COMPLIANCE WITH APPLICABLE REGULATIONS RELATED TO THE HANDLING, TRANSPORT, AND STORAGE OF HAZARDOUS MATERIALS WOULD MINIMIZE THE RISK OF POTENTIAL EXPOSURE TO THESE SUBSTANCES, RESULTING IN A LESS THAN SIGNIFICANT IMPACT (CLASS III).

Construction activities associated with build out of the Specific Plan may include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, contaminated soils, asbestos, or LBP (refer to Impact HAZ-5 for a discussion of hazards related to asbestos and LBP). If spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials would be subject to federal, state, and local regulations pertaining to the transport, use, storage, and disposal of hazardous materials, which would assure that risks associated with hazardous materials are minimized. The transport of any hazardous materials would be subject to federal, state, and local regulations, which would assure that risks associated with the transport of hazardous materials are minimized. In addition, the project site is not located near or adjacent to Highways 101 and 46 East and West, or the Union Pacific Railroad, as listed as areas of main concern for transport of hazardous materials in the LHMP.

Once operational, the project would include residential, commercial, and school uses. These uses typically do not use or store large quantities of hazardous materials. Adherence to regulations and standard protocols during the storage, transportation, and usage of any hazardous materials, as discussed in Section 4.8.1(e), Regulatory Setting, would minimize and avoid the potential for significant upset and accident condition impacts. Therefore, impacts would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
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Impact HAZ-2 SMALL QUANTITIES OF HAZARDOUS MATERIALS MAY BE USED IN CONJUNCTION WITH THE PROPOSED RESIDENTIAL AND COMMERCIAL USES ON SITE. THESE MATERIALS WOULD TYPICALLY BE LIMITED IN TYPE AND QUANTITY SUCH THAT THEY WOULD NOT CREATE A HAZARD TO THE PUBLIC OR ENVIRONMENT. HOWEVER, DRY LEANING OPERATIONS IN THE PROPOSED NEIGHBORHOOD COMMERCIAL OVERLAY DISTRICT MAY RESULT IN EXPOSURE OF RESIDENTIAL USES TO PERCHLORETHYLENE AND OTHER SOLVENTS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED (CLASS II).

Residential and non-residential uses may involve the routine use and storage of some materials that are considered hazardous. Such materials would typically be limited to typical solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from household chemicals and solvents already in general and wide use throughout the city and in the vicinity of the project site. The use of such materials is regulated by federal, state, and local laws, discussed in Section 4.8.1(e), Regulatory Setting, with which the project would be required to comply.

The project includes a recreational pool and splash pad, which would require the use of small quantities of chlorine for maintenance. However, this chemical is widely used in residential locations in the vicinity of the Specific Plan area and its use at the proposed pool would be minimal. Potential impacts associated with emissions of volatile organic compounds (VOCs) and toxic air contaminants (TACs) are discussed in Section 4.3, Air Quality. The proposed residential and commercial land uses included in the Olsen/South Chandler Ranch Plan would not involve the transport, use, or disposal of substantial amounts of hazardous substances.

Allowable commercial uses within the Neighborhood Commercial overlay district include neighborhood-scale commercial uses such as restaurants, retail stores, and a variety of small-scale services. The Neighborhood Commercial overlay district would not allow uses such as light manufacturing and glass and chemical production. However, the Neighborhood Commercial overlay district would allow dry cleaners, which are potential sources of environmental contamination due to their use and storage of chemicals, especially the use of perchlorethylene and other solvents. Therefore, this impact would be potentially significant.

Mitigation Measures

HAZ-2 Dry Cleaner Location Restriction

The Specific Plan shall be revised to reflect that dry cleaners that would use perchlorethylene prohibited within 500 feet of residential land uses.

Plan Requirements and Timing. The project applicant shall incorporate the dry cleaner location restriction requirement into the Specific Plan.

Monitoring. The city shall verify that the required dry cleaner location restriction has been incorporated into the Specific Plan and that development applications within the Neighborhood Commercial overlay district comply with this requirement.

Significance After Mitigation

Implementation of Mitigation Measure HAZ-2 would reduce exposure of residential uses to perchlorethylene and other solvents associated with dry cleaners. San Luis Obispo Air Pollution Control District identifies 500 feet as the minimum distance consistent with advisory recommendations for dry cleaners that use two or more machines. Therefore, implementation of Mitigation Measure HAZ-2 would reduce potential impacts to sensitive receptors associated with dry cleaning operations to a less than significant level.

Threshold:	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
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Impact HAZ-3 NO SCHOOLS ARE LOCATED WITHIN ONE-QUARTER MILE OF THE SPECIFIC PLAN AREA. HOWEVER, THE PROJECT INCLUDES A PROPOSED SCHOOL SITE WITHIN THE SPECIFIC PLAN AREA. COMPLIANCE WITH EXISTING FEDERAL, STATE, AND LOCAL REGULATIONS WOULD ENSURE THAT HAZARDOUS MATERIALS IMPACTS TO SCHOOLS WOULD REMAIN LESS THAN SIGNIFICANT (CLASS III).

No schools are located within one-quarter mile of the project site. The nearest schools to the project site include Winifred Pifer Elementary School located at 1350 Creston Road, approximately 0.6 mile northwest of the project site, and Virginia Peterson Elementary School located approximately 0.8 mile southwest of the project site. The project includes a future school site adjacent to Aaroe Road, and between the Olsen Ranch and South Chandler Ranch properties. The project would not emit or handle large quantities of hazardous materials, and would be required to comply with existing federal, state, and local regulations. Impacts from hazardous materials to schools would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold:	Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?
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Impact HAZ-4 RESIDUAL PESTICIDES AND AGRICULTURAL CHEMICALS IN SOIL DUE TO HISTORICAL USE OF PESTICIDES AND OTHER AGRICULTURAL CHEMICALS ONSITE COULD CREATE A HAZARD TO CONSTRUCTION WORKERS DURING THE CONSTRUCTION PHASE OF THE PROJECT. IMPACTS WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

As described in Section 4.7.1(b), the County of San Luis Obispo Environmental Health Services Division determined that portions of the Specific Plan area contained agricultural hazardous materials and reported a pesticide license. The database reviews conducted pursuant to this EIR did not identify any listed potential contamination sites within the Specific Plan area, and no other sites with known hazardous materials contamination were identified on or adjacent to the Specific Plan area.

Due to the presence of historical agricultural practices in the Specific Plan area, the potential exists for the presence of residual quantities of agricultural chemicals and other hazardous materials, including undocumented residual quantities of presently-banned chemicals. Ground disturbing

activities during construction could expose construction workers and neighboring residents to residual agricultural chemicals in on-site soil via direct contact or inhalation of dust particles. Improper handling and disposal of contaminated soils could result in a health risk to people which would be potentially significant unless mitigation is incorporated.

Mitigation Measures

Mitigation Measure HAZ-4 is required to reduce potential for exposure to agricultural chemicals.

HAZ-4 Soil Sampling and Remediation

Prior to issuance of any grading permits or site disturbance/tract improvements, a contaminated soil assessment shall be completed in the portions of land to be graded for development. Soil samples shall be collected under the supervision of a professional geologist or environmental professional to determine the presence or absence of contaminated soil in these areas. The sampling density shall be in accordance with guidance from the County of San Luis Obispo Environmental Health Services Division, so as to define the volume of soil that may require remediation. Laboratory analysis of soil samples shall be analyzed for the presence of organochlorine pesticides, in accordance with EPA Test Method SW8081A, and heavy metals in accordance with EPA Test Methods 6010B and 7471A. If soil sampling indicates the presence of pesticides or heavy metals exceeding applicable environmental screening levels, the soil assessment shall identify the volume of contaminated soil to be excavated.

If concentrations of contaminants exceed EPA action levels and therefore warrant remediation, the applicant shall prepare a Contaminated Soils Assessment and Remediation Plan. The plan shall identify the contaminant, the volume of contaminated soil, treatment or remediation methods, and regulatory permits required to complete the remediation. Remediation activities shall require implementation of all applicable project construction requirements, including other construction-related mitigation measures identified in this EIR. All necessary reports, regulations and permits shall be followed to achieve cleanup of the site. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the County of San Luis Obispo Environmental Health Services Division, the RWQCB, or DTSC. All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests.

Plan Requirements and Timing. Prior to issuance of any grading permits or site disturbance/tract improvements, a contaminated soil assessment shall be completed in the portions of land to be graded for development. The Contaminated Soils Assessment and Remediation Plan, if necessary, shall be submitted and approved by the city and applicable regulatory oversight agency prior to the issuance of project grading permits or site disturbance/tract improvements, whichever comes first.

Monitoring. As applicable, the city shall ensure implementation of a remediation program according to the measures included therein and as approved by a regulatory oversight agency.

Significance After Mitigation

With implementation of Mitigation Measure HAZ-4, impacts related to exposure to potential residual agricultural chemicals would be reduced to a less than significant level.

Threshold:	Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?
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Impact HAZ-5 ASBESTOS CONTAINING MATERIAL AND LEAD BASED PAINT (LBP) MAY BE PRESENT IN EXISTING ON-SITE STRUCTURES. DEMOLITION OF THESE STRUCTURES WOULD BE REQUIRED TO COMPLY WITH APPLICABLE STATE AND LOCAL POLICIES AND REGULATIONS FOR THE CONTROL AND REMEDIATION OF HAZARDOUS MATERIALS TO PREVENT HUMAN EXPOSURE. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The project would involve demolition of the structures, located on two of the parcels within the project site. The buildings, due to their age, may contain asbestos and/or LBP. As a result, demolition of these structures could result in health hazards to workers if not remediated prior to construction activities.

Demolition activities associated with the Olsen/South Chandler Ranch Specific Plan would be required to comply with SLOAPCD Rule 412 (Airborne Toxic Control Measures), which includes Section 93106 of the California Code of Regulations (Asbestos Airborne Toxic Control Measure for Surfacing Applications). Compliance with Rule 412 would ensure that if a building includes asbestos-containing materials, those materials would be identified and remediated prior to demolition. The applicant would also be required to comply with California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials and the California Code of Regulations Section 1532.1, which requires testing, monitoring, containment, and disposal of lead-based materials such that exposure levels do not exceed CalOSHA standards. Compliance with these regulations would ensure that impacts associated with exposure of construction workers to asbestos containing materials or lead during demolition or disposal of such materials would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold:	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
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Impact HAZ-6 DEVELOPMENT WOULD NOT INTERFERE WITH ANY EMERGENCY EVACUATION ROUTES IN THE EVENT OF A DISASTER. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

Neither the city nor the county have adopted emergency response or evacuation plans. The project would include residential and commercial development and associated roadway improvements. During construction, road closures and realignment of the roads may result in increased congestion in the event of an emergency. However, due to the proximity of alternate routes within the vicinity of the project site, construction-related impacts would be less than significant. The project would not have a significant effect on emergency response or evacuation. In addition, the project would be required to comply with Paso Robles Fire Department specifications and the California Fire Code, which would ensure that the project does not interfere with emergency response or evacuation procedures. Therefore, this impact would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold:	Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?
Threshold:	Would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors?
Threshold:	Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Impact HAZ-7 THE PROJECT WOULD BE LOCATED ADJACENT TO IDENTIFIED MODERATE TO HIGH FIRE HAZARD AREAS DESIGNATED BY CAL FIRE. HOWEVER, COMPLIANCE WITH EXISTING REGULATIONS PERTAINING TO FIRE MANAGEMENT WOULD ENSURE POTENTIAL IMPACTS ASSOCIATED WITH WILDLAND FIRE HAZARDS WOULD REMAIN LESS THAN SIGNIFICANT (CLASS III).

There are no identified State Responsibility Areas or very high fire hazard severity zones within incorporated areas of Paso Robles. The Specific Plan area is identified on the city's Fire Severity Zones Local & State Responsibility Areas map (General Plan Safety Element Figure S-8) as being within a non-wildland/non-urban to moderate wildland fire Local Responsibility Area (LRA). However, Cal Fire has designated portions of the adjacent lands as having a moderate to high fire hazard (Cal Fire 2019). New residential and commercial uses, associated infrastructure installation and maintenance, and additional human activity adjacent to this designated moderate to high fire hazard areas would create additional sources and increased risk of fires in the Specific Plan area vicinity.

As discussed in Section 4.14, Public Services, the Paso Robles Fire Department's average response time standard of 4 minutes for 90 percent of the calls is not currently being met and a new fire station facility is currently planned. Standard Fire Department requirements such as road naming requirements, address number standards, hydrant requirements, and review of Specific Plan area circulation would apply to the project and would reduce the risk to people and structures from wildland fires.

Development in the Specific Plan area would be required to comply with the California Fire Code, which provides uniform fire prevention, hazardous material, and building construction regulations. Specifically, new development in the Specific Plan area would be required to adhere to applicable 2016 CBC Chapter 7A Partial Requirements, which requires certain construction materials and methods to minimize wildfire exposure hazards in High Hazard Severity Zones. These include Class A fire rated roof assemblies, flame and ember intrusion resistant vents, and non-combustible building side materials. In addition, new development in the Specific Plan area would be required to comply with the city's Hazard Impact Mitigation Plan and Building Code requirements. Compliance with these existing regulations would ensure that impacts related to wildfires and wildland fire hazards remain less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

c. Cumulative Impacts

Planned buildout of the City of Paso Robles under the General Plan, would cumulatively increase the potential for exposure of people to hazards and hazardous materials, including soil contamination, pesticides, LBP, asbestos, and upset risks along major transportation routes. The project would incrementally contribute to this cumulative effect. However, as discussed throughout this section, such risks of exposure are reduced through adherence to existing federal, state, and local regulations. U.S. EPA and U.S. Department of Transportation (DOT) laws regulate the safe interstate transportation of hazardous materials and waste. In addition, cumulative development within the city, particularly on the urban boundary, would create additional sources and increased risk of wildland fires in medium and high fire hazard areas. However, as with the proposed project, future development would be required to comply with the California Fire Code and the 2016 CBC Chapter 7A Partial Requirements, as well as applicable city requirements.

Impacts associated with hazards and hazardous materials are generally site-specific. Accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis and appropriate mitigation would be designed to mitigate impacts resulting from individual projects, depending upon the type and severity of hazards present. Enforcement of federal, state, and local laws and regulations would ensure that hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would remain less than significant. In addition, adherence to applicable General Plan policies and applicable state and federal regulatory requirements would reduce any cumulative hazards and hazardous materials impacts resulting from buildout of the city under the General Plan, including buildout of the Olsen/South Chandler Ranch Specific Plan, to a less than significant level. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant.

4.10 Hydrology and Water Quality

This section discusses the project's potential impacts relating to hydrology, drainage, flooding, and water quality. The analysis of site drainage and potential impacts to water quality are based on the Preliminary Drainage Report (January 2019), the Stormwater Control Plan (February 2019), and the Hydraulic Analysis of Turtle Creek through Olsen Property (July 2019) prepared by Wallace Group for the project. These reports are provided in Appendix F.

4.10.1 Setting

a. Watersheds

Most areas of the city are located within the Paso Robles Creek and Huer Huero Creek watershed. The Paso Robles Creek watershed is an extensive watershed that covers approximately 143,654 acres ("Lower Salinas – Paso Robles Creek Area"). The Huer Huero Creek watershed includes approximately 103,496 acres ("Huer Huero Creek"). Both watersheds flow to the Salinas River and finally to the Pacific Ocean. The Specific Plan area is located in the southeastern portion of the city, within the Neals Spring subwatershed of the Paso Robles Creek watershed.

The Specific Plan area encompasses portions of four watersheds within the Neals Spring subwatershed of Paso Robles Creek watershed. The Preliminary Drainage Report for the project identifies these watersheds as the Northern, Central, Southern, and Southern Off-Site Watersheds, with the Northern Watershed divided into the Northeast and Northwest Subwatersheds. Figure 4.10-1 shows the Specific Plan area in the context of these watersheds.

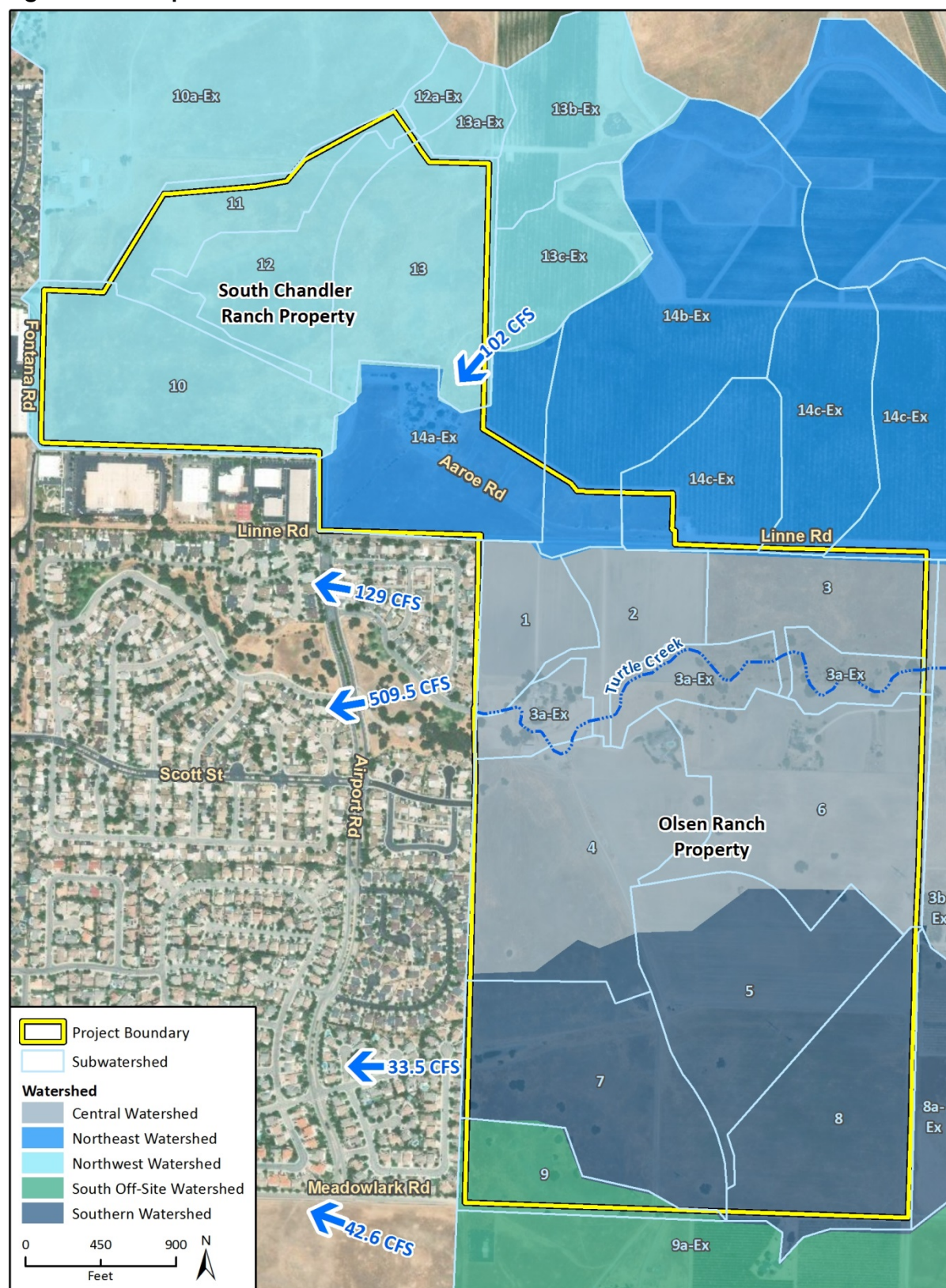
The greater Northern Watershed encompasses approximately 537 acres including the South Chandler Ranch property. The Northeast Subwatershed generally drains to the southwest over Linne Road and flows into the Central Watershed. The Northwest Subwatershed generally drains to the south where it confluences with runoff from the Northeast Subwatershed. The Central Watershed encompasses approximately 863 acres including the northern two thirds of the Olsen Ranch property and drains to the west across the Olsen Ranch property through Turtle Creek. Flows from the Central Watershed combine with the runoff from the Northeast and Northwest Subwatersheds within a channel west of Turtle Creek Road and Brookhill Drive. The Southern Watershed encompasses approximately 109 acres, including the southern third of the Olsen Ranch property, and drains to the west across the Olsen Ranch property. The Southern Off-Site Watershed encompasses the smallest portion of the project site, including approximately 11.4 acres, and discharges flows into a basin at the southwest corner of Olsen Ranch property. This basin contributes flow to a larger 212 acre watershed south of the Specific Plan area.

The City of Paso Robles is located in a Mediterranean climate, which provides a wet season in winter and dry season in the summer (United States Department of Agriculture [USDA] 1983). Rainfall averages 14.9 inches per year, with most rainfall occurring between late October and early April.

b. Topography and Drainage

The topography of the Olsen Ranch property varies and follows the hilly terrain along the southern two thirds of the site then flattens out along its northern boundary. Vegetation on the Olsen Ranch property consists of scattered oak tree clusters and annual grasses. Turtle Creek, a natural on-site drainage, is located at the foot of the hilly terrain on the Olsen Ranch Property south of Linne Road. The general flow of surface water from the Olsen Ranch property is from the east to the west.

Figure 4.10-1 Specific Plan Area Watersheds



Imagery provided by Microsoft Bing and its licensors © 2019.
Additional data provided by Wallace Group 2019.

Fig 4.9-1 Watersheds Drainage

The topography of the southern portion of the South Chandler Ranch Property is relatively mild and increases in grade from the property midpoint to the northern property boundary. The South Chandler Ranch property consists of undeveloped land with annual grass coverage. The general flow of surface water from the South Chandler Ranch property is from the north to the south and southwest.

There are 34 existing Drainage Management Areas (DMA) identified in the Specific Plan area. The existing general direction and rate of flow, in cubic feet per second (CFS), from the properties in the Specific Plan area and the DMAs are shown on Figure 4.10-1.

c. Project Site Flood Hazards

Approximately eight acres along Turtle Creek at the western edge of the Olsen Ranch property in the Specific Plan area are located in a Flood Emergency Management Agency (FEMA) Flood Hazard Zone A (Flood Insurance Rate Map [FIRM] Panel No. 06079C0607G). This Special Flood Hazard Area is subject to flooding by the one percent annual chance flood (i.e., 100-year flood). No base flood elevations are determined for Zone A. The extent of the 100-year floodplain is shown on Figure 4.10-2. No other flood hazard areas are located in the Specific Plan area.

d. Water Quality

Water quality depends primarily on the hydrologic characteristics of the drainage basin, the makeup of the soils in the watershed, and source of pollution in the watershed. The quality of stormwater varies in the region depending on climatic and land use conditions. Urban and industrial runoff generally contains more pollutants than rural runoff. Water quality characteristics typically measured include pH, total dissolved solids, levels of herbicides and pesticides, sediment levels, vehicle-related oils, and chemicals such as chloride, sulfate, and nitrate. Water quality objectives are established based on the designated beneficial uses for a particular surface water or groundwater basin.

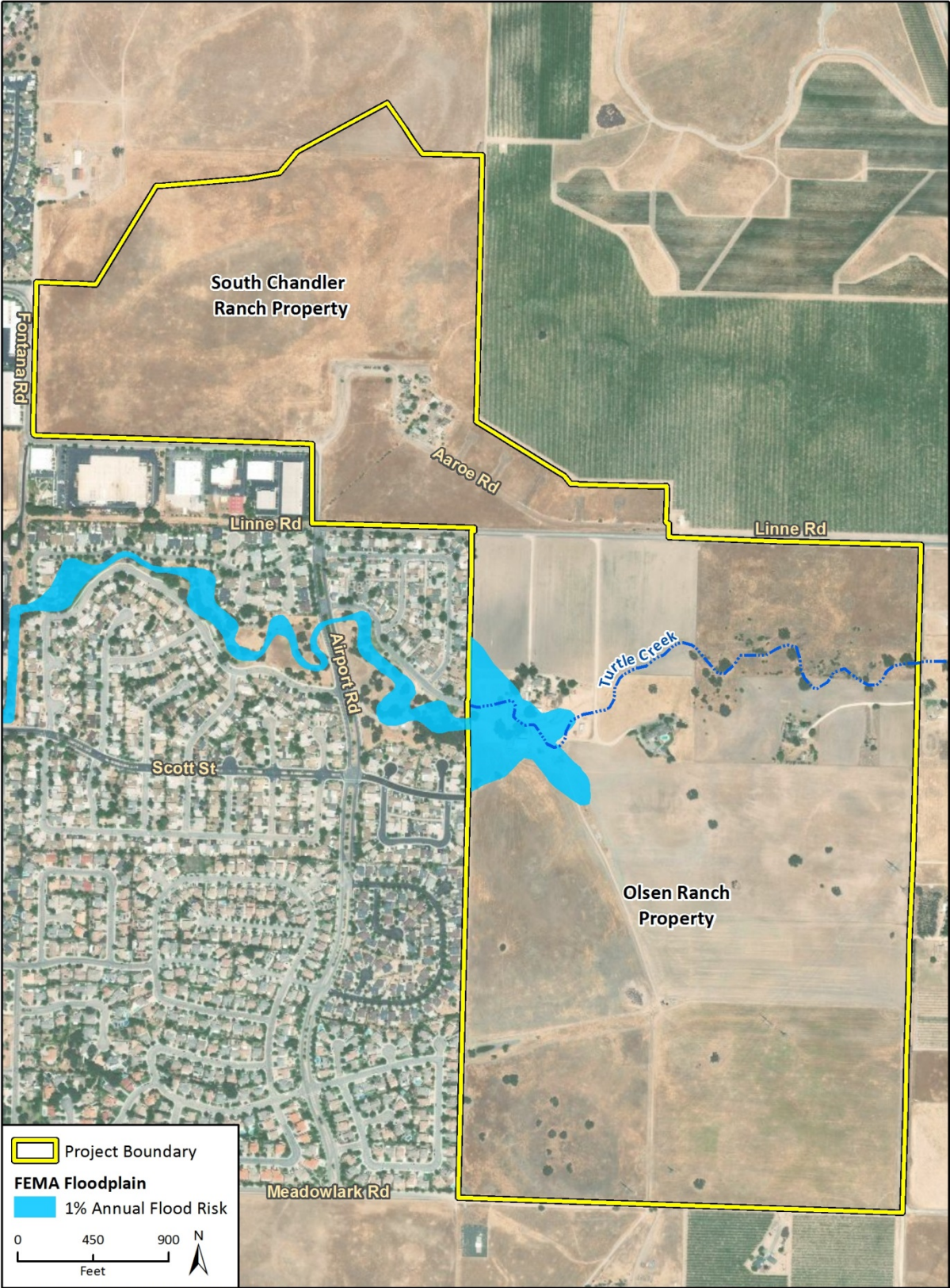
Surface Water

Approximately 350 acres of the site are undeveloped, with the remaining areas developed with rural residential units and ancillary structures. The Specific Plan area contains annual grasslands, and portions of the site are used for informal, intermittent grazing activities. Irrigation and rainwater percolate through the soil or discharge into Turtle Creek, which ultimately drains into the Salinas River. Runoff from the Specific Plan area is not currently treated and may carry contaminants such as pesticides or fertilizers from historical agricultural uses, contributing to non-point source runoff including sediment, nutrients, and trace amounts of pesticides and herbicides. The current water quality status of the Salinas River is discussed below.

Impaired Water Bodies

Section 303(d) of the federal Clean Water Act requires states to identify waters that do not meet water quality standards after applying effluent limits for point sources (other than publicly owned treatment works) that are based on the best practicable control technology currently available. States are then required to prioritize waters/watersheds for total maximum daily loads (TMDL) development. A TMDL is a written plan that describes how an impaired water body will meet water quality standards. It contains the following:

Figure 4.10-2 FEMA Flood Map for Specific Plan Area



Imagery provided by Microsoft Bing and its licensors © 2019.
Additional data provided by FEMA 2018.

Fig. 4.10-2 FEMA Flood Map

- A measurable feature to describe attainment of the water quality standards;
- A description of required actions to remove the impairment; and
- An allocation of responsibility among dischargers to act in the form of actions or water quality conditions for which each discharger is responsible.

The Clean Water Act requires that states develop rankings for TMDLs. California ranks TMDLs as high, medium, or low priority, based on the severity of impairments and the importance of the specific beneficial uses identified for that water body. Regional Water Quality Control Boards (RWQCB) develop schedules that set the order for TMDL completion. States compile this information for review and approval by the U.S. Environmental Protection Agency. The State Water Resources Control Board (SWRCB) and the RWQCBs monitor and assess water quality to prepare the Section 303(d) list of impaired waters and to develop TMDLs.

Turtle Creek serves as the receiving waterbody for the Specific Plan area, and ultimately drains into the Salinas River. The Salinas River, from the confluence of the Nacimiento River to the Santa Margarita Reservoir, is listed as Category 5 on the 2014-2016 Integrated Report - 303(d) List and 305(b) Report list of water quality limited segments. The Category 5 listing describes a water segment where standards are not met and a TMDL is required, but not yet completed, for at least one of the pollutants being listed for this segment. Table 4.10-1 identifies the constituent pollutants for which the Salinas River is included on the Section 303(d) list.

Table 4.10-1 Salinas River TMDLs

Waterbody	Pollutant	Expected TMDL Completion
Salinas River	Chloride	2027
	Sodium	2027
	Turbidity	2018
	pH	2027

Source: SWRCB 2017

Beneficial Uses

The Central Coast RWQCB identifies 20 categories of “beneficial uses.” Each body of water in the state has a set of beneficial uses, each of which requires different water quality control. Each beneficial use has a set of water quality objectives designed to protect that use (Water Quality Control Plan for the Central Coast Basin [Basin Plan] Central Coast RWQCB 2017). Table 4.10-2 contains a list of beneficial uses of the Salinas River.

Table 4.10-2 Beneficial Uses for the Salinas River

Abbreviation	Beneficial Use	Definition
MUN	Municipal & Domestic Water Supply	Community, military, or individual water supply systems including, but not limited to, drinking water supply.
AGR	Agricultural Supply	Farming or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for grazing.
PROC	Industrial Process Supply	Industrial activities that depend primarily on water quality including, but not limited to, waters used for manufacturing and food processing.
GWR	Ground Water Recharge	Natural or artificial recharge of ground water for purpose of future extraction or maintenance of water quality.
REC1	Contact Water Recreation	Recreational activities involving body contact with water, where ingestion of water is reasonably possible. Example: swimming, fishing, and wading.
REC2	Non-Contact Water Recreation	Recreational activities close to water, but not normally involving body contact with water. Example: picnicking, hiking, and boating.
WILD	Wildlife Habitat	Terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, and wildlife.
COLD	Cold Freshwater Habitat	Cold water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife.
WARM	Warm Freshwater Habitat	Warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.
MIGR	Migration of Aquatic Organisms	Support for habitats necessary for migration or other temporary activities by aquatic organisms, such as anadromous fish.
SPWN	Spawning, Reproduction, and/or Early Development	Support for high quality aquatic habitats suitable for reproduction and early development of fish.
RARE	Rare, Threatened, or Endangered Species	Habitats necessary for the survival of plant and animal species identified under state or federal law as rare, threatened, or endangered.
COMM	Commercial & Sport Fishing	Commercial or recreational collection of fish or other organisms including, but not limited to, uses of the organism for human consumption or bait.

Source: Central Coast RWQCB 2017

Water Quality Objectives

Water quality objectives are the limits or levels of pollutant constituents or the characteristics of a water body that are established for the reasonable protection of beneficial uses of water. Water quality objectives are numeric limits and narrative objectives designed to ensure that bodies of water in the state can support their designated beneficial uses. At concentrations equal to or greater than the numeric objectives, constituents (or pollutants) are considered to have impaired the beneficial uses of the state's water. In some cases, objectives are narrative (qualitative), rather than numerical. The Central Coast RWQCB Basin Plan provides specific water quality objectives for potential releases of pollutants into county surface waters.

Groundwater

The Paso Robles Area Subbasin of the Salinas Valley Groundwater Basin (locally referred to as the “Paso Robles Groundwater Basin”) is located in northern San Luis Obispo County and extends into Monterey County. The Specific Plan area is located in the Estrella sub-area of the Paso Robles Groundwater Basin. The Central Coast RWQCB Basin Plan has established water quality objectives for groundwaters in the Central Coast region. These objectives are intended to serve as a water quality baseline for evaluating groundwater quality management in the basin.

e. Regulatory Setting

Federal, state, and local agencies regulate surface water and groundwater resources and their associated water quality for the protection of watersheds, floodplains, and water quality. These agencies regulate surface water and groundwater so that identified beneficial uses are not impaired. Water quality regulations are designed to limit the discharged of pollutants into the environment, maintain surface water and groundwater quality, protect fish and wildlife and their habitats, and protect beneficial uses.

Federal

Federal Clean Water Act, 33 U.S.C. 1251 et seq. (1977)

The Federal Clean Water Act (CWA) is the primary federal law regulating water pollution. Relevant sections include:

- Section 208, requiring that states develop programs to identify and control non-point sources of pollution, including runoff.
- Section 303, requiring states to establish and enforce water quality standards to protect and enhance beneficial uses of water for such purposes as recreation and fisheries.
- Section 304(a)(1), requiring the administrator of the U.S. Environmental Protection Agency (USEPA) to develop and publish water quality criteria that reflect the latest scientific knowledge regarding the effects of pollutants in any body of water.
- Section 313(a), requiring that federal agencies observe state and local water quality regulations.
- Section 401, which prohibits a federal agency from issuing a permit or license to conduct any activity that may result in any discharge into waters of the United States unless a state or authorized tribe where the discharge would originate issues a Section 401 water quality certification verifying compliance with existing water quality requirements or waives the certification requirement.
- Section 404, which establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands.
- Section 405 of the Water Quality Act of 1987 added to Section 402(p) to the CWA. Pursuant to Section 402(p)(4) of the CWA, the EPA is required to promulgate regulations for NPDES permit applications for stormwater discharges.
- Safe Drinking Water Act, 40 U.S.C. 100 et seq. This act sets limits on concentrations of pollutants in drinking water sources.

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) oversees floodplains and manages the National Flood Insurance Program (NFIP). FEMA also prepares the FIRMs for communities participating in the NFIP. FIRMs delineate regulatory floodplains to assist communities with land use and floodplain management decisions, so that the requirements of the NFIP are met in the event of damaging floods. However, FEMA studies and maps are not necessarily an accurate, up-to-date reflection of all physical flood risk or hazards. County restrictions on development in floodplains require that incorporated cities, at a minimum, enforce the current federal floodplain management regulations as defined in the FEMA NFIP. The city participates in the NFIP and consults with the Department of Water Resources (DWR) Division of Flood Management, for support in obtaining the most current floodplain mapping information. This information includes FIRMs that identify regulated flood hazard zones, which are then used to assign risk and insurance rates for homeowners and businesses in the city.

U.S. Army Corps of Engineers

The Army Corps of Engineers (USACE) studies, constructs, and operates regional-scale flood protection systems in partnership with state and local agencies. Specific agreements between the USACE and its state and local partners on particular projects are used to define shared financial responsibilities and regulations that affect the local partners. Any work that is within USACE jurisdiction, which includes the Salinas River and its tributaries, requires permitting through USACE.

State

California Department of Fish and Wildlife

Any work that is within California Department of Fish and Wildlife (CDFW) jurisdiction requires permitting through CDFW. Section 1602 of the Fish and Game Code requires an entity notify the CDFW prior to commencing any activity that may substantially divert or obstruct the flow of any channel or bank.

California Department of Water Resources

DWR is the state agency that studies, constructs, and operates regional-scale flood protection systems, in partnership with federal and local agencies. DWR also provides technical, financial, and emergency response assistances to local agencies related to flooding.

FloodSAFE California is a strategic multifaceted program initiated by DWR in 2006. FloodSAFE is guiding the development of regional flood management plans, which encourage regional cooperation in identifying and addressing flood hazards. Regional flood plans include flood hazard identification, risk analyses, review of existing measures, and identification of potential projects and funding strategies. The plans emphasize multiple objectives, system resiliency, and compatibility with state goals and Integrated Regional Water Management Plans (IRWMP). DWR has the lead role to implement FloodSAFE, and works closely with state, federal, tribal, and local partners to help improve integrated flood management systems statewide. DWR's role is to advise and provide assistance as a resource to local jurisdictions as they pursue compliance. Table 4.10-3 provides the state-mandated requirements for local agency (including cities and counties) flood planning.

Table 4.10-3 Flood Risk Management Legislation and Local Responsibilities

Planning Document Tool	Statewide Requirements
General Plan Land Use Element	Identify and annually review areas subject to flooding (identified by FEMA or DWR); consider the location of natural resources used for groundwater recharge and stormwater management.
General Plan Conservation Element	Identify areas that may accommodate floodwater for groundwater recharge and stormwater management; in coordination with agencies, develop a water resources section.
General Plan Safety Element	Identify and revise, per new flood hazard information; establish goals, policies (objectives), and mitigation measures to protect from the risk of flooding; allows information in floodplain management ordinances to be used.
General Plan Housing Element and Regional Housing Needs Assessment	Consider and may exclude land that is not adequately protected, to avoid the risk of flooding.
Local Hazard Mitigation Plan	May adopt safety element in conjunction with local hazard mitigation plan (financial benefits).

Source: DWR 2010

Porter-Cologne Water Quality Control Act (1969)

The Porter-Cologne Water Quality Control Act mandates that Waters of the State shall be protected such that activities that may affect Waters of the State shall be regulated to attain the highest quality. The SWRCB is given authority to enforce Porter-Cologne Water Control Act as well as Section 401 of the Clean Water Act and has adopted a statewide general permit that applies to almost all stormwater discharges. This general permit, which is implemented and enforced in the Paso Robles area, is implemented by the local Central Coast RWQCB and requires all owners of land where construction activity occurs to:

- Eliminate or reduce non-stormwater discharges to stormwater systems and other waters of the U.S.;
- Develop and implement a Stormwater Pollution Control Plan emphasizing stormwater BMPs; and
- Perform inspections of stormwater pollution prevention measures to assess their effectiveness.

In addition, SWRCB regulations mandate a “non-degradation policy” for state waters, especially those of high quality. Under the authority of the SWRCB, the protection of water quality in the Salinas River and its tributaries is under the jurisdiction of the Central Coast RWQCB. The RWQCB establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives. These objectives are established based on the designated beneficial uses for a particular surface water or groundwater. Beneficial uses of the Salinas River include agricultural supply; cold freshwater habitat; commercial and sport fishing; groundwater recharge; migration of aquatic organisms; municipal and domestic supply; industrial process supply; rare, threatened, or endangered species; water contact recreation; non-contact water recreation; spawning, reproduction and/or early development; warm freshwater habitat; and wildlife habitat. Within the city limits of Paso Robles, the jurisdiction for the water quality of the Salinas River and its tributaries, including Turtle Creek, overlaps with the city public works and utilities agencies.

In accordance with the California Water Code, the Central Coast RWQCB has developed a Basin Plan (September 2017) designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Water quality objectives for the Central Coastal Basin satisfy state and federal requirements established to protect waters for beneficial uses and are consistent with existing statewide plans and policies.

Central Coast Regional Water Quality Control Board

Since 1990, regulations have increasingly emphasized the control of water pollution from non-point sources, which include stormwater systems and runoff from point-source construction sites and industrial areas. In California, the SWRCB issues a statewide General Permit to regulate runoff from construction sites involving grading and earth moving in areas over one acre. The Construction General Permit also applies to projects of less than one acre that are part of a larger plan of common development. The SWRCB has been designated by the U.S. EPA to enforce requirements of the federal Clean Water Act, as part of the National Pollutant Discharge Elimination System (NPDES). The State Order¹ requires covered construction projects to use the “best available technology economically achievable,” and the “best conventional pollution control technology.” Each construction project subject to the Construction General Permit is required to have a Stormwater Pollution Prevention Plan (SWPPP) prepared. A SWPPP identifies likely sources of sediment and pollution and incorporates measures to minimize sediment and pollution in runoff water. These objectives are established based on the designated beneficial uses for the receiving water. Under Phase II of the NPDES, the County was required to seek coverage under SWRCB’s General Permit for Municipal Separate Storm Sewer Systems (MS4s).

The protection of water quality within San Luis Obispo County is under the jurisdiction of the Central Coast RWQCB. The Central Coast RWQCB establishes requirements that prescribe the discharge limits and establish water quality objectives through the Water Quality Control Plan for the Central Coast Basin (Basin Plan, Central Coast RWQCB March 2016). Central Coast RWQCB Resolution R3-2013-0032, which outlines runoff reduction and treatment requirements, is applicable to the Specific Plan area. Resolution R3-2013-0032 outlines stormwater management requirements for development projects in the Central Coast Region and defines four post-construction requirements to help maintain water quality and the hydrologic health of the watersheds. These requirements are based on the project’s type, size, and regional location. The proposed development lies within Watershed Management Zone (WMZ) 1. These four post-construction requirements include the following for regulated projects:

1. **Site Design and Runoff Reduction:** Requirements include limiting disturbance to creeks and drainage features, minimizing compaction of permeable soils, limiting clearing and grading of vegetation, and minimizing impermeable surfaces.
2. **Water Quality Treatment:** Requirements include treating urban runoff with onsite source control systems such as Low Impact Development (LID) treatment systems, Bio filtration Treatment Systems, or other BMPs to reduce pollution before runoff enters the MS4.
3. **Runoff Retention:** Prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event (as determined from local rainfall data).

¹ Construction General Permit: Water Quality Order #2009-0009-DWQ, as amended by Water Quality Orders #2010-0014-DWQ and #2012-006-DWQ.

4. **Peak Flow Management:** Post development peak flows, discharged from the site, shall not exceed peak flows for the 10-year storm event.

Local Policies and Regulations

The protection of water quality in the Salinas River and its tributaries is under the jurisdiction of the RWQCB. The city also has the responsibility for regulating water quality under its NPDES MS4 permits program. The RWQCB establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives. These objectives are established based on the designated beneficial uses for a particular surface water or groundwater.

City of Paso Robles General Plan

The city addresses hydrology and water quality issues through implementation of adopted General Plan policies and programs. These policies are found in the Land Use and Conservation Elements. The goals and policies from the existing General Plan relate to protecting water quality and managing stormwater.

LAND USE ELEMENT

The Land Use Element contains the following policy and action item related to stormwater management:

POLICY LU-2K Support environmental responsibility. Manage the natural landscape to preserve the natural beauty and rural identity of the community, which enhances ecological functions and maintains environmental and public health.

Action Item 1 Require new development, either on public or private property, to mitigate its share of impacts from storm water on the natural environment through implementation of LID storm water management features.

CONSERVATION ELEMENT

The Conservation Element contains the following policies and action items which define the local regulatory setting related to hydrology and water quality:

POLICY C-1A Water Source, Supply, and Distribution. Develop and implement various innovative water provision and conservation programs that help to ensure an adequate supply of water for the city.

Action Item 2 Investigate and implement, if feasible, basin recharge programs through non-traditional methods. Such programs may include the following: storm drainage system design integrating LID features to reduce hydromodification from development and other improvements to recharge the ground water aquifer; developing/improving water recharge along historic drainage patterns along/adjacent to creeks and/or rivers; and/or developing recycled wastewater programs including basin recharge.

Action Item 3 Maintain/update the Urban Water Management Plan and implement Best Management Practices (BMP) as feasible.

Action Item 4 Maintain an updated Water Master Plan and develop needed water production, treatment, storage and distribution facilities as part of the Capital Improvement

Plan/Budget. As part of the Water Master Plan or Engineering Standards and Specifications, establish water service standards for new development to include, but not be limited to: minimum pressure; provision of two sources of water to subdivisions and large development projects; use of looped systems.

Action Item 5 Maintain potable water quality via the following measures:

- a. Continue to monitor city water supplies wells for water quality requirements of the Department of Health Services and other regulatory agencies.
- b. Encourage minimization of applications of agricultural chemical fertilizers and pesticides and enforce conservative application of agricultural waters.
- c. Provide treatment and distribution systems needed to assure conveyance of potable water that meets all water regulations.
- d. Incorporate LID features with all development in compliance with the "Joint Effort" permit requirements to filter and clean storm water through natural systems before it enters surface and groundwater supplies.

POLICY C1-C Storm Drainage. Provide storm drain systems that efficiently and safely mitigate flood risk, while effectively managing storm water through implementation of LID features, so that downstream run-off is limited to pre-development volumes and velocity before it is conveyed to the Salinas River, Huer Huero Creek, and their tributaries.

Action Item 1 Maintain and update the Storm Water Master Plan. Implement, as feasible, recommended actions and BMPs described in the Master Plan.

Action Item 2 Establish revised development standards as may be appropriate, that include, but are not limited to the following:

- a. For large developments that feature substantial amounts of impervious surfaces, detain water flows to prevent overflow of waterways and inundation of developed areas.
- b. Direct surface water runoff from developed areas to LID storm water features on the development site. The facilities should be designed to both mitigate flood flows while providing safe and efficient low-flow conveyance.
- c. Maintain natural streams to provide, at minimum, flow capacity for 100-year storm conditions.
- d. Conduct floodplain acquisition and promote groundwater recharge to preserve the floodway, protect riparian habitats and to enhance water resource, flood control projects and recharge programs to accommodate increased runoff from new development. These programs should be funded by developers, at rates proportional to the projected increase in runoff associated with their developments.

SAFETY ELEMENT

The Safety Element contains the following policy and action item related to flood hazards:

POLICY S-1A Hazard Education. Hazard Education. Continue to inform the public about hazards, hazard avoidance, and disaster response

Action Item 2 Support volunteer training aimed at assisting police, fire, and civil defense personnel during and after a major earthquake, fire, or flood.

POLICY S-1D Structural Safety. Rely on the city's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from fire, flooding, and geologic hazards.

Action Item 2 Maintain a current survey of unreinforced masonry and other hazardous structures.

Action Item 3 Require structures identified as being located in hazardous areas to be brought into conformance with acceptable levels of risk.

Action Item 4 Discourage the locating of critical facilities within identified hazard areas.

POLICY S-1G Maintain the structural and operational integrity of essential public facilities during flooding by taking safe guards such as locating new facilities outside of flood zones or areas subject to localized flooding, and audit existing facilities in these areas to determine if building upgrades should be considered to reduce the potential for future flooding.

City of Paso Robles Stormwater Control

In fulfillment of federal and state clean water laws, the city has enrolled as a permittee under the SWRCB Waste Discharge Requirements for Small MS4s (Order No. 2013-0001-DWQ) and the NPDES General Permit No. CAS000004 (general permit). As required by this general permit, the city adopted its Stormwater Control ordinance which regulates the entry of pollutants and non-stormwater discharges into the city storm drain system. The requirements are set forth in Chapter 14.20 Storm Water Control, in the Paso Robles Municipal Code. The stormwater control ordinance contains a series of provisions to prohibit illicit discharges to the city storm drainage system, and to impose BMPs for other discharges to the system. The provisions applicable to the project are summarized as follows:

- Construction activities must comply with the statewide general construction permit, which is applicable to construction sites of one acre or more.
- Any construction activity requiring a grading permit, regardless of size, must prepare and submit a site-specific erosion and sediment control plan.
- Industrial and commercial activities must comply with the statewide general permit for industrial activities.
- All new development must comply with the post-construction stormwater management requirements in Section V, design guidelines, of the city Public Works standard details and specifications. Those requirements reference the LID guidelines as developed by the Central Coast RWQCB or other performance standards that may superseded them.
- Land uses involving specific pollutant-generating activities identified in the Municipal Code must implement permanent and operation source control measures consistent with BMPs. Example activities included in the project are:
 - Parking areas

- Landscape areas with outdoor pesticide use
- Pools, spas, ponds, decorative fountains and other water features
- Fire sprinkler test water
- Drain or wash water from boiler drain lines, condensate drain lines, rooftop equipment, drainage sumps, and other sources
- Building and grounds maintenance

These requirements provide the city with the authority to enforce procedures intended to avoid and minimize the potential for surface water pollutants to enter the storm drain system, and the natural surface waters to which the system discharges. These procedures allow the city to comply with applicable state and federal law and to mitigate the potential water quality impacts from non-point source pollutants associated with land development.

The City of Paso Robles is also enrolled in the Phase II Municipal Stormwater Program as required by SWRCB. The program requires the city to develop and implement a Stormwater Management Plan (SWMP) in order to reduce or eliminate pollutants in Stormwater runoff and non-storm water discharges.

4.10.2 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The analysis of site drainage in this section is based on the Preliminary Drainage Report (January 2019), the Stormwater Control Plan (February 2019), and the Hydraulic Analysis of Turtle Creek through Olsen Property (July 2019) prepared by Wallace Group for the project (refer to Appendix F). Potential impacts to drainage are assessed based on site topography, the proposed layout and elevations of potential project components, the erodibility of soils, the amount of impervious surfacing proposed, and the regulatory framework necessary for the project.

There are no specific discharge requirements or standards for stormwater runoff at this time. For the purposes of this EIR, potential construction runoff impacts are evaluated based on a review of typical construction site pollutants found on job sites which may contribute to disproportionate amounts of polluting materials in runoff. The SWRCB has not attempted to identify numerical limits to be achieved in runoff from construction sites. Instead, the General Order contains narrative restrictions referencing best available technology economically achievable and the best conventional pollution control technology. Therefore, the significance of water quality impacts will be evaluated based on conformance with these requirements.

The assessment of water quality impacts for the project includes a review of regulations that control the city's water resources. Construction impacts are assessed based on information provided in the Specific Plan, tentative tracts maps, Preliminary Drainage Report, and Stormwater Control Plan, which include the size, location, and grade of building pads, and location and size of drainage infrastructure. As some of this information is at the conceptual or preliminary stage, a conservative, reasonable worst-case approach has been taken to ensure that potential impacts are addressed. Operational impacts are assessed based on the increase of development, impervious surfaces, and changes in drainage features throughout the Specific Plan area.

Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, impacts would be considered significant if the project would result in any of the following:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - Result in substantial erosion or siltation on- or offsite;
 - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
 - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - Impede or redirect flows;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; and/or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Potential impacts related to inundation by tsunamis or seiches are discussed in Section 4.18, Effects Found Not to be Significant. Refer to Section 4.17, Utilities/Service Systems, for a discussion of the project's potential impact to groundwater resources and water supply.

b. Project Impacts and Mitigation Measures

Threshold:	Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
Threshold:	Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?
Threshold:	Would the project substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none">i) Result in substantial erosion or siltation on- or offsite;ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; oriv) Impede or redirect flows?

Impact HWQ-1 DURING PROJECT CONSTRUCTION, SURFACE SOIL WOULD BE SUBJECT TO EROSION WHICH MAY CAUSE POLLUTION OF THE DOWNSTREAM WATERSHED. THE PROJECT'S IMPACT ON WATER QUALITY DURING CONSTRUCTION WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

Grading associated with each phase of project construction would temporarily expose bare soil. Exposed soils would be at increased risk for erosion and could be carried into drainages on and downstream of the Specific Plan area by runoff or wind. Construction wastes, paving materials, heavy equipment fuels, lubricants and solvents, or products of incomplete combustion, could also contribute to water pollution. Uncontrolled discharges of sediment and other pollutants could create temporary adverse effects to water quality in downstream surface waters, including the Salinas River. As shown in Table 4.10-1, the Salinas River is currently impaired by chloride, sodium, turbidity, and pH.

Project construction would be phased over several years and the majority of the Specific Plan area would be mass graded. Based on preliminary earthwork calculations, the project would require the movement of approximately one million cubic yards (1,000,000 cy) of earth with cut and fill being balanced within the Specific Plan area (no soil is anticipated to be imported to or exported from the Specific Plan area). Based on the site's existing topography and proposed pad elevations, runoff from exposed construction areas during storm events would flow from the South Chandler Ranch property to the south and southwest, and flow from the Olsen Ranch property to the west. Construction activities could impact hydrology by exposing disturbed ground to potential erosion and siltation, or by introducing pollutants such as oils, chemicals, sediments, and construction debris into the runoff. Construction activities could also pollute natural watercourses or underground aquifers. In particular, Phases 1 and 2 of project development would include grading and construction activities in close proximity or adjacent to Turtle Creek. The presence and use of large construction machinery within close proximity of the creek has the potential to result in a spill of fluids, such as oil, gasoline, and hydraulic fluids, which could be mobilized by stormwater runoff, resulting in potential adverse impacts to water quality. Refer to Section 4.4, Biological Resources, for additional discussion of potential runoff impacts within the creek to biological resources.

Construction activities that disturb one or more acres of soil are required to comply with the NPDES program through preparation of a SWPPP, which outlines BMPs that would address construction-related runoff. The project would be subject to construction-phase stormwater regulations, as described in Section 4.10.1(e), Regulatory Setting. Construction activity would be required to comply with the state's Construction General Permit (Order No. 2009-0009-DWQ). The Construction General Permit requires the development of a SWPPP be developed by a Qualified SWPPP Developer (QSD). In order to ensure implementation of SWPPP requirements, consistency with the Central Coast RWQCB Basin Plan water quality objectives to preserve water quality and protect the beneficial uses and reduce polluted runoff and erosion and siltation as a result of the project, mitigation would be required to avoid potentially significant impacts to water quality.

Mitigation Measures

Mitigation Measures HWQ-1(a) through HWQ-1(c) are required to reduce impacts to water quality due to polluted runoff from construction activities.

HWQ-1(a) Stormwater Pollution Prevention Plan

All grading and construction activities shall be implemented pursuant to SWPPPs prepared for mass grading/tract improvements in the Specific Plan area as well as for development of each planning area within the Specific Plan area. The SWPPPs shall be prepared by the project applicant and

submitted by the city to the Central Coast RWQCB under the NPDES Phase II program. At a minimum, the SWPPPs shall include the BMPs/source control measures and maintenance requirements included in the Stormwater Control Plan for the project. These measures include permanent and operation source control BMPs for landscaping, waste disposal, outdoor equipment storage, and parking, as follows:

a. Landscaping

- i. *Permanent* – Final landscaping plans that include: preservation of existing native trees, shrubs and ground cover to the maximum extent possible; landscaping designed to minimize over-irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution; and plant selections appropriate to site conditions to provide successful establishment.
- ii. *Operational* – Maintain landscaping using minimum or no pesticides; dispose of grass clippings, leaves, sticks, or other collected vegetation as green waste or by composting; do not dispose of collected vegetation into waterways or storm drainage systems; and use mulch or other erosion control measures on exposed soils.

b. Refuse Areas

- i. *Permanent* – Signs posted on or near dumpsters with the words “Do not dump hazardous material here” or similar; and outdoor dumpsters to be covered and graded to landscape areas.
- ii. *Operational* – Adequate number of receptacles to be provided; inspect receptacles regularly; repair or replace leaky dumpsters, keep dumpsters covered, collect litter daily, and clean up spills immediately; and keep spill control materials available onsite.

c. Outdoor equipment storage

- i. *Permanent* – Maintenance and construction vehicles to be parked/stored onsite; storage area paved and sufficiently impervious to contain leaks and spills; and parking area directed to gravel infiltration swale for infiltration before discharging from the site.
- ii. *Operational* – Clean up spills or leaks immediately; keep spill control materials available onsite; inspect vehicles and equipment being stored onsite to identify spills and leaks; and address appropriately to reduce future spills and leaks.

d. Parking Areas

- i. *Operational* – Sweep parking areas regularly to prevent accumulation of litter and debris; collect debris from pressure washing to prevent entry into the storm drain system; and collect wash water containing any cleaning agent or degreaser and discharge to the sanitary sewer.

Maintenance requirements include:

- a. Monthly inspections of the bio-retention landscape area and swale for litter, debris, leaves, dead vegetation, and anything else that might interfere with flow and infiltration.
- b. After storm events, determining whether bio-retention swale area is draining correctly.
- c. Annual and after storm event inspections of discharge locations for gullies, washouts, evidence of uncontrolled surface water flow, or erosion to the existing slope.
- d. Annual inspections for growth of trees or invasive plants in the bio-retention swale.

- e. Annual and after storm event inspections of gravel swale for potential contaminants from spills or illicit discharge.

Plan Requirements and Timing. The project applicant shall prepare SWPPPs that identify construction-related staging and maintenance areas, and at a minimum, the BMPs/source control measures and maintenance requirements included in the Stormwater Control Plan. The SWPPP and notices shall be submitted for review and approval by the city prior to the initiation of tract improvements, grading, or construction.

Monitoring. The city shall ensure compliance with the SWPPPs. A Geotechnical Engineer or an Engineering Geologist shall monitor technical aspects of the grading activities, including installation of the drainage outlets and associated headwalls and aprons. The city shall also inspect the site during grading to monitor runoff and after conclusion of grading activities.

HWQ-1(b) Berms and Basins

As specified in the SWPPP, the applicant shall be required to manage and control runoff by constructing temporary berms, sediment basins, runoff diversions, or alternative BMPs as approved by the Central Coast RWQCB as part of the SWPPP submittal, in order to avoid unnecessary siltation into local streams during construction activities where grading and construction shall occur in the vicinity of such streams.

Plan Requirements and Timing. Berms and basins shall be constructed when grading commences. The project applicant shall sufficiently document, to the Central Coast RWQCB's satisfaction, the proper installation of such berms and basins during grading.

Monitoring. The city shall ensure berms, sediment basins, runoff diversions, or alternative BMPs are included on project construction plans prior to approval. The city shall also inspect the site during grading to monitor compliance with this measure.

HWQ-1(c) Erosion and Sediment Control Plan

As specified in the SWPPP and the city's Stormwater Control ordinance, the applicant shall be required to prepare and submit site-specific erosion and sediment control plans for mass grading/tract improvements in the Specific Plan area as well as for development of each planning area within the Specific Plan area. The plans shall be designed to minimize erosion and water quality impacts, to the extent feasible, and shall be consistent with the requirements of the project's SWPPPs. The plans shall include the following:

- a. Graded areas shall be revegetated with deep-rooted, native, non-invasive drought-tolerant species to minimize slope failure and erosion potential. Geotextile fabrics shall be used as necessary to hold slope soils until vegetation is established;
- b. Temporary storage of construction equipment shall be limited to a minimum of 100 feet away from drainages on the project site;
- c. Erosion control structures shall be installed;
- d. Demonstrate peak flows and runoff for each phase of construction; and
- e. Be coordinated with habitat restoration efforts, including measures to minimize removal of riparian and wetland habitats and trees (Mitigation Measures BIO-2, BIO-3[a], BIO-3[b], BIO-3[c], BIO-4[a], and BIO-4[b]).

Erosion and sediment control plans shall be submitted for review and approval by the city. The applicant shall ensure installation of erosion control structures prior to beginning of construction of any structures, subject to review and approval by the city.

Plan Requirements and Timing. The project applicant shall prepare site-specific erosion and sediment control plans consistent with the requirements of the SWPPPs. The erosion and sediment control plans shall be submitted for review and approval by the city prior to the initiation of grading and/or construction.

Monitoring. The city shall ensure compliance with the erosion and sediment control plans. The city shall also inspect the site during grading to monitor runoff and after conclusion of grading activities.

Significance After Mitigation

Implementation of Mitigation Measures HWQ-1(a) through HWQ-1(c), and compliance with existing regulations, would ensure that the potentially significant construction runoff and associated impacts to water quality would be reduced to a less than significant level.

Threshold:	Would the project substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none">i) Result in substantial erosion or siltation on- or offsite;ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; oriv) Impede or redirect flows?
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Impact HWQ-2 THE PROJECT WOULD ALTER THE EXISTING DRAINAGE PATTERN AND INCREASE IMPERVIOUS SURFACE AREA IN THE SPECIFIC PLAN AREA. THE PROPOSED DETENTION AND EXISTING DRAINAGE FACILITIES WOULD NOT RESULT IN AN INCREASE IN POST-DEVELOPMENT PEAK RUNOFF FROM THE PROJECT SITE. PROJECT IMPACTS TO EXISTING DRAINAGE PATTERNS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The project would alter the existing drainage pattern on the project site through mass grading of the project site and would increase the impervious surface area throughout the Specific Plan area. The project includes 14 on-site drainage basins, which are shown on Figure 2-5 in Section 2, Project Description, and described in detail in the Preliminary Drainage Report (January 2019) and the Stormwater Control Plan (February 2019) for the project (refer to Appendix F).

The Stormwater Control Plan for the project has designed retention facilities and detention basins with adequate capacity to store and retain the 95th percentile storm event on-site. The Preliminary Drainage Report includes a hydrologic analysis which utilized the HydroCAD Stormwater Modeling System, Version 10, computer program to determine the runoff from the project site from the 95th percentile, 2-, 10-, 25-, 50- and 100-year storm events. The HydroCAD Stormwater Modeling System program was also used to perform a hydraulic analysis of the proposed detention basins to determine the quantity of outflow from the basins. Based on these analyses, the Preliminary

Drainage Report for the project concludes that stormwater runoff from the project area would be conveyed as follows:

- The Northeast Subwatershed currently discharges historic flow rates to Linne Road, where flows overtop the roadway and flow into Turtle Creek through the Central Watershed. For the proposed developed condition, stormwater runoff would be intercepted by storm drain systems prior to flows overtopping Linne Road and would be conveyed to Turtle Creek. The Central Watershed would discharge flows at historic levels into Turtle Creek along the western boundary of Olsen Ranch.
- A small amount of flow from the Northeast Subwatershed would combine with flows from the Northwest Subwatershed and discharge at the intersections of Linne Road/Airport Road and Linne Road/Fontana Road.
- The Southern Watershed would discharge runoff into the detention basin formed from the existing stock pond near the southwest corner of Olsen Ranch. Detained flows would enter the city's storm drain system within Running Stag Way. The greater Northern, Central, and Southern Watersheds would confluence approximately 1.4 miles downstream ultimately discharging into the Salinas River.

The proposed drainage system for the Specific Plan area would consist of water quality control features, storm inlets and drains, and detention basins. Post-development flows would be detained to historic levels for the 2-year through the 100-year event before discharging into Turtle Creek or offsite into the city's stormwater conveyance system (Appendix F). The Hydraulic Analysis of Turtle Creek through Olsen Property describes the conveyance capacity of Turtle Creek upstream of the Specific Plan area based on post-development peak surface flows and associated flood elevations. Based on the results of the Hydraulic Analysis of Turtle Creek Through Olsen Property, post-development site elevations and associated drainage would not result in upstream peak surface flows that would exceed current levels (Appendix F). Therefore, the proposed detention and existing drainage facilities would meet applicable city requirements and would not result in an increase in post-development peak runoff from the project site or alter the existing drainage pattern such that flows are substantially impeded or redirected. Project impacts to existing drainage patterns would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold:	Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
Threshold:	Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact HWQ-3 DURING OPERATION, THE PROPOSED RESIDENTIAL AND COMMERCIAL USES WOULD INCREASE THE QUANTITIES OF POLLUTANTS ASSOCIATED WITH URBAN USES. THE PROJECT'S IMPACT ON WATER QUALITY WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

Development of the Specific Plan area would replace approximately 350 acres of undeveloped and historic agricultural land with an equivalent area of urban development and associated changes in pollutant runoff. Development of the Specific Plan area with residential, neighborhood commercial, school, park, and trail uses would be expected to increase the quantities of pollutants associated

with runoff from streets, lawns, turf, landscaping, and gardens. Other activities that may increase pollutants in the Specific Plan area include motor vehicle operations, pesticide/herbicide/fertilizer uses, human littering, careless material storage and handling, pavement disintegration, and domestic animal waste. During storm events, these pollutants would be transported into drainage systems by surface runoff. Contaminants that are mobilized by water flow through Turtle Creek may ultimately be conveyed to the Salinas River.

The project would implement LID design strategies that would reduce adverse impacts to water quality as a result of new operations in the Specific Plan area, including:

- Development of a series of bio-retention landscape areas and pervious driveways, which would stop water flow for water quality treatment and retention.
- Implementation of bio-retention swales in the detention basin bottoms, taking advantage of these vegetated open areas to the extent possible.
- Minimum setbacks from the Turtle Creek flowline for grading design consistent with SWCP site design performance requirements.
- Use of permeable paver street sections in low volume traffic areas to allow for capture of small storm event surface runoff and allow it to percolate between the pavers.
 - Pervious pavers would overlie a variable depth layer of angular open graded rock material to holds the runoff from small storm events.
 - Base rock below the pavement would filter the water as it is slowly released into the soil.

In addition, the project would be required to manage stormwater treatment in accordance with the Central Coast RWQCB Resolution R3-2013-0032, which requires Central Coast municipalities to implement Post Construction Requirements to comply with the Statewide Phase II Municipal General Permit, as well as the City of Paso Robles Engineering Design Standards. The General Permit requires MS4s to develop and implement BMPs (described in Section 4.8.1[e]) to reduce the discharge of pollutants and protect water quality.

As described above, the Specific Plan includes retention and detention structures and LID measures intended to minimize pollutants associated with runoff and sedimentation, consistent with state and local requirements, including new standards for LID set forth by SWRCB. Compliance with the Central Coast RWQCB's Post Construction Requirements, NPDES discharge permits, the requirements of the city's Stormwater Control ordinance would reduce potential impacts to water quality due to polluted runoff during operation of the project. Nevertheless, potential impacts to water quality resulting from runoff during operation of the project would be potentially significant. Mitigation would be required for inclusion of locally-appropriate stormwater BMPs in the final design of the stormwater quality system, and to ensure that the stormwater quality system is maintained for long-term operation.

Mitigation Measures

Mitigation Measures HWQ-3(a) through HWQ-3(c) are required to reduce impacts to water quality due to polluted runoff during operation of the project.

HWQ-3(a) Stormwater Quality Treatment Controls

Best Management Practice (BMP) devices shall be incorporated into the stormwater quality system depicted in the erosion and sediment control plan (refer to Mitigation Measure HWQ-1[c]). BMPs shall include, at a minimum, the BMPs/source control measures and maintenance requirements

included in Stormwater Control Plans. These measures include permanent and operation source control BMPs for landscaping, waste disposal, outdoor equipment storage, and parking (refer to Mitigation Measure HWQ-1[a]).

Plan Requirements and Timing. The BMPs for stormwater quality shall be shown on project design plans and submitted for review by the city prior to approval of final project plans.

Monitoring. The city shall monitor project compliance with the BMPs prior to acceptance of the grading, the occupancy of residents, and/or permit finals. The city may also periodically inspect the site to ensure compliance.

HWQ-3(b) Stormwater Best Management Practice Maintenance Manual

The project applicant shall prepare a development maintenance manual for the stormwater quality system/Low Impact Development Best Management Practices (BMPs). The maintenance manual shall include detailed procedures for maintenance and operations of all stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer's or designer's maintenance specifications. The manual shall require that devices be cleaned annually prior to the onset of the rainy season (i.e., October 15th) and immediately after the end of the rainy season (i.e., May 15th). The manual shall also require that all devices be checked after major storm events.

Plan Requirements and Timing. The project applicant shall prepare development maintenance manual as specified in this measure. The development maintenance manual shall be submitted for review and approval by the city prior to approval of grading and public improvement plans.

Monitoring. The city shall ensure compliance with the requirements in the development maintenance manual as required by the state. The city may also inspect the site after occupancy to ensure implementation of the requirements in the development maintenance manual.

HWQ-3(c) Stormwater BMP Semi-Annual Maintenance Report

The property manager(s) or acceptable maintenance organization shall submit to the City of Paso Robles Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15th and May 15th of each year). The requirement for maintenance and report submittal shall be recorded against the property.

Plan Requirements and Timing. The applicant shall demonstrate inclusion of BMPs within the tentative tract maps, and utilities plans, which shall be submitted for review and approval by the city prior to development plan approval and final tentative tract map recordation.

Monitoring. The city shall review and approve the required plans and maintenance manual with tentative tract map approval.

Significance After Mitigation

Implementation of Mitigation Measures HWQ-3(a) through HWQ-3(c) as well as compliance with the Central Coast RWQCB's Post Construction Requirements, NPDES discharge permits, and the requirements of the city's Stormwater Control ordinance would ensure that the potentially

significant impacts to water quality resulting from pollutants from urban uses included in the project would be reduced to a less than significant level.

Threshold: Would the project risk release of pollutants due to project inundation in a flood hazard zone?
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Impact HWQ-4 APPROXIMATELY EIGHT ACRES OF THE SPECIFIC PLAN AREA ARE LOCATED WITHIN THE EXISTING 100-YEAR FLOOD ZONE. THE PROJECT WOULD PLACE HOUSING, ROADWAYS, AND COMMUNITY PARK SPACE WITHIN THIS 100-YEAR FLOOD ZONE AREA, WHICH COULD INCREASE RISKS OF POLLUTANT RELEASE UPON INUNDATION. WITH REQUIRED PREPARATION OF A CONDITIONAL LETTER OF MAP REVISION (CLOMR) APPLICATION AND RECEIPT OF A LETTER OF MAP REVISION (LOMR) FROM FEMA, POTENTIAL IMPACTS DUE TO FLOOD HAZARDS AND POLLUTION AS A RESULT OF FLOODING WOULD BE LESS THAN SIGNIFICANT (CLASS III).

As shown in Figure 4.10-2, approximately eight acres (2.2 percent) of the 358-acre Specific Plan area is located within the 100-year floodplain identified by FEMA. Community park space, low and medium density residential uses, framework roadways, and in-tract roadways are proposed on the portion of the Specific Plan area that is within the identified 100-year floodplain. Floodplains provide surface area and storage capacity for flood flows that overtop the banks of waterways, such as Turtle Creek. This storage area attenuates downstream flood peaks. When such areas are reduced, flooding conditions downstream may be impacted. Grading of the site and extensive soil movement within the existing 100-year floodplain to construct the project as well as the proposed channel capacity enhancements for Turtle Creek could affect flood water surface elevations and reduce the amount of existing floodplain storage available in Turtle Creek and downstream in the Salinas River. Additionally, placing housing, roadways, and community park space within the 100-year floodplain could increase risks of pollutant release upon inundation in this area, resulting in potentially significant impacts associated with flooding hazards.

The project would re-grade the Specific Plan area to elevate potential housing pads above the 100-year floodplain. To formalize the resulting flood elevations, the project would be required to prepare a conditional letter of map revision (CLOMR) application² requesting that the FEMA 100-year floodplain boundary be redefined for the post-grading elevations, and that the FIRM revised by FEMA be consistent with the post-development 100-year floodplain as mapped based on the hydrologic and hydraulic models consistent with the proposed site development, creek improvements and bridge, site and floodplain grading, and proposed detention facilities. The CLOMR application, as a component of the project, will require approval and an official letter of map revision (LOMR)³ issued by FEMA, and, must be confirmed by the city. With this approval and issuance of the LOMR, the redefined floodplain boundary would exclude the components of the project that could result in the release of pollutants upon inundation and reduce or avoid potential impacts related to flooding and flood hazards. This impact would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

² A CLOMR is based on proposed conditions and does not change the FIRMs. A CLOMR is the method used by FEMA to let people know that if projects are constructed per the design submitted to and approved by FEMA, revision of the FIRM panel with an official letter of map revision (LOMR) is likely.

³ A LOMR is an official revision to the FIRMs issued by FEMA. LOMRs reflect changes to the 100-year floodplains or Special Flood Hazard Areas (SFHA) shown on the FIRMs.

c. Cumulative Impacts

The project, in combination with approved, pending, and proposed development within the city, particularly projects located within the same watersheds, would further contribute to the increase in development and associated water quality impacts, as well as alter the existing hydrologic environment, thereby altering the abundance and natural flow of water resources of the area. Currently, there are no approved, pending, or proposed city projects located in the same watersheds as the project. The County of San Luis Obispo is processing a minor use permit for cannabis related activities on a property that covers an approximately nine-acre area on the southern portion of the Southern Off-Site Watershed. The Beechwood Specific Plan, including 915 dwelling units and 64,000 square feet of commercial/industrial development, is planned along the southern side of Meadowlark Road adjacent to the southwest corner of the Olsen Ranch property. The Beechwood Specific Plan area is located outside of the watersheds covering the project site, and located downstream of the existing general direction of flow from the project site area, but may contribute to the water quality and hydrologic conditions in the Southern Off-Site Watershed. Although the project and other planned/pending projects in the area may alter the abundance and flow of water resources of the same general area of the city, potential impacts would be disseminated into different watersheds, minimizing cumulative adverse effects to water and hydrology.

Cumulative development would result in a change from historical agricultural and undeveloped land uses to urban development and associated pollutant discharge to surface and groundwater. Construction activities could also result in the pollution of natural watercourses or underground aquifers. The types of pollutant discharges that could occur as a result of construction include accidental spillage of fuel and lubricants, discharge of excess concrete, and an increase in sediment runoff. Storm runoff concentrations of oil, grease, heavy metals, and debris would increase as the amount of urban development increases in the watershed. However, when properly implemented, water quality and stormwater control requirements of the Central Coast RWQCB, County of San Luis Obispo, and the City of Paso Robles would be expected to mitigate any adverse impacts resulting from new development. Therefore, the project, in conjunction with pending cumulative development would not substantially increase the concentration of urban pollutants such as oil, grease, and vehicular heavy metals in surface runoff, or alter existing drainage pattern result in adverse impacts. Polluted runoff which may be generated during construction activities of cumulative development and projects considered in this analysis would be regulated by the SWRCB under the Construction General Permit and NPDES permits and would be minimized through the implementation of standard construction BMPs. Cumulative impacts would therefore be less than significant for water quality.

Cumulative development in the city and the vicinity of Turtle Creek is anticipated to contribute to an incremental increase in runoff and peak flood flows. Development of planned or pending projects upstream of the project site would contribute to the risk of flooding on and in the vicinity of the Specific Plan area. Each cumulative project would be expected to provide its own facilities or other mitigation measures, where feasible, to mitigate increased peak flows and exacerbated downstream flooding. Project-specific mitigation measures would reduce cumulative impacts to the extent feasible. The project would increase stormwater runoff due to the increase in impervious surfaces in the Specific Plan Area. However, the proposed on-site drainage system would adequately capture associated runoff, and the project would not substantially contribute to flooding on- or off-site. Overall, cumulative impacts to hydrology and water quality would be less than significant.

4.11 Land Use/Planning

This section evaluates impacts related to land use and planning. Both land use compatibility issues and consistency with land use policies are discussed. The analysis of land use and planning impacts is based on existing land use pattern in the vicinity of the project site, and the applicable policies and standards in the City of Paso Robles General Plan and the San Luis Obispo Council of Governments (SLOCOG) 2019 Regional Transportation Plan.

4.11.1 Setting

a. Regional Setting

The City of Paso Robles encompasses approximately 19.9 square miles in northern San Luis Obispo County. The city is located on the Salinas River, approximately 25 miles north of the City of San Luis Obispo and approximately 91 miles southeast of the City of Salinas. The unincorporated community of Templeton is located approximately 5 miles to the south, and the unincorporated community of San Miguel is located approximately 8 miles to the north.

b. Project Site Setting

The Specific Plan area is located within the city limits on the eastern edge of the City of Paso Robles, on the urban/rural fringe with San Luis Obispo County. Urban development is generally located west of the Specific Plan area, and rural areas are located north, east, and south of the Specific Plan area. Figure 2-2 in Section 2, Project Description, shows the site in its local context.

Figure 2-3 in Section 2, Project Description, summarizes the current zoning for the South Chandler Ranch, Olsen Ranch, Our Town, and Centex properties. The current land use designations on the South Chandler Ranch property are Neighborhood Commercial (NC), Business Park (BP), Residential Single Family (RSF), and Residential Multi Family (RMF). The South Chandler Ranch property is zoned Residential Single family (RSF6), Residential Multi Family (RMF9) and Planned Industrial (PM). The current land use designations on the Olsen Ranch property are Residential Single Family (RSF). The Olsen Ranch property is predominantly zoned Residential Single Family (R1 PD3 and R1 PD4), with a portion zoned Residential (R4 PD < 95 units). The current land use designation on the Our Town property is Residential Multi Family (RMF9). The current land use designation on the Centex property is Residential Single Family (RSF6).

The Specific Plan area is located within a transition area between the light industrial and residential development to the west and agricultural/open space/rural residential uses to the north, east, and south. The Specific Plan area is generally undeveloped, with the exception of three existing rural residential units and associated outbuildings on the northern portion of the Olsen Ranch property and thirteen single family residential units on the Our Town property.

c. Regulatory Setting

State

Government Code Section 63450

State law (Government Code Section 63450) authorizes cities to adopt specific plans for implementation of their general plans in a defined area. All specific plans must comply with Sections

65450-65457 of the Government Code. These provisions require that a specific plan be consistent with the adopted general plan and, in turn that all subsequent subdivisions and development, public works projects and zoning regulations be consistent with the specific plan. Specific plans are required to include distribution, location and types of uses, development, and improvements to public facilities and infrastructure. Tailored regulations, conditions, programs, standards and guidelines help implement the vision for long-range development of the specific plan area.

Regional

2019 Regional Transportation Plan

The 2019 Regional Transportation Plan (RTP), adopted by SLOCOG in June 2019, is the current regional transportation plan for SLOCOG's planning area. The primary purpose of the 2019 RTP is to develop a fully intermodal transportation system that enhances the livability of the region. The plan delineates a set of regional transportation goals, policies, and actions. In addition, it integrates new requirements of Senate Bill 375 to address the interrelationship of transportation and land use policies and practices. The Sustainable Communities Strategy (SCS) included in the RTP describes the "2035 Preferred Growth Scenario" for the next 15+ years, as identified by the SLOCOG Board. This scenario is intended to decrease strain on natural resources, reduce the amount of travel and greenhouse gas (GHG) emissions, improve air quality, and promote public health by supplying more efficient options for transportation and housing. Consistent with the preferred growth scenario, a key strategy in the SCS is to focus new growth to existing corridors and communities.

Local

City of Paso Robles General Plan

The City of Paso Robles General Plan is the city's fundamental land use policy document to guide decisions through the year 2025 relative to the physical form and development of the city. The General Plan contains eight elements: Land Use (2014b), Circulation (2011), Housing, (2014c), Open Space (2003d), Conservation (2014a), Parks and Recreation (2003e), Noise (2003c), and Safety (2014d). The physical changes envisioned by the General Plan are described primarily in the Land Use and Circulation Elements. The Housing Element, Open Space Element, Conservation Element, Park and Recreation Element, Noise Element, and Safety Element do not involve physical changes to the city, except to the extent that the policies of these elements are carried forward through the Land Use Element. The Land Use Element establishes a planned land use pattern and long-range policies to guide growth within the city limits and sphere of influence (SOI). The Land Use Element includes the following policy language applicable to the Olsen Ranch property and southern portion of the Chandler Ranch property in the Specific Plan area:

Policy LU-2G Specific Plans. Require for large, vacant and/or underutilized areas, as well as for areas with special planning needs, as follows (refer to Figure LU-3):

- Areas outside of and southeast of the 2003 City limits, within Subarea "D" (proposed Annexation Areas between Linne Road and Creston Road). Two specific plans, which include:
- Olsen Ranch Specific Plan
- Beechwood Area Specific Plan
- Chandler Ranch Area Specific Plan
- Oak Park Area Specific Plan

- Uptown/Town Centre Specific Plan
- Other areas as established by the City Council

Limitations on Chandler Ranch Area Specific Plan, Olsen Ranch Specific Plan, Beechwood Area and Uptown/Town Centre Specific Plans.

The following shows the maximum number of dwelling units that can be accommodated within each of the specific plans. These numbers may be reduced, depending on topographic, environmental, or other development constraints:

- Chandler Ranch Area Specific Plan:1,439 dwellings
- Olsen Ranch Specific Plan: 673 dwellings
- Beechwood Area Specific Plan:674 dwellings
- Uptown/Town Centre Specific Plan:989 dwellings

Within the scope of a specific plan, the Planning Commission and City Council have the authority to:

- Provide flexibility in terms of:
 - Distribution of densities within the geographic area covered
 - Parcel sizes and location (including clustering to retain unique site features)
 - Development Standards and other Zoning Ordinance requirements
 - Allowable land uses by providing an opportunity for mixed use provisions (e.g. neighborhood serving commercial land uses) within the overall residential densities anticipated in the General Plan. This flexibility includes the ability to provide for multi-family land uses as long as the total dwelling unit count is within the scope of the General Plan designation for the geographic area under consideration.
- Address community-wide issues on a comprehensive basis, including:
 - Fiscal impacts
 - Infrastructure phasing and financing
 - Parks and Trails
 - Project Amenities
 - Coordinated Architecture

Action Item 1 Encourage establishment of Specific Plans for other areas where it would be appropriate to:

- a. Retain unique site features.
- b. Insure a cohesive development pattern for the area (A Specific Plan could establish site planning, design and architectural parameters that could integrate the uses of the different parcels in the area).
- c. Lend themselves to long-term development and infrastructure phasing;
- d. Allow for flexibility in site planning in order to encourage creative and higher quality design and to ensure compatibility with surrounding land uses.

Action Item 2 As part of the environmental review of new Specific Plans, require preparation of fire station analysis identifying staffing requirements, station location, and response times.

Zoning Ordinance of the City of El Paso de Robles

The purpose of the city's zoning ordinance is to promote the growth of the city in an orderly manner and to protect the public health, safety, comfort, and general welfare. The zoning ordinance defines 25 zoning districts and overlays in the city, each of which establishes the general use, density, and type of development allowed in that area. All buildings, land use, or any type of physical development must comply with the regulations for each zoning district.

4.11.2 Impact Analysis

a. Methodology and Significance Thresholds

The following criteria are based on Appendix G of the State CEQA Guidelines. An impact is considered significant if the project would result in one or more of the following conditions:

- Physically divide an established community; and/or
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Applicable policies from the San Luis Obispo County Air Pollution Control District (SLOAPCD) 2001 Clean Air Plan and the 2013 City of Paso Robles Climate Action Plan are discussed in Section 4.3, Air Quality, and 4.8, Greenhouse Gas Emissions.

b. Project Impacts and Mitigation Measures

Threshold: Would the project physically divide an established community?

Impact LU-1 THE PROJECT WOULD FACILITATE DEVELOPMENT OF A LARGE, PRIMARILY UNDEVELOPED AREA IN THE CITY, AND WOULD EXTEND CIRCULATION ROUTES THROUGH THE SOUTHEASTERN PORTION OF THE CITY. THE PROJECT WOULD NOT DIVIDE AN ESTABLISHED COMMUNITY, AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The Specific Plan area is located in the southeastern portion of the City of Paso Robles, adjacent to unincorporated lands in San Luis Obispo County east of the Specific Plan area. The Specific Plan area is located within a transition area between light industrial and residential development to the west and agricultural/open space/rural-residential uses to the north, east, and south. The Specific Plan area is generally undeveloped, with the exception of three existing rural residential units and associated outbuildings on the northern portion of the Olsen Ranch property and thirteen single family residential units on the Our Town property.

As discussed in Section 1, Introduction, the Olsen Ranch and South Chandler Ranch properties require adopted Specific Plans and have been anticipated for residential development since the preparation of the General Plan in 2014. The Specific Plan would also be required to adhere to the procedural review and community standards in Policy LU-2G, which requires Specific Plans be developed for large, vacant, and/or underutilized areas, and provides the allowable maximum dwelling unit counts and requirement to prepare fire station analysis for the Olsen Ranch and Chandler Ranch Specific Plan areas. As shown on Figure 2-5, access to the proposed residential areas

on the South Chandler Ranch property would be provided from the proposed Sherwood Road extension, which would include the construction of approximately 1,850 feet of Sherwood Road from Fontana Road to Airport Road, connecting Airport Road to Linne Road, and from a connection point to Aaroe Road on the Our Town property. Direct connections would also be provided via Linne Road and an extension of Airport Road that would terminate in the northern portion of Specific Plan area. Access to the residential areas on the Olsen Ranch property would be provided from Meadowlark Road to the south, direct connections from Hanson Road to the east, and from existing collector streets on Parkview Lane and Scott Street.

The proposed development would extend the existing urban land use pattern from the areas to the west of the Specific Plan area to the eastern city limit line, as anticipated in the city's General Plan. The proposed circulation plan for the project would provide increased access throughout this portion of the city. Additionally, the Specific Plan would not modify the existing land use types on the Our Town or Centex properties. Therefore, the project would not divide an established community and this impact would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold:	Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?
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Impact LU-2 WITH IMPLEMENTATION OF THE MITIGATION MEASURES IN THIS EIR, THE PROJECT WOULD BE CONSISTENT WITH APPLICABLE CITY POLICIES AND STANDARDS, AND THE LAND USE STRATEGY IN SLOCOG'S 2019 REGIONAL TRANSPORTATION PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

The City of Paso Robles General Plan is the principal tool the city uses when evaluating land use proposals within the city limits and SOI. Land use decisions in the city are governed by the General Plan and are required to be consistent with the General Plan. This discussion focuses on those goals and policies in the city's General Plan that relate to avoiding or mitigating environmental impacts. This discussion also includes an assessment of whether any potential inconsistency with these standards would create a significant physical impact on the environment. Only policies relevant and applicable to the project are included.

Table 4.11-1 describes the project's consistency with applicable policies of the General Plan related to avoiding or mitigating environmental effects.

Table 4.11-1 Project Consistency with City Land Use Plans, Policies, and Regulations

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
General Plan, Land Use Element Policies		
Policy LU-1A	Provide an appropriate mix and diversity of land uses.	Consistent. The project would organize the Specific Plan area into nine land use types, including roadways, residential uses with mixed densities, and recreational uses. Neighborhood Commercial and School Site Overlays would also be applied to the MDR areas to allow neighborhood-scale commercial uses that would be compatible with the surrounding residential use and permit public elementary school uses in these areas.
Policy LU-2A	Citizen Participation. Foster citizen participation in the planning process.	Consistent. The project applicant team held a public design charrette in May 2018 to provide the public with opportunities to participate in design, and provide preliminary input on the planning efforts for the Specific Plan area. The project would be required to adhere to environmental review requirements and the city's land use entitlement process. Accordingly, the City of Paso Robles distributed a Notice of Preparation (NOP) of the EIR for a 30-day agency and public scoping period starting on January 28, 2019 and ending on February 26, 2019. The city also held an EIR Scoping Meeting on January 30, 2019 at Paso Robles city hall to provide information about the project to members of public agencies, interested stakeholders, and residents/community members, and receive verbal and written comments on the EIR. The CEQA process also requires a 45-day public comment period and written responses to comments received. Adherence to these requirements would ensure that the public would be engaged throughout the planning process.
Policy LU-2B	Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multi-family projects.	Consistent. The Specific Plan incorporates architectural styles typical of historical Paso Robles, including those of Spanish, agricultural, and viticulture influences. Architectural design principles would be imposed to ensure design consistency throughout the community. Utilities for the Specific Plan development would be ungrounded, consistent with the requirements of the city subdivision ordinance.
Policy LU-2D	Neighborhoods. Strive to maintain and create livable, vibrant neighborhoods and districts with: attractive streetscapes; a pedestrian friendly setting; coordinated site design, architecture, and amenities; adequate public and private spaces; and a recognizable and high quality design aesthetic.	Consistent. The neighborhoods would be interconnected throughout the Specific Plan area with a local street, bicycle circulation, and trail system, and would include internal recreational uses. The open space and recreational areas would include several neighborhood parks throughout the Specific Plan area, two larger community parks, several water quality/detention areas, public trails and multi-modal paths, a community building, a private recreational center, and a pool house. A permanent Master Homeowners' Association (Master HOA) and city-administered Community Facilities District (CFD) for areas not maintained by the HOA (or similar maintenance arrangement determined through the proposed Development Agreement) would be established for the Specific Plan area, to assume ownership and maintenance responsibility for recreation, open space, circulation systems, and landscaped areas, as specified in the Specific Plan. Mitigation Measure AES-2 requires preparation of a Master Landscape Plan for development within the Specific Plan area, requiring that retaining/barrier walls shall be limited to 5 feet in

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
		<p>height. Where retaining conditions require walls to be higher than 5 feet, the wall shall be separated into two or more walls with a minimum of 3 feet between each wall for screen planting. Specific Plan Policy 3.0.7 requires all lighting to comply with the following regulations and provisions:</p> <ul style="list-style-type: none"> ▪ The HOA shall define and adopt Dark Sky lighting standards to minimize light pollution and maintain the rural character of the area ▪ Visible lighting fixtures shall be consistent with the architectural style they are affixed or adjacent to ▪ All lighting within public right of ways and dedicated public easements shall be designed to city standards <p>The project applicant would also be required to provide an overall lighting plan that demonstrates that the project complies with the requirements of General Plan Policy LU-2D, which would be reviewed and approved by the Community Development Department prior to approval of tentative tract map improvement plans.</p>
Policy LU-2E	“Purple Belt” (Open Space/Conservation Areas Around the City). Create a distinct “Purple Belt” surrounding the City by taking actions to retain the rural, open space, and agricultural areas.	<p>Consistent. As discussed in Section 4.2, Agricultural Resources, the Specific Plan area is not located within a purple belt priority area. However, the eastern boundaries of the Specific Plan area are adjacent to “High Priority Areas,” as defined in the city’s Purple Belt Action Plan. In order to reduce conflicts with adjacent lands and uses, the project would be required to comply with standard SLOAPCD dust control measures detailed in Mitigation Measure AQ-2(g), and city policies and Mitigation Measures AG-2(a) and AG-2(b) to provide buffers between urban and agricultural uses. Development within the Specific Plan area would also be required to comply with the city’s right to farm ordinance, to reduce conflicts with nearby agricultural operations. The potential for the project to induce growth, including growth in rural, open space, and agricultural areas, is discussed further in Section 5, Other CEQA Required Discussions.</p>
Policy LU-2G	Specific Plans. Require for large, vacant and/or underutilized areas, as well as for areas with special planning needs, as follows (refer to Figure LU-3): areas outside of and southeast of the 2003 City limits, within Subarea “D” (proposed Annexation Areas between Linne Road and Creston Road). Two specific plans, which include: Olsen Ranch Specific Plan; Beechwood Area Specific Plan; Chandler Ranch Area Specific Plan; Oak Park Area Specific Plan; Uptown/Town Centre Specific Plan; and Other areas as established by the City Council. (<i>Abbreviated</i>)	<p>Consistent. The project would directly fulfill this policy by implementing a Specific Plan for the Olsen Ranch, South Chandler Ranch, Centex, and Our Town properties. Under the existing zoning, there are 673 allocated dwelling units on the Olsen Ranch property and 560 allocated dwelling units on the South Chandler Ranch property. Implementation of the Specific Plan would result in the development of a mix of 1,293 low, medium, and high-density residential units in the Specific Plan area, with 1,028 dwelling units allocated to the Olsen Ranch and South Chandler Ranch properties and the remaining units allocated to the Our Town and Centex properties.</p>

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
Policy LU-2K	Support environmental responsibility. Manage the natural landscape to preserve the natural beauty and rural identity of the community, which enhances ecological functions and maintains environmental and public health.	Consistent. Development in the Specific Plan area would be required to preserve healthy, existing vegetation on site where possible. Mitigation Measure BIO-2 would be required to offset permanent impacts to riparian areas/red willow thicket along Turtle Creek through on-site riparian restoration at a ratio of not less than 2:1 (habitat restored to habitat impacted). Tree protection and compensatory mitigation as specified in Mitigation Measures BIO-4(a) and BIO-4(b) will be implemented during grading and construction.
Policy LU-4A	Service Levels. Strive to ensure that City services and facilities are maintained at current levels and/or adopted standards, and are funded as revenues become available. <i>(Abbreviated)</i>	Consistent. As described in Section 4.14, Public Services, the project would be required to pay the Community Facilities District (CFD) Special Tax to offset its contribution to impacts to fire and police protection facilities and services by providing funding for additional police officers, firefighters, equipment, and potentially a new fire station to serve the area. The project would implement a School Site Overlay within the Specific Plan area to allow for development of an elementary school to facilitated development of public elementary school uses, as needed, and be required to pay CFD special tax and state-mandated school impact mitigation fees. In addition, the project would be required to pay a CFD Special Tax to help fund the proposed library expansion and offset potential impacts to library facilities.
Policy LU-4B	Support the public school district's efforts to ensure that new development mitigates its impacts to public schools, particularly in avoiding overcrowding conditions.	Consistent. The Specific Plan includes a school site land use designation within the Specific Plan area as an overlay to the underlying Medium Density Residential (MDR) zoning. This district permits public elementary school uses. New development within the Specific Plan area would be required to pay the city's CFD Special Tax and state-mandated impact mitigation fees. These fees would offset the increased demand for school services by providing funding for additional facilities to serve the area. Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998) states that payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization."
General Plan, Circulation Element Policies		
Policy CE-1A	Circulation Master Plan. Revise/update the City's Circulation Master Plan to address mobility needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors as follows: Improve the circulation network on a prioritized basis; Provide adequate access for emergency vehicles and evacuation; Improve mobility through and access to Downtown Paso Robles by implementing City Council adopted Town center and Uptown Plans;	Consistent. Access to the proposed residential areas on the South Chandler Ranch property would be provided from the proposed Sherwood Road extension. Direct connections would also be provided via Linne Road and an extension of Airport Road that would terminate in the northern portion of Specific Plan area. Access to the residential areas on the Olsen Ranch property would be provided from Meadowlark Road. Access to the west from the Olsen Ranch property would be provided via existing collector streets on Parkview Lane and Scott Street, while access to the areas east of the Specific Plan area would be provided via direct connections from Hanson Road. The Specific Plan also includes pedestrian and bicycle paths, including multi-modal boulevards separated by landscaped medians along the Sherwood Road extension, Airport Road extension through the South Chandler Ranch property, and

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
	Establish safe pedestrian and bicycle paths, for children and their parents to schools and other major destinations such as downtown, retail, and job centers; Maintain mobility for all modes by encouraging; flexible and off-set working hours, transit improvements; pedestrian and bikeway improvements; and public outreach as to the availability and benefit of alternative modes of travel; Require new development to mitigate its impact on the transportation network. Utilize roadways to achieve multiple environmental benefits through integration of Low-Impact Development stormwater management features in City streets.	Sherwood Road, which would run north-south through the Olsen Ranch property. Multi-modal paths would connect throughout the Specific Plan area, providing pedestrians, bicyclists, and neighborhood electric vehicles with off-street circulation options along Turtle Creek and in open space and recreation areas, including paths, trails, and greenways within the private recreational center on the Olsen Ranch property.
Policy CE-1B	Reduce Vehicle Miles Traveled (VMT). The City shall strive to reduce VMT generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.	Consistent. The project would include several features that promote alternative forms of transportation. These features include multi-modal paths that would connect throughout the Specific Plan area, providing pedestrians, bicyclists, and neighborhood electric vehicles with off-street circulation options. Implementation of Mitigation Measure AQ-1 and T-5 would also require the incorporation of VMT reduction measures including alternative transportation facilities, the promotion of alternative work schedules, the payment of fair share fees for public transit improvements, and the construction of circulation system improvements, all of which would address potential inconsistencies with the 2001 CAP transportation control measures and land use strategies.
Policy CE-1D	Transit. Improve and expand transit services.	Consistent. Implementation of Mitigation Measure AQ-1 and T-5 would require the incorporation of measures for alternative transportation facilities, including the expansion of San Luis Obispo County Regional Transit Authority Paso Express Routes A and B with new stops in the Specific Plan area, as well as the promotion of alternative work schedules, the payment of fair share fees for public transit improvements, and the construction of circulation system improvements.
Policy CE-1F	Pedestrian and Bicycle Access. Provide safe convenient pedestrian and bicycle access to all areas of the city.	Consistent. The Specific Plan includes pedestrian and bicycle paths, including multi-modal boulevards separated by landscaped medians along the Sherwood Road extension, Airport Road extension through the South Chandler Ranch property, and Sherwood Road, which would run north-south through the Olsen Ranch property. Multi-modal paths would connect throughout the Specific Plan area, providing pedestrians, bicyclists, and neighborhood electric vehicles with off-street circulation options along Turtle Creek and in open space and recreation areas, including paths, trails, and greenways within the private recreational center on the Olsen Ranch property.

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
General Plan, Housing Element Policies		
Policy H-1.1	Provide an adequate number of housing sites to accommodate the City's share of regional housing needs and its special housing needs.	Consistent. Under the existing zoning, there are 673 allocated dwelling units on the Olsen Ranch property and 560 allocated dwelling units on the South Chandler Ranch property. Implementation of the Specific Plan would result in the development of a mix of 1,233 low, medium, and high-density residential units in the Specific Plan area, with 1,028 dwelling units allocated to the Olsen Ranch and South Chandler Ranch properties. The increase in the city's population and residential dwelling units resulting from the project would be consistent with the population projections expected under the General Plan, and would aid the city in achieving the Regional Housing Needs Assessment (RHNA) allocation for Paso Robles, provided in the SLOCOG Regional Housing Needs Plan (RHNP; 2013). This RHNA allocation represents the minimum number of housing units by income level each community is required to plan for through a combination of: 1) zoning "adequate sites" at suitable densities that foster affordability; and 2) housing programs to support retention, rehabilitation, and production of lower income units with a reasonable degree of entitlement certainty.
Policy H-1.2	Promote and expand housing opportunities for all segments of the community, recognizing such factors as income, age, family size, and physical ability. Integrate such housing opportunities in each neighborhood or planning area so as to avoid concentrations of any type of housing in limited areas of the City. NOTE: It is not the intent of this policy that housing projects that are designed for 100 percent occupancy by moderate, low, and very low-income households should be discouraged.	Consistent. The project includes a mix of low, medium, and high-density residences that would be located throughout the Specific Plan area. Planned housing includes a range of housing options from detached single-family units to attached multi-family units. Affordable units would be provided among the planned apartment units and an accessory dwelling unit (ADU) program.
Policy H-3.1	Invest in the redevelopment of neighborhoods with aging and deteriorating housing and infrastructure.	Consistent. The project would implement a Specific Plan and replace three existing rural residential units and associated outbuildings on the northern portion of the Olsen Ranch property with new residences and infrastructure, consistent with the city land use goals to develop large, underutilized parcels in the city limits and SOI. Development of the Centex and Our Town properties is anticipated to occur concurrently with development of the South Chandler Ranch property and the northern portion of the Olsen Ranch property (Phase 1).
Policy H-6.1	Develop and redevelop neighborhoods and planning areas using compact urban forms that foster connectivity, walkability, alternative transportation modes.	Consistent. The Specific Plan includes pedestrian and bicycle paths, including multi-modal boulevards separated by landscaped medians. Multi-modal paths would connect throughout the Specific Plan area, providing pedestrians, bicyclists, and neighborhood electric vehicles with off-street circulation options. Development of the Centex and Our Town properties is anticipated to occur concurrently with development of the South Chandler Ranch property and the northern portion of the Olsen Ranch property (Phase 1). The Specific Plan includes circulation and landscaping plans that provide connectivity, walkability, and alternative transportation modes throughout the Specific Plan area.

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
Policy H-6.2	Investigate programs and methods that reduce energy consumption and effectively manage natural resources (air and water quality, primarily) for application to development of housing.	Consistent. The Specific Plan includes retention and detention structures and LID measures intended to minimize pollutants associated with runoff and sedimentation, consistent with state and local requirements, including new standards for LID set forth by the State Water Resources Control Board (SWRCB). Compliance with the Central Coast RWQCB's Post Construction Requirements, NPDES discharge permits, the requirements of the city's Stormwater Control ordinance would reduce potential impacts to water quality due to polluted runoff during operation of the project. In addition, Mitigation Measures HWQ-1(a) through HWQ-1(c), and Mitigation Measures HWQ-3(a) through HWQ-3(c) would be required to reduce impacts to water quality due to polluted runoff during construction and operation of the project. As discussed in Section 4.6, Energy, Specific Plan area development would comply with the 2019 California Building Energy Efficiency Standards for Residential and Non-residential Buildings and CALGreen (California Code of Regulations Title 24, Parts 6 and 11) or later versions. Mitigation Measure GHG-2 described in Section 4.8, Greenhouse Gas Emissions, would require the project to incorporate "mandatory" measures from the city's CAP, including measures that focus on energy-efficient lighting, bicycle parking and amenities, pedestrian access and safety, public transit, and water efficiency.
General Plan, Parks and Recreation Element Policies		
Policy PR-1A	Strive to achieve a 7-acre per 1,000 population parkland standard.	Consistent. As discussed in Section 4.15, Recreation, the project would provide approximately 25 acres of parkland per 1,000 residents, which exceeds the city's adopted performance standard of 7 acres of parkland per 1,000 residents. In addition, the project applicant would be required to pay city parkland development fees (Quimby Act fees) in accordance with the city's Development Impact Fee program. Parkland development fees would offset increased usage of existing recreational facilities attributed to the project buildout. Proposed development may be eligible for a fee credit at the city's determination, based on parks provided as part of the proposed project.
General Plan, Conservation Element Policies		
Policy C-1A	Water Source, Supply, and Distribution. Develop and implement various innovative water provision and conservation programs that help to ensure an adequate supply of water for the City.	Consistent. As described in Section 4.17, Utilities/Service Systems, water would be provided to the Specific Plan area for residential and non-residential uses as well as for main flushing and firefighting, through the extension of the existing city infrastructure. The Specific Plan area would also connect to the city's planned recycled water distribution system at the northwestern boundary of the South Chandler Ranch property within Airport Road. The project would not require or result in the construction of new water facilities or expansion of existing facilities for water conveyance or treatment beyond the infrastructure designed specifically for the project. The project would result in a short-term net increase in water use by 572.5 AFY and a long-term net increase in water use by 341.7 AFY, when recycled water would be available to serve the project. The city has sufficient water supplies available to serve the Specific Plan area from existing entitlements and resources

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
Policy C-1B	Sewer Service. Provide adequate wastewater conveyance and treatment facilities to serve all parcels in the City.	Consistent. As described in Section 4.17, Utilities/Service Systems, existing city infrastructure would be extended to provide wastewater infrastructure to the Specific Plan area. Prior to the Phase 1 development of the South Chandler Ranch and northern Olsen Ranch areas, implementation of the Specific Plan would involve upgrades to the sanitary sewer system. The southern portion of the Olsen Ranch development would discharge sanitary flows to Running Stag Way and would flow into the Beechwood sanitary sewer lift station. Pump upgrades are anticipated with proposed additional flows, as well as the need to upsize an approximately 300-foot long segment of gravity sewer downstream of the lift station. Wastewater generated by the project has been accounted for in the city's long-range utilities planning and would not result in an exceedance of the WWTP permitted discharge rate of 4.9 mgd.
Policy C-1C	Storm Drainage. Provide storm drain systems that efficiently and safely mitigate flood risk, while effectively managing storm water through implementation of LID features, so that downstream run-off is limited to pre-development volumes and velocity before it is conveyed to the Salinas River, Huer Huero Creek, and their tributaries.	Consistent. The project would include 14 on-site drainage basins. The proposed drainage system would consist of water quality control features, storm inlets and drains, detention basins, and LID measures intended to minimize pollutants associated with runoff and sedimentation, consistent with state and local requirements, including new standards for LID set forth by the Central Coast RWQCB. Post-development flows would be detained to historic levels for the 2-year through the 100-year event before discharging into Turtle Creek or offsite into the city's stormwater conveyance system.
Policy C-1D	Solid Waste. Ensure that the City's landfill maintains sufficient capacity to serve the needs of the City through the year 2025.	Consistent. As described in Section 4.17, Utilities/Service Systems, the Paso Robles Landfill has a remaining capacity of 4,216,402 cubic yards or approximately 65 percent of the maximum permitted capacity as of December 2017 (CalRecycle 2018). The project would not increase solid waste generation such that the city would exceed the maximum permitted throughput of 450 tons of solid waste per day or remaining capacity of 4,216,402 cubic yards at the Paso Robles Landfill.
Policy C-2A	Traffic Congestion Reduction. Implement circulation systems improvements to reduce congestion and associated air contaminant emissions.	<p>Consistent. The following on-site intersections would be constructed as part of the project:</p> <ul style="list-style-type: none"> ▪ Sherwood Road/Fontana Road (#21): Two-way stop control on Fontana Road approaches with 100' NBR turn pocket; two-way left turn lane on Sherwood Road with two westbound through lanes and one eastbound through lane. ▪ Airport Road/Sherwood Road (Future Niblick Road) (#22): Single lane roundabout. ▪ Sherwood Road (Future Niblick Road)/Linne Road (#25): Single lane roundabout. <p>The project would also be required to contribute its equitable share to fund the transportation improvements detailed in Mitigation Measures T-1(a) and T-7(a), as well as implement the improvement described in Mitigation Measures T-1(b), T-1(c), T-2(a) through T-2(e), and T-7(b).</p> <p>Furthermore, the project would be required to implement Mitigation Measure GHG-2 to ensure that the project would be consistent with the mandatory "GHG-reduction measures in the city's CAP, including traffic calming improvements.</p>

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
Policy C-2B	VMT Reduction. Implement programs to reduce the number of vehicle miles traveled (VMT), especially by single occupant vehicles, including providing opportunities for mixed-use projects. (Note: The Circulation Element also addresses VMT reduction, but the Conservation Element is the one that specifically calls out the connection to air quality).	Consistent. The Specific Plan includes pedestrian and bicycle paths, including multi-modal boulevards separated by landscaped medians. Multi-modal paths would connect throughout the Specific Plan area, providing pedestrians, bicyclists, and neighborhood electric vehicles with off-street circulation options. Implementation of Mitigation Measure AQ-1 and T-5 would require the incorporation of VMT reduction measures including alternative transportation facilities, the promotion of alternative work schedules, the payment of fair share fees for public transit improvements, and the construction of circulation system improvements, all of which would address potential inconsistencies with the 2001 CAP transportation control measures and land use strategies.
Policy C-2C	Emissions Reduction. Take steps to reduce creation of air contaminant emissions.	Consistent. Mitigation Measures AQ-2(a) through AQ-2(f) would require implementation of standard and BACT measures to reduce construction-generated emissions of fugitive dust and ozone precursors and would require implementation of a SLOACPD-approved CAMP and off-site mitigation, as needed. In addition, Mitigation Measure AQ-2(g) would require implementation of fugitive dust control measures consistent with SLOAPCD requirements for projects with grading areas of greater than 4.0 acres. As a result, implementation of Mitigation Measures AQ-2(a) through AQ-2(g) would reduce construction-related air quality impacts to a less than significant level.
Policy C-3A	Oak Trees. Preserve existing oak trees and oak woodlands. Promote the planting of new oak trees.	Consistent. Development of the Specific Plan area would result in the removal of approximately 49 oak trees and impact but not remove an additional approximately 24 oak trees considered protected under the Paso Robles Oak Tree Protection Ordinance as they are greater than six-inches in diameter at 4.5 feet above ground level. The Owner/Applicant would be required to implement Mitigation Measures BIO-4(a) and BIO-4(b) for oak tree preservation and compensatory mitigation for trees lost as a result of the project.
Policy C-3B	Sensitive Habitat. Incorporate habitats into project design, as feasible, including: oak woodlands, native grasslands, wetlands, and riparian areas.	Consistent. As discussed in Impacts BIO-1 through BIO-4, the project would be required to implement feasible mitigation to reduce or avoid impacts to sensitive biological resources, including sensitive habitats. With implementation of these measures, impacts to sensitive habitats as a result of the project would be less than significant.
Policy C-5A	Visual Gateways and Landmarks. Identify important visual resources: gateways, corridors, major arterials, natural/open space areas, as shown in Table C-1 and Figure C-3. Table C-1. Important Visual Resources Gateways to the City [includes SR 46 West at US Highway 101]; May be marked with entrance monument signs Limit range of land uses to preclude those commercial and industrial uses with outside processes and storage; Development shall be designed to make a positive visual impression (in terms of design/architecture and landscaping) and incorporate/preserve	Consistent. As discussed in Section 4.1, Aesthetics and Visual Resources, the city's Gateway Design Plan specifies Linne Road as a key "town and country" gateway and states that this gateway will move east as the city expands eastward, including development of the Olsen Ranch and Chandler Ranch properties. Although urban development of the Specific Plan area would eliminate views of oak covered hillsides and creeks/riparian corridors from public viewsheds in the Specific Plan area vicinity, the Specific Plan area is designated by the city for residential development. The project would be required to implement Mitigation Measure AG-2(a), which would provide for agricultural buffers and open space that would offer a transition from semi-rural to urban visual character. In addition, Mitigation Measure AES-2, specifying Master Landscape Plan requirements for the project would be required and would reduce the severity of the project

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
	natural features; Billboards shall be limited in number, shall be located to preserve views of natural features; Visual Corridors [both SR 46 West and US Highway 101]; Development shall be designed to make a positive visual impression and incorporate/preserve natural features; Billboards shall be limited in number, shall be located to preserve views of natural features; Natural Landmarks and Open Space Viewsheds; Oak-covered hillsides	to the visual character of the Specific Plan area.
Policy C-5B	Hillsides. Protect hillsides as a visual amenity, by implementing design standards that call for: Decreasing density as slope increases; Limiting the amount of grading; Providing substantial amounts of landscaping; Incorporating architectural treatment that enhances the form of the hillside rather than conflicting with it; Limiting the number of building sites that may be placed on prominent ridgelines; Preventing development of new buildings that Project above the ridgeline unless adequately mitigated with landscaping; Ensuring sensitive design of development on steep slopes, and on the crest of major ridgelines, shown on Figure C-4. Considerations for development on steep slopes shall include the following: Avoid slope stability hazards by restricting development on slopes of 35 percent or greater. Site-specific visual assessments (with and without the Project) to thoroughly evaluate the visual effects of development proposals on slopes of 30 percent or greater. For new development located on ridges and hills consider providing a substantial building setback from the edge of the downhill slope and/or screening landscaping, where the slope exceeds 15 percent.	Consistent. As discussed in Section 4.1, Aesthetics and Visual Resources, views across the Specific Plan area from the Visual Corridor along the eastern boundary of the South Chandler Ranch property and public viewsheds, such as Linne Road, Sherwood Road, Fontana Road, Hanson Road, and Meadowlark Road, would be permanently changed from unimpeded vistas across oak covered hillsides and creeks/riparian corridors to views of residential development and associated landscaping interspersed with open spaces and recreational uses. Although urban development of the Specific Plan area would eliminate views of oak covered hillsides and creeks/riparian corridors from public viewsheds in the Specific Plan area vicinity, the Specific Plan area is designated by the city for residential development.
Policy C-6B	Archaeological Resources: Strive to preserve/protect “unique archaeological resources” as defined by the California Environmental Quality Act.	Consistent. As discussed in Section 4.5, Cultural Resources and Tribal Cultural Resources, activities resulting from implementation of the project, including construction-related and earth-disturbing actions, could damage or destroy archeological resources. The project would be required to comply with Mitigation Measures CR-2(a) and CR-2(b), to ensure that any discovered archaeological resources would be protected and curated if encountered during project construction activities.

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
Policy C-7A	Conservation Measures. Investigate and implement as feasible, energy conservation measures.	Consistent. As discussed in Section 4.6, Energy, project construction activities comply with state and federal regulations and would comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. Construction of the proposed residential and non-residential buildings would comply with the 2019 California Building Energy Efficiency Standards for Residential and Non-residential Buildings and CALGreen (California Code of Regulations Title 24, Parts 6 and 11) or later versions. Mitigation Measure GHG-2 described in Section 4.8, Greenhouse Gas Emissions, would require the project to incorporate all “mandatory” measures in the city’s CAP, including measures that focus on energy-efficient lighting, bicycle parking and amenities, pedestrian access and safety, public transit, and water efficiency.
General Plan, Open Space Element Policies		
Policy OS-1A	Open Space/Purple Belt. Develop an open space plan/program for establishing an open space/ purple belt (agricultural preserve area) surrounding the City.	Consistent. As discussed in Section 4.2, Agricultural Resources, the Specific Plan area is not located within a purple belt priority area. However, the eastern boundaries of the Specific Plan area are adjacent to “High Priority Areas,” as defined in the city’s Purple Belt Action Plan. In order to reduce conflicts with adjacent lands and uses, the project would be required to comply with Mitigation Measure AQ-2(g) in Section 4.3, Air Quality, requiring implementation of standard SLOAPCD dust control measures and city policies to provide buffers between urban and agricultural uses, which would incrementally reduce potential impacts to the productivity of neighboring agricultural uses. Development within the Specific Plan area would also be required to comply with the city’s right to farm ordinance, to reduce conflicts with nearby agricultural operations, and to implement Mitigation Measures AG-2(a) and AG-2(b) to provide for buffers and fencing that would reduce public access from the Specific Plan area to the adjacent agricultural properties. Implementation of these measures would avoid or minimize potential conversion of farmland to non-agricultural use as a result of conflicts between new residential uses and adjacent agricultural operations.
General Plan, Noise Element Policies		
Policy N-1A	Noise Minimization. New development shall be designed to comply with the maximum, allowable Noise Exposures of 65 dB CNEL for outdoor activities (except for parks); and 45 dB CNEL for indoor activities. Noise measurement (dB Ldn or CNEL) is calculated using a daily average that takes into account the time of day the noise occurs. Sounds occurring at night are weighted to more heavily.	Consistent. As described in Impact N-1 in Section 4.12, Noise, predicted traffic noise levels at existing residential land uses located along study area roadway segments would not exceed the city’s exterior or interior noise standards of 65 and 45 dBA CNEL/Ldn, respectively. Additionally, the project would be required to comply with Mitigation Measure N-2 to ensure planned residential, commercial, and school uses in the Specific Plan area comply with the city’s noise exposure standards for stationary noise sources at existing noise-sensitive land uses, and Mitigation Measure N-3 requiring implementation of Best Management Practices (BMPs) for construction activities to reduce the temporary noise increases associated with project construction.

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
General Plan, Safety Element Policies		
Policy S-1A	Hazard Education. Continue to inform the public about hazards, hazard avoidance, and disaster response.	Consistent. The transport, storage, use, or disposal of hazardous materials for the project would be subject to federal, state, and local regulations pertaining to the transport, use, storage, and disposal of hazardous materials, including notification requirements, which would ensure risks associated with hazardous materials are minimized.
Policy S-1B	Disaster Response. Develop a community-wide Disaster Response Plan to: Address heavy search and rescue, major medical response, hazardous material response, interim morgue, emergency shelter, traffic and utility impacts, and debris removal and disposal; and Identify procedures for access, traffic control, emergency evacuations, and security of damaged areas.	Consistent. The city does not have adopted emergency response or evacuation plans. During construction, road closures and realignment of the roads may result in increased congestion in the event of an emergency. Due to the proximity of alternate routes within the vicinity of the project site, construction-related impacts would be less than significant. The project would also be required to comply with Paso Robles Fire Department specifications and the California Fire Code, which would ensure that the project does not interfere with emergency response or evacuation procedures.
Policy S-1C	Hazardous Exposure Minimization. Minimize hazards to people and property caused by fire, crime, and related services.	Consistent. The project would be required to comply with all Paso Robles Fire Department specifications and the California Fire Code, which provide uniform fire prevention, hazardous material, and building construction regulations, to minimize hazards to people and property caused by fire, crime, and related services. Additionally, the project would be required to pay the CFD Special Tax to offset its contribution to impacts from increasing demand on fire protection services and facilities by providing funding for additional firefighters, equipment, and a new fire station facility to serve the city.
Policy S-1D	Structural Safety. Rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from fire, flooding, and geologic hazards.	Consistent. Development in the Specific Plan area would be required to comply with the California Fire Code, which provides uniform fire prevention, hazardous material, and building construction regulations. In addition, the project would be required to adhere to the 2016 CBC Chapter 7A Partial Requirements which require certain construction materials and methods to minimize wildfire exposure hazards. These include Class A fire rated roof assemblies, flame and ember intrusion resistant vents, and non-combustible building side materials. In addition, Mitigation Measure HWQ-4, requiring preparation of a Conditional Letter of Map Revision (CLOMR)/Letter of Map Revision (LOMR), is required to reduce impacts related to locating housing with a 100-year floodplain and increasing the potential for pollutant release upon inundation of flood hazard areas.
Policy S-1E	Hazardous Materials. The City shall comply with Government code requirements regarding the use, storage, and transportation of hazardous materials.	Consistent. The transport, storage, use, or disposal of hazardous materials for the project would be subject to federal, state, and local regulations pertaining to such issues.

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
Policy S-1G	Maintain the structural and operational integrity of essential public facilities during flooding by taking safe guards such as locating new facilities outside of flood zones or areas subject to localized flooding, and audit existing facilities in these areas to determine if building upgrades should be considered to reduce the potential for future flooding.	<p>Consistent. The project would be required to include a CLOMR application requesting that the FEMA 100-year floodplain boundary be redefined, and that the FIRM revised by FEMA to be consistent with the post-development 100-year floodplain as mapped based on the hydrologic and hydraulic models consistent with the proposed site development, creek improvements and bridge, site and floodplain grading, and proposed detention facilities. In addition, Mitigation Measure HWQ-4, requiring preparation of CLOMR/LOMR, is required to reduce impacts related to locating housing with a 100-year floodplain and increasing the potential for pollutant release upon inundation of flood hazard areas.</p> <p>A Pacific Gas and Electric (PG&E) transmission line utility easement crosses a portion of the Olsen Ranch property from the southwest to the northeast. The easement includes both 250-kilovolt (kV) and 500-kV circuit lattice tower lines. The project would revise the Safety Element setback guidelines for development near the existing high-voltage (250 kV and 500 kV) power lines that cross the Specific Plan area (Policy SF-1).</p>

As shown in Table 4.11-1, the project would be consistent with applicable city General Plan policies. The Specific Plan and related actions would facilitate development of the Specific Plan area consistent with the city's General Plan. The project would be consistent with the development parameters described in the General Plan, and the Specific Plan would be consistent with applicable policies in the city's General Plan, with incorporation of mitigation measures included throughout this EIR.

Because the project would result in development of a Specific Plan area, including substantial new roadways, bike paths, and pedestrian connections, the project merits analysis for consistency with the regional land use strategy in SLOCOG's 2019 RTP. The SCS component of the RTP describes the "2035 Preferred Growth Scenario" for the next two decades, as identified by the SLOCOG Board. This scenario is intended to decrease strain on natural resources, reduce the amount of vehicle travel and associated GHG emissions, improve air quality, and promote public health by supplying more efficient options for transportation and housing. Consistent with the preferred growth scenario, the SCS envisions focusing new growth to existing corridors and communities. The project site is located within an existing community and is consistent with the General Plan land use designations for the site. The Specific Plan area borders residential and industrial uses on the west and would extend urban development in this area to the eastern boundary of the city. As a result, the project would allow for efficient development that minimizes increases in VMT and associated motor vehicle GHG emissions. The project would also provide bikeways, pedestrian, and transit connections throughout the Specific Plan area, and would be required to comply with Mitigation Measure AQ-1, which requires the incorporation of VMT reduction measures including alternative transportation facilities, the promotion of alternative work schedules, the payment of fair share fees for public transit improvements, and the construction of circulation system improvements, all of which contribute to a reduction in the amount of vehicle travel and associated GHG emissions and provide for project consistency with the regional land use strategy in SLOCOG's 2019 RTP.

With implementation of the mitigation measures included throughout this EIR and referenced in the statements of consistency/conflict in Table 4.11-1, the project would be consistent with the goals and policies in the city's General Plan and the land use strategy in the 2019 RTP. Therefore, the

project would not result in significant environmental impacts due to conflicts with applicable land use plans, policies, or regulations. This impact would be potentially significant but mitigable.

Mitigation Measures

This impact would not require additional mitigation measures beyond applicable measures included in other section of this EIR, including those referenced in the statements of consistency/conflict in Table 4.11-1.

Significance After Mitigation

Implementation of the mitigation measures referenced in the statements of consistency/conflict in Table 4.11-1 would reduce the project's potential impacts resulting from potential inconsistencies with the applicable land use plans, policies, or regulations to a less than significant level.

c. Cumulative Impacts

Planned, proposed, and approved projects in and around the city (refer to Section 3.3, Cumulative Development) would increase the potential for land use conflicts in the city, including potential to divide established communities and/or present conflicts with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project does not provide access or utility extensions to the unincorporated land to the east. The potential for the project to induce population or economic growth, either directly or indirectly, is discussed further in Section 5, Other CEQA Required Discussions. In addition, pending/future projects in the city would be required to adhere to city development regulations and General Plan policies to retain character of the city and mitigate environmental impacts where feasible. All pending and future projects would be reviewed for consistency with the General Plan and all other applicable regulatory land use actions prior to approval. The project would facilitate development in the city consistent with the land use pattern envisioned in the General Plan for this area. For these reasons, the contribution of the project to cumulative land use changes or the effects of cumulative land use changes would be less than significant with incorporation of the mitigation included in this EIR.

4.12 Noise

This section discusses the project's potential impacts relating to noise and groundborne vibration. This setting and impact analysis from the Noise Impact Analysis prepared for the project by Ambient Air Quality and Noise Consultants (Ambient) in August 2019 and peer reviewed by Rincon Consultants, Inc. was incorporated into this section. The Noise Impact Analysis is provided in Appendix H.

4.12.1 Setting

a. Environmental Noise

Sound is described in terms of the loudness (amplitude) and frequency (pitch) of the sound. Noise is typically defined as unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Prolonged exposure to high levels of noise is known to have several adverse effects on people, including hearing loss, communication interference, sleep interference, physiological responses, and annoyance. The noise environment typically includes background noise generated from both near and distant noise sources as well as the sound from individual local sources. These can vary from an occasional aircraft or train passing by to continuous noise from sources such as traffic on a major road.

The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound pressure level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, Leq is summed over a one-hour period.

The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Decibels are summed on a logarithmic basis. Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB and a sound that is 10 dB less than the ambient sound level would result in a negligible increase (less than 0.5 dB) in total ambient sound levels. In terms of human response to noise, studies have indicated that a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while those along arterial streets are in the 50 to 60+ dBA range. Normal conversational levels are in the 60-65 dBA range and ambient noise levels greater than that can interrupt conversations.

Noise levels from stationary or point sources (such as construction equipment and industrial machinery) typically attenuate at a rate of 6 to 7.5 dB per doubling of distance over acoustically hard and soft locations, respectively. Noise from lightly traveled roads typically attenuates at a rate

of about 4.5 dB per doubling of distance, while noise from heavily traveled roads typically attenuates at about 3 dB per doubling of distance. Noise levels are also reduced by intervening structures such as buildings or walls (typically referred to as “transmission loss”). Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or earthen berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA. The Federal Transit Administration’s (FTA) Transit Noise and Vibration Impact Assessment (2006) indicates that the manner in which newer buildings in California are constructed generally provides a reduction of exterior-to-interior noise levels of about 25 dBA with closed windows (2006). Standard construction materials and techniques used for residential developments in Southern California (conventional wood frame construction consistent with current California energy conservation requirements) normally result in a minimum exterior-to-interior noise attenuation of 15 dBA with windows open and 20 dBA with windows closed.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. To evaluate community noise on a 24-hour basis, the day-night average sound level was developed (Ldn). Ldn is the average of all A-weighted levels for a 24-hour period with a 10 dB upward adjustment added to those noise levels occurring between 10:00 PM and 7:00 AM to account for the general increased sensitivity of people to nighttime noise levels. The Community Noise Equivalent Level (CNEL) is identical to the Ldn with one exception. The CNEL adds 5 dB to evening noise levels (7:00 PM to 10:00 PM). Thus, both the Ldn and CNEL noise measures represent a 24-hour average of A-weighted noise levels with Ldn providing a nighttime adjustment and CNEL providing both an evening and nighttime adjustment.

b. Groundborne Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) (FTA 2006).

The background vibration velocity level in residential areas is typically around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest for groundborne vibration is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA 2006). The general human response to different levels of groundborne vibration velocity levels is described in Table 4.12-1.

Table 4.12-1 Human Response to Vibration Levels

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.
90 VdB	Difficulty with tasks such as reading computer screens.
Source: FTA 2006.	

c. Existing Ambient Noise Environment

The Specific Plan area vicinity is characterized by residential and commercial development to the west and south and rural agricultural uses in the Specific Plan area and to the east and north. Consequently, the primary noise sources in the Specific Plan area are vehicular traffic and agricultural equipment. Occasional aircraft flyovers are also audible in the Specific Plan area. Existing noise levels at the project site were documented during seven short-term (i.e., 10 minutes) and one long-term (i.e., 24-hour) ambient noise measurements. Ambient noise levels were primarily influenced by vehicular traffic on area roadways. No nearby stationary sources of noise were detectable in the Specific Plan area vicinity.

Noise measurements were conducted using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter positioned at a height of approximately 5 feet above ground level from approximately 10 to 37 feet from the centerline of nearby roadways. The long-term noise measurement was conducted at approximately 15 feet from the centerline of Linne Road. Table 4.12-2 describes the short-term sound level measurement locations and results. Figure 4.12-1 depicts the sound level measurement locations in the Specific Plan area vicinity, taking into account all existing sources of noise, including noise from nearby roadways and aircraft noise. Measured long-term noise levels are shown in Figure 4.10-2.

Figure 4.12-1 Nearby Noise-Sensitive Land Uses & Ambient Noise Monitoring Locations

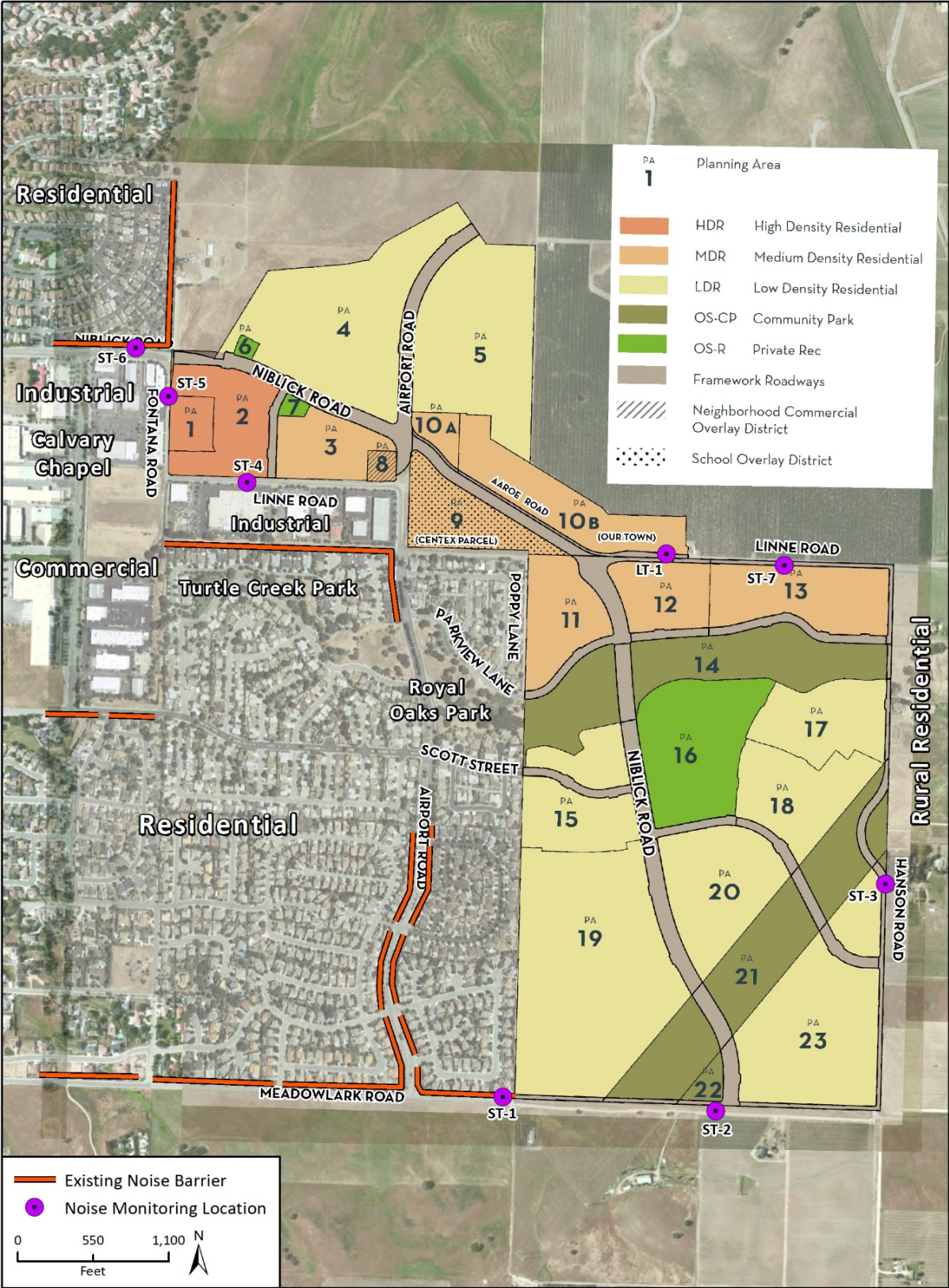


Table 4.12-2 Summary of Measured Short-Term Ambient Noise Levels

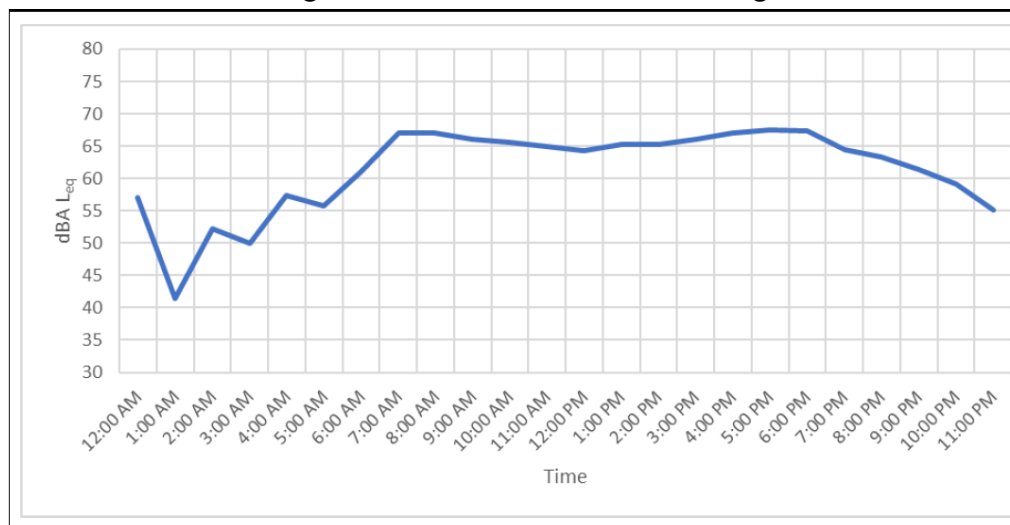
Monitoring Location	Monitoring Period	Monitoring Location	Noise Level (dBA)	
			L _{eq}	L _{max}
ST-1	12:30-12:40 PM	Meadowlark Road near Airport Road, approximately 24 feet from the road centerline.	51.0	73.9
ST-2	1:00-1:10 PM	Meadowlark Road, approximately 10 feet from the road centerline.	50.2	73.0
ST-3	1:20-1:30 PM	Hanson Road, approximately 20 feet from the road centerline.	49.9	69.2
ST-4	1:40-1:50 PM	Linne Road near Fontana Road, approximately 20 feet from the road centerline.	67.7	84
ST-5	2:45-2:55 PM	Fontana Road near Sherwood Road, approximately 22 feet from the road centerline.	67.3	79.1
ST-6	3:20-3:30 PM	Sherwood Road near Fontana Road, approximately 37 feet from the road centerline.	65.3	81.0
ST-7	3:40-3:50 PM	Linne Road near Hanson Road, approximately 15 feet from the road centerline.	70.6	80.7

Noise measurement survey was conducted on January 30th and February 1st, 2019 using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter positioned at a height of approximately 5 feet above ground level. Refer to Figure 4.10-1 for noise measurement locations.

As indicated in Table 4.12-2, measured ambient noise levels at locations in the Specific Plan area vicinity ranged from approximately 50 to 71 dBA Leq during the daytime hours. Instantaneous noise levels measured during the daytime hours ranged from approximately 69 to 84 dBA Lmax. Average hourly noise levels measured over a 24-hour period along Linne Road are shown in Figure 4.12-2.

As shown in Figure 4.12-2, in the 24-hour noise level measurement the highest average hourly noise levels occurred during the commute periods in the morning and late-afternoon. The morning and afternoon peak noise levels were generally similar to one another, and overall daytime noise levels did not vary by more than approximately 3-5 dBA. Sound level measurement data is included in Appendix H.

Figure 4.12-2 Measured Long-Term Ambient Noise Level Along Linne Road



d. Existing Traffic Noise Levels

Vehicle traffic on area roadways is the primary source of noise in the project area. Existing traffic noise levels at 50 feet from the near-travel-lane centerline and distances to existing noise contours for area roadways are summarized in Table 4.12-3.

Table 4.12-3 Predicted Existing Traffic Noise Levels

Roadway Segment	At 50 Feet from Near-Travel-Lane Centerline	Noise Level (dBA CNEL)			
		Distance (feet) to CNEL/Ldn Contours from Roadway Centerline			
		70	65	60	55
Union Road, Priska Drive to Kit Fox Lane	61.0	WR	WR	66	141
Creston Road, East of Ferro Lane	66.3	WR	68	145	313
Creston Road, East of Golden Hill Road	64.1	WR	65	133	282
Creston Road, South of Niblick Road	64.4	WR	68	140	298
Creston Road, North of Meadowlark Road	62.0	WR	WR	76	163
Golden Hill Road, South of Union Road	66.8	WR	89	188	404
Golden Hill Road, North of Union Road	66.2	WR	74	158	340
Niblick Road, East of Spring Street	68.8	63	128	273	585
Niblick Road, East of Quarterhorse Lane	67.1	WR	100	211	452
Sherwood Road, East of Creston Road	64.0	WR	64	131	278
Linne Road, Poppy Lane to Hanson Road	60.3	WR	WR	58	125
Parkview Lane, East of Airport Road	44.7	WR	WR	WR	WR
Scott Street, East of Airport Road	44.5	WR	WR	WR	WR
Linne Road, Fontana Road to Airport Road	57.5	WR	WR	WR	82
Poppy Lane, South of Linne Road	40.7	WR	WR	WR	WR
Hanson Road, Linne Road to Meadowlark Road	40.7	WR	WR	WR	WR
Meadowlark Road, West of Hanson Road	41.9	WR	WR	WR	WR

Traffic noise levels were calculated using the FHWA roadway noise prediction model based on traffic data obtained from the traffic analysis prepared for this project. Noise levels are reported in tenths of a decibel for informational purposes only. Impacts are based on whole decibels.

WR = Within Road Right-of-Way.

As shown in Table 4.12-3, existing traffic noise levels are estimated to range from 41 to 69 dBA CNEL/Ldn at 50 feet from the near travel-lane centerline. Based on field observations conducted by Ambient, noise barriers are located along Sherwood Road, Airport Road, Scott Street, and Meadowlark Road and range in height from approximately 5.5 to 10 feet. These existing barriers are depicted on Figure 4.10-1.

e. Sensitive Noise Receptors

Noise exposure goals for various types of land uses reflect the varying noise-sensitivities associated with those uses. Single- and multi-family residences, schools, libraries, medical facilities, retirement/assisted living homes, health care facilities, and places of worship are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than commercial or agricultural uses that are not subject to impacts such as sleep disturbance, disruption of

conversations, lectures or sermons, or decreased attractiveness of exterior use areas, such as patios, backyards, or parks. Of particular concern is exposure of sensitive receptors to long-term elevated interior noise levels and sleep disturbance, which can be associated with health concerns.

The nearest noise-sensitive land uses to the Specific Plan area consist predominantly of residential dwellings. The nearest residential land uses to the Specific Plan area are located approximately 20 feet to the west, across Poppy Lane. Additional residential land uses are located 50 feet northwest across Sherwood Road; 35 feet to the east, across Hanson Road; and 25 feet to the south, across Meadowlark Road. Other non-residential noise-sensitive land uses in the project area include Royal Oaks Park, Turtle Creek Park, and Calvary Chapel. Noise-sensitive land uses near the Specific Plan area are shown in Figure 4.10-1.

Noise-sensitive receptors further from the Specific Plan area may also be affected by increased traffic noise levels along area roadways.

f. Regulatory Setting

Federal

Federal Transit Administration Criteria

The FTA developed methodology and significance criteria to evaluate vibration impacts from surface transportation modes (i.e., passenger cars, trucks, buses, and rail) in the Transit Noise Impact and Vibration Assessment (FTA 2006). For residential buildings (Category 2), the threshold applicable to these projects is 80 VdB.

Department of Housing and Urban Development

The Department of Housing and Urban Development (HUD) guidelines for the acceptability of residential land use are set forth in the Code of Federal Regulations Title 24, Part 51, "Environmental Criteria and Standards." These guidelines parallel those suggested in the FICUN report: noise exposure of 65 dBA CNEL/Ldn, or less, is acceptable and between 65 and 75 dBA CNEL/Ldn noise exposure is considered normally acceptable provided appropriate sound-reduction measures are provided. Above 75 dBA CNEL/Ldn noise exposure is generally considered unacceptable. The guidelines also identify the recommended interior noise levels of 45 dBA CNEL/Ldn. These guidelines apply only to new construction supported by HUD grants.

State

State of California's Guidelines for the Preparation and Content of Noise Element of the General Plan (1987)

These guidelines reference land use compatibility standards for community noise environments as developed by the California Department of Health Services, Office of Noise Control. Sound levels up to 65 Ldn or CNEL are determined in these guidelines to be normally acceptable for multi-family residential land uses. Sound levels up to 70 CNEL are normally acceptable for buildings containing professional offices or defined as business commercial. The guidelines recommend that a detailed analysis of noise reduction requirements be prepared when new residential development is proposed in areas where existing sound levels approach 70 CNEL.

The California Administrative Code (CAC), Title 24, Noise Insulation Standards

Interior noise levels for habitable rooms are regulated also by Title 24 of the California Code of Regulations (CCR), California Noise Insulation Standards. Title 24, Chapter 12, Section 1207.4, of the California Building Code requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room within a residential structure. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation (24 CCR 1207 2016).

Local

City of Paso Robles Noise Element

The City of Paso Robles General Plan Noise Element includes the city's transportation source noise standards for outdoor activity areas and interior spaces. The city is currently in the process of updating the Noise Element. The current Noise Element was prepared in 2003. The noise compatibility guidelines for various land uses are based on guidelines developed by the California Department of Health Office of Noise Control. The city's noise criteria for determination of future land use compatibility are presented in Table 4.12-4. These guidelines are used to assess whether transportation noise would potentially pose a conflict with proposed land uses. For the most sensitive uses such as single-family residential, an exterior noise level of 60 dBA CNEL/Ldn is the maximum value that is "normally acceptable," 55 to 70 dBA CNEL/Ldn is "conditionally acceptable," 70 to 75 dBA CNEL/Ldn is "normally unacceptable," and levels in excess of 75 dBA CNEL/Ldn are considered "clearly unacceptable." Proposed land uses are considered "conditionally acceptable" provided sufficient noise-reduction features have been incorporated to reduce interior noise levels to within acceptable levels.

Table 4.12-4 Land Use Compatibility Noise Criteria Transportation Noise Sources

Land Use Category	Community Noise Exposure Ldn or CNEL, dBA	
	Normally Acceptable	Conditionally Acceptable
Residential – Low Density Single Family, Duplex, Mobile Homes	50-60	55-70
Residential – Multi-Family	50-65	60-70
Transient Lodging – Motels, Hotels	50-65	60-70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-65	60-70
Auditoriums, Concert halls, Amphitheaters	–	50-70
Sports Arena, Outdoor Spectator Sports	–	50-75
Playgrounds, Neighborhood Parks	50-70	–
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	–
Office Buildings, business Commercial and Professional	50-70	67.5-77.5
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80

Normally Acceptable – Specified land uses is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable – new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made, needed noise reduction requirements are made, and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Source: City of Paso Robles General Plan Noise Element, 2003c

In addition to the noise criteria for determination of land use compatibility, Noise Element Policy N-1A establishes exterior and interior noise standards for transportation noise sources:

Policy N-1A: Noise Minimization. New development shall be designed to comply with the maximum, allowable Noise Exposures of 65 dB CNEL for outdoor activities (except for parks); and 45 dB CENL for indoor activities.

Noise measurement (dB L_{dn} or CNEL) is calculated using a daily average that takes into account the time of day the noise occurs. Sounds occurring at night at weighted more heavily.

Accordingly, the maximum allowable noise exposure for existing land use outdoor activity areas (except for parks) is 65 dBA CNEL/Ldn. The maximum allowable noise exposure for existing land use interior activity areas is 45 dBA CNEL/Ldn. Assuming a minimum exterior-to-interior noise reduction of 20 dB, an exterior noise level of 65 dBA CNEL/Ldn would provide for an interior noise level of 45 dBA CNEL/Ldn. This interior noise standard applies to various noise-sensitive land uses, including residential dwellings, schools, hotels, motels, auditoriums, meeting halls, office buildings, nursing homes, hospitals, theaters, and libraries (City of Paso Robles 2003).

The City of Paso Robles has also adopted noise standards for stationary sources. The noise standards are applied at the property line of the receiving land use. The city's noise standards for stationary sources are summarized in Table 4.12-5.

Table 4.12-5 Maximum Allowable Noise Exposure due to Stationary Noise Sources

	Daytime (7:00 AM to 10:00 PM)	Nighttime ² (10:00 PM to 7:00 AM)
Hourly Leq in dB ^{1,2}	50	45
Maximum level in dB ^{1,2}	70	65
Maximum Impulsive noise in dB ^{1,3}	65	60

¹ As determined at the property line of the receiver. When determining effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property-line noise mitigation measures.

² Sound level measurements shall be made with slow meter response.

³ Sound level measurements shall be made with fast meter response.

Note: "Slow" and "fast" meter responses are switch settings on noise meters. The slow setting dampens impulsive fluctuations to give an average noise level; the fast setting allows recordation of impulsive noises.

Source: City of Paso Robles General Plan Noise Element, 2003e.

City of Paso de Robles Municipal Code, Title 9, Chapter 9.07 (Prohibited Conduct)

The City's Municipal Code (Section 21.21.040-C) general performance standards for all uses state that no land use shall increase the ambient noise level as measured at the nearest residentially zoned property line to a level that constitutes a public nuisance.

4.12.2 Impact Analysis

a. Methodology and Significance Thresholds

Significance Thresholds

The following criteria are based on Appendix G of the State CEQA Guidelines. An impact would be considered potentially significant if the project would result in one or more of the following conditions:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.

The analysis in this EIR evaluates the potential impacts of the project on the environment. The compatibility of future land uses within the Specific Plan area with the existing noise environment would be addressed through compliance with applicable city noise regulations and the city's permit approval process.

The project is not located within two miles of a public airport or private airstrip. This issue is discussed in Section 4.18, Effects Found Not to be Significant.

Short-Term/Construction Noise

The city has not adopted noise standards that apply to short-term construction activities. However, based on screening noise criteria used by federal agencies on local projects, construction activities would generally be considered to have a potentially significant noise impact if average daytime noise levels would exceed 90 dBA Leq when averaged over a 1-hour period (Leq[1]), or 80 dBA Leq when averaged over an 8-hour period (Leq[8]) (FTA 2018). Because some activities may not occur over a full 8-hour day, and to be conservative, construction-generated noise levels would be considered to have a potentially significant impact if predicted noise levels at noise-sensitive land uses would exceed 80 dBA Leq when averaged over a 1-hour period.

Long-Term Operational Noise Impacts

The CEQA Guidelines do not define the levels at which increases in ambient noise would be considered “substantial.” As discussed in Section 4.12.1(a), a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness.

For purposes of this analysis, a substantial increase in ambient noise levels would be defined as an increase of 3 dBA CNEL/Ldn, or greater. Substantial increases in ambient noise levels that would exceed applicable noise standards for existing land uses would be considered to have a potentially significant impact. For existing land uses, a substantial increase in ambient noise and exposure to transportation noise levels in excess of 65 dBA CNEL/Ldn within outdoor activity areas or 45 dBA CNEL/Ldn within interior areas would be considered a potentially significant impact. The compatibility of the proposed land uses was evaluated based on predicted future on-site noise conditions and in comparison to the city’s noise exposure standards for determination of impact significance (refer to Table 4.10-4).

Exposure to non-transportation noise sources would be considered potentially significant if noise levels at existing noise-sensitive receptors would exceed the city’s noise exposure standards for stationary noise sources (refer to Table 4.10-5).

Groundborne Vibration Impacts

There are no federal, state, or local regulatory standards for ground-borne vibration. The CEQA Guidelines also do not define the levels at which groundborne vibration levels would be considered excessive and the city has not adopted a vibration threshold for CEQA purposes. However, Caltrans has developed vibration criteria based on potential structural damage risks and human annoyance. Caltrans recommended criteria for the evaluation of groundborne vibration levels, with regard to structural damage and human annoyance, are summarized in Table 4.12-6. These criteria apply to continuous vibration sources, which include vehicle traffic, train, and most construction vibrations, with the exception of transient or intermittent construction activities, such as pile driving. All damage criteria for buildings are in terms of ground motion at the buildings’ foundations. No allowance is included for the amplifying effects of structural components (Caltrans 2013).

Table 4.12-6 Summary of Groundborne Vibration Levels and Potential Effects

Vibration Level (in/sec ppv)	Human Reaction	Effect on Buildings
0.006-0.019	Threshold of perception; possibility of intrusion.	Vibrations unlikely to cause damage of any type.
0.08	Vibrations readily perceptible.	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected.
0.1	Level at which continuous vibrations begin to annoy people.	Virtually no risk of “architectural” damage to normal buildings.
0.2	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relatively short periods of vibrations).	Threshold at which there is a risk of “architectural” damage to fragile buildings.
0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.	Potential risk of “architectural” damage may occur at levels above 0.3 in/sec ppv for older residential structures and above 0.5 in/sec ppv for newer structures.
The vibration levels are based on peak particle velocity in the vertical direction for continuous vibration sources, which includes most construction activities, with the exception of transient or intermittent construction activities, such as pile driving. For pile driving, the minimum criterion level is typically considered to be 0.2 in/sec ppv.		
Source: Caltrans 2013		

As shown in Table 4.12-6, the threshold for architectural damage commonly applied to construction activities is a peak particle velocity (ppv) of 0.3 inches per second (in/sec) for fragile structures and 0.5 in/sec ppv for newer structures. Levels above 0.2 in/sec ppv may result in increased levels of annoyance for people in buildings (Caltrans 2013). Caltrans’ recommended groundborne vibration thresholds were used for the evaluation of potential groundborne vibration impacts. Based on these levels, groundborne vibration levels would be considered to have a potentially significant impact with regard to potential structural damage if levels would exceed a 0.5 in/sec ppv.

Methodology

Construction Noise

Short-term noise impacts associated with construction activities were analyzed based on typical construction equipment noise levels derived from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) and the Federal Transit Administration’s (FTA) Transit Noise and Vibration Impact Assessment Manual. Typical equipment use for various phases of construction were based on default assumptions identified in the California Emissions Estimator Model (CAPCOA 2018) for representative development projects. Predicted average-hourly construction noise levels (in dBA Leq) were calculated assuming the two loudest pieces of construction equipment operating simultaneously at 50 feet from source center (FTA 2018). Noise levels were predicted based on an average noise-attenuation rate of 6 dB per doubling of distance from the source.

Vibration Levels Associated with Construction Equipment

Groundborne vibration levels associated with construction activities were estimated based on the 2013 Caltrans Transportation and Construction Vibration Guidance Manual. Potential vibration

levels were identified for onsite and offsite locations that are sensitive to vibration, including nearby residences.

Operational and Traffic Noise

Traffic noise levels were calculated using the Federal Highway Administration (FHWA) roadway noise prediction model (FHWA-RD-77-108) based on California vehicle reference noise levels and traffic data obtained from the traffic analysis prepared for this project. Additional input data included day/night percentages of autos, medium, and heavy trucks; vehicle speeds; ground attenuation factors; existing noise barriers (refer to Section 4.12.1[d] and Figure 4.12-1) and roadway widths. The project's contribution to traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic. Predicted noise levels associated with on-site non-transportation noise sources were calculated based on representative data obtained from similar land uses and existing literature.

b. Project Impacts and Mitigation Measures

Threshold:	Would the project generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
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Impact N-1 LONG-TERM TRAFFIC GENERATED BY SPECIFIC PLAN AREA DEVELOPMENT WOULD INCREASE LOCAL TRAFFIC NOISE LEVELS. THE ANTICIPATED INCREASE IN LOCAL TRAFFIC NOISE UNDER EXISTING, NEAR-TERM AND CUMULATIVE CONDITIONS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The project would result in increased traffic volumes on area roadways. Increased traffic volumes would contribute to increases in traffic noise levels. Predicted traffic noise levels for existing, near-term (year 2025), and cumulative conditions (year 2045), with and without implementation of the proposed project, are discussed below.

Existing Conditions

Predicted increases in traffic noise levels under existing conditions with and without the project are shown in Table 4.12-7.

Table 4.12-7 Predicted Increases in Traffic Noise Levels – Existing Conditions

Roadway Segment	Noise Level (dBA CNEL/Ldn) at 50 Feet from Near-Travel-Lane Centerline			
	Existing without Specific Plan	Existing with Specific Plan	Change	Significant Impact? ¹
Union Road, Priska Drive to Kit Fox Lane	61.0	61.0	0.0	No
Creston Road, East of Ferro Lane	66.3	66.5	0.2	No
Creston Road, East of Golden Hill Road	64.1	65.0	0.9	No
Creston Road, South of Niblick Road	64.4	64.7	0.3	No
Creston Road, North of Meadowlark Road	62.0	62.6	0.6	No
Golden Hill Road, South of Union Road	66.8	67.4	0.6	No
Golden Hill Road, North of Union Road	66.2	66.8	0.6	No
Niblick Road, East of Spring Street	68.8	69.3	0.5	No
Niblick Road, East of Quarterhorse Lane	67.1	68.0	0.9	No
Sherwood Road, East of Creston Road	64.0	66.7	2.7	No
Linne Road, Poppy Lane to Hanson Road	60.3	63.1	2.8	No
Parkview Lane, East of Airport Road	44.7	46.5	1.8	No
Scott Street, East of Airport Road	44.5	50.4	5.9	No
Linne Road, Fontana Road to Airport Road ²	57.5	54.0	-3.5	No
Poppy Lane, South of Linne Road	40.7	40.7	0.0	No
Hanson Road, Linne Road to Meadowlark Road	40.7	49.4	8.7	No
Meadowlark Road, West of Hanson Road	41.9	54.5	12.6	No

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model based on traffic data obtained from the traffic analysis prepared for this project.

¹ A significant impact is defined as a substantial increase (i.e., 3 dB, or greater) in traffic noise levels that would exceed the city's exterior noise standard of 65 dBA CNEL/Ldn. For existing land uses, exposure to transportation noise levels in excess of 65 dBA CNEL/Ldn within outdoor activity areas or 45 dBA CNEL/Ldn within interior areas would be considered an exceedance. Assuming a minimum exterior-to-interior noise reduction of 20 dB, a maximum exterior noise standard of 65 dBA CNEL/Ldn would provide for an interior noise level of 45 dBA CNEL/Ldn, or less.

² Reductions in traffic noise levels are due to changes in vehicle distribution patterns that would occur with project implementation.

As shown in Table 4.12-7, increases in existing traffic noise levels along area roadways attributable to the project would range from approximately 0.2 to 12.6 dBA CNEL/Ldn. The project would result in a substantial increase (i.e., 3 dBA, or greater) in existing traffic noise levels at existing noise-sensitive land uses located along Scott Street east of Airport Road, Hanson Road from Linne Road to Meadowlark Road, and Meadowlark Road west of Hanson Road. However, predicted traffic noise levels at existing residential land uses located along these roadway segments would not exceed the city's exterior or interior noise standards of 65 and 45 dBA CNEL/Ldn, respectively. As a result, this impact would be less than significant.

Near-Term Conditions

Predicted increases in traffic noise levels under near-term conditions with and without the project are shown in Table 4.12-8.

Table 4.12-8 Predicted Increases in Traffic Noise Levels – Near-Term Conditions

Roadway Segment	Noise Level (dBA CNEL/Ldn) at 50 Feet from Near-Travel-Lane Centerline			
	Near-Term without Specific Plan	Near-Term with Specific Plan	Change	Significant Impact? ¹
Union Road, Priska Drive to Kit Fox Lane	61.4	61.4	0.0	No
Creston Road, East of Ferro Lane	66.6	66.8	0.2	No
Creston Road, East of Golden Hill Road	64.7	65.5	0.8	No
Creston Road, South of Niblick Road	65.5	65.7	0.2	No
Creston Road, North of Meadowlark Road	64.5	64.8	0.3	No
Golden Hill Road, South of Union Road	67.4	67.9	0.5	No
Golden Hill Road, North of Union Road	66.8	67.3	0.5	No
Niblick Road, East of Spring Street	69.4	69.8	0.4	No
Niblick Road, East of Quarterhorse Lane	67.5	68.3	0.8	No
Sherwood Road, East of Creston Road	64.9	67.2	2.3	No
Linne Road, Poppy Lane to Hanson Road	61.6	63.9	2.3	No
Parkview Lane, East of Airport Road	45.0	46.8	1.8	No
Scott Street, East of Airport Road	44.9	50.5	5.6	No
Linne Road, Fontana Road to Airport Road ²	58.4	54.0	-4.4	No
Poppy Lane, South of Linne Road	40.7	40.7	0.0	No
Hanson Road, Linne Road to Meadowlark Road	40.7	49.4	8.7	No
Meadowlark Road, West of Hanson Road	47.9	55.2	7.3	No

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model based on traffic data obtained from the traffic analysis prepared for this project.

¹ A significant impact is defined as a substantial increase (i.e., 3 dB, or greater) in traffic noise levels that would exceed the city's exterior noise standard of 65 dBA CNEL/Ldn. For existing land uses, exposure to transportation noise levels in excess of 65 dBA CNEL/Ldn within outdoor activity areas or 45 dBA CNEL/Ldn within interior areas would be considered an exceedance. Assuming a minimum exterior-to-interior noise reduction of 20 dB, a maximum exterior noise standard of 65 dBA CNEL/Ldn would provide for an interior noise level of 45 dBA CNEL/Ldn, or less.

² Reductions in traffic noise levels are due to changes in vehicle distribution patterns that would occur with project implementation.

As shown in Table 4.12-8, increases in near-term traffic noise levels along area roadways attributable to the project would range from approximately 0.2 to 8.7 dBA CNEL/Ldn. The project would result in a substantial increase (i.e., 3 dBA, or greater) in near-term traffic noise levels at existing noise-sensitive land uses located along Scott Street east of Airport Road, Hanson Road from Linne Road to Meadowlark Road, and Meadowlark Road, west of Hanson Road. However, predicted traffic noise levels at existing residential land uses located along these roadway segments would not exceed the city's exterior or interior noise standards of 65 and 45 dBA CNEL/Ldn, respectively. As a result, this impact would be less than significant.

Cumulative Conditions

Predicted increases in traffic noise levels under cumulative conditions with and without the project are shown in Table 4.12-9.

Table 4.12-9 Predicted Increases in Traffic Noise Levels –Cumulative Conditions

Roadway Segment	Noise Level (dBA CNEL/Ldn) at 50 Feet From Near-Travel-Lane Centerline			
	Cumulative without Specific Plan	Cumulative with Specific Plan	Change	Significant Impact? ¹
Union Road, Priska Drive to Kit Fox Lane	63.1	63.3	0.2	No
Creston Road, East of Ferro Lane	67.0	67.2	0.2	No
Creston Road, East of Golden Hill Road	65.7	66.0	0.3	No
Creston Road, South of Niblick Road	65.8	65.9	0.1	No
Creston Road, North of Meadowlark Road	64.7	64.9	0.2	No
Golden Hill Road, South of Union Road	68.5	68.8	0.3	No
Golden Hill Road, North of Union Road	69.3	69.5	0.2	No
Niblick Road, East of Spring Street	69.5	69.8	0.3	No
Niblick Road, East of Quarterhorse Lane	68.3	68.9	0.6	No
Sherwood Road, East of Creston Road	66.7	68.0	1.3	No
Linne Road, Poppy Lane to Hanson Road	62.1	64.5	2.4	No
Parkview Lane, East of Airport Road	47.1	48.2	1.1	No
Scott Street, East of Airport Road	46.9	50.6	3.7	No
Linne Road, Fontana Road to Airport Road ²	60.3	55.4	-4.9	No
Poppy Lane, South of Linne Road	40.7	40.7	0.0	No
Hanson Road, Linne Road to Meadowlark Road	41.5	49.5	8.0	No
Meadowlark Road, West of Hanson Road	48.9	54.1	5.2	No

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model based on traffic data obtained from the traffic analysis prepared for this project.

¹ A significant impact is defined as a substantial increase (i.e., 3 dB, or greater) in traffic noise levels that would exceed the city's exterior noise standard of 65 dBA CNEL/Ldn. For existing land uses, exposure to transportation noise levels in excess of 65 dBA CNEL/Ldn within outdoor activity areas or 45 dBA CNEL/Ldn within interior areas would be considered an exceedance. Assuming a minimum exterior-to-interior noise reduction of 20 dB, a maximum exterior noise standard of 65 dBA CNEL/Ldn would provide for an interior noise level of 45 dBA CNEL/Ldn, or less.

² Reductions in traffic noise levels are due to changes in vehicle distribution patterns that would occur with project implementation.

As shown in Table 4.12-9, increases in cumulative traffic noise levels along area roadways attributable to the project would range from approximately 0.1 to 8.0 dBA CNEL/Ldn. The project would result in a substantial increase (i.e., 3 dBA, or greater) in cumulative traffic noise levels along Scott Street east of Airport Road, Hanson Road from Linne Road to Meadowlark Road, and Meadowlark Road west of Hanson Road. However, predicted traffic noise levels at existing residential land uses located along these roadway segments would not exceed the city's exterior or interior noise standards of 65 and 45 dBA CNEL/Ldn, respectively. As a result, this impact would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold:	Would the project generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
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Impact N-2 FUTURE DEVELOPMENT IN THE SPECIFIC PLAN AREA MAY INCLUDE STATIONARY SOURCES OF NOISE THAT COULD RESULT IN NOISE LEVELS THAT WOULD EXCEED THE CITY'S APPLICABLE NOISE STANDARDS AT EXISTING NOISE-SENSITIVE LAND USES. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

The project includes the development of residential, community park/open space, private recreation, commercial, and school land uses in the Specific Plan area. These land uses would result in non-transportation operational noise sources that may exceed the city's applicable noise standards at existing noise-sensitive land uses. Noise levels typically associated with these land uses and associated noise impacts are discussed separately below.

Residential Land Uses

Noise associated with proposed residential dwellings would expose other nearby residences (both existing and new residential units within the Specific Plan area) to increases in ambient noise levels. Noise typically associated with residential development includes lawn and garden equipment, voices, air conditioning equipment, and amplified music. Centralized HVAC equipment may be included in multi-family residential developments and the generation of substantial noise may occur depending on proximity to existing residences located west of the Olsen Ranch property, northwest of the South Chandler Ranch property, or south of the Centex property (PA-1, PA-9, and PA-11, refer to Figure 4.10-1). Noise levels associated with building mechanical systems, such as centralized air conditioning units, can range from 60 to 79 dBA Leq at 5 feet. Assuming a maximum noise level of 79 dBA Leq at 5 feet, predicted operational noise levels within approximately 250 feet of residential land uses that include centralized HVAC equipment could exceed 45 dBA Leq.

Noise generated by new residential development in the Specific Plan area would increase ambient noise levels, primarily during the day and evening hours and less frequently at night, beyond thresholds for acceptable noise levels. As a result, increased noise levels associated with proposed residential land uses would be potentially significant.

Recreational Land Uses

Noise typically associated with neighborhood parks, pools, fitness centers, and open space areas is typically limited to the voices of adults and children and the occasional opening and closing of vehicle doors. These noise events are sporadic and limited primarily to the daytime hours of operation. Parks and open space areas/corridors are typically considered to be an accepted land use within residential areas and generally do not result in noise events that are uncharacteristic of typical residential noise environments. In addition, some recreational uses, such as pools and fitness centers, may incorporate amplified public address (PA) systems which can result in significant increases in ambient noise levels. PA systems for pools or fitness center uses are used primarily for announcements and safety, and generally do not exceed 70-75 dBA for an extended duration. The proposed locations of the pool and fitness center uses are a minimum of 900 feet from the nearest noise-sensitive land uses (residential unit located west of PA-15). Therefore, amplified sound from these uses would not exceed the city's noise standards at existing noise-sensitive land uses. For these reasons, noise-generated by the proposed pool and fitness center land uses would be less than significant.

Commercial Land Uses

Noise sources commonly associated with commercial uses include building mechanical systems (e.g., HVAC systems), back-up power generators, and loading dock activities. Noise levels associated with building mechanical systems, such as larger air conditioning units, can range from 60 to 79 dBA Leq at 5 feet. Back-up power generators can generate noise levels of approximately 79 dBA Leq at 50 feet (FTA 2018. FHWA 2008). Based on measurements conducted at similar commercial uses, noise levels associated with loading dock operations and material handling activities can generate noise levels of approximately 70 dBA Leq at 50 feet. Assuming a maximum noise level of 79 dBA Leq at 50 feet, predicted operational noise levels within approximately 825 feet of commercial land uses could exceed 45 dBA Leq.

Depending on the specific uses proposed, site design, and hours of operation, predicted noise levels associated with proposed commercial land uses could potentially exceed the city's stationary noise source standards at existing noise-sensitive land uses (refer to Table 4.10-5), including at the nearest residential land uses (across from PA-9). As a result, noise generated by planned commercial uses would be potentially significant.

School Land Uses

Noise generated by small playgrounds typically includes elevated children's voices and occasional adult voices. Based on measurements conducted at similar land uses, noise levels associated with small playgrounds and recreation areas can generate intermittent noise levels of approximately 55-60 dBA Leq at 50 feet. Other noise sources commonly associated with schools include building mechanical equipment, parking lots, and exterior PA system speakers. Building mechanical equipment is typically located within the structure, enclosed, or placed on rooftop areas away from direct public exposure. Exterior PA systems and parking areas may result in increases in ambient noise levels at nearby land uses. PA systems for schools are used primarily for announcements and safety, and generally do not exceed 70-75 dBA for an extended duration. Noise generated by onsite noise sources would be predominantly limited to the daytime hours of operations. Depending on the location of onsite noise sources, such as playgrounds, PA systems, parking lots, and building mechanical equipment, predicted operational noise levels at the nearest residential land uses (across from PA-9) could potentially exceed the city's noise standards. As a result, noise generated by the planned school land use would be potentially significant.

Mitigation Measures

Mitigation Measure N-2 would ensure planned residential, commercial, and school uses in the Specific Plan area comply with the city's noise exposure standards for stationary noise sources at existing noise-sensitive land uses.

N-2 Acoustical Assessments for Stationary Noise Sources

The Specific Plan shall include a policy or development standard that requires applicants for new development in the Specific Plan area to provide an acoustical assessment prepared by a qualified professional that meet the following criteria:

- a. New multi-family residential land uses that include centralized HVAC equipment located within 250 feet of existing noise-sensitive land uses;
- b. New commercial land uses within 825 feet of existing noise-sensitive land uses;
- c. New music venues or land uses that include exterior PA systems; and

- d. New school land uses within 825 feet of existing noise-sensitive land uses.

The required acoustical assessments shall evaluate potential noise impacts attributable to proposed non-transportation noise sources. Where an acoustical assessment determines that non-transportation source noise levels would exceed applicable city noise standards, noise reduction measures shall be incorporated sufficient to reduce operational noise levels below the city's noise exposure standards for stationary noise sources. Such noise reduction measures may include but are not limited to, the incorporation of setbacks, sound barriers, berms, hourly limitations, or equipment enclosures. The emphasis of such noise reduction measures shall be placed upon site planning and project design. As an alternative to preparing an acoustical assessment for an HVAC noise source, residential uses may provide documentation to the city that the planned HVAC equipment (including manufacturer-recommended shielding) does not produce noise in excess of 65 dBA at a distance of 75 feet from the source.

Plan Requirements and Timing. The final Specific Plan shall include the required language prior to approval. Applicants shall submit required reporting prepared by a qualified professional to the city. Identified noise reduction measures shall be incorporated into project site plans prior to the issuance of grading and building permits.

Monitoring. The city shall verify compliance in accordance with approved building plans.

Significance After Mitigation

In accordance with Mitigation Measure N-2, acoustical assessments would be required for new development in the Specific Plan area where residential, commercial, or school land uses would be located in proximity to existing noise-sensitive receptors. Noise reduction measures, such as the incorporation of setbacks, sound barriers, berms, hourly limitations, and/or equipment enclosures, would be required to demonstrate compliance with the city's maximum allowable noise exposure standards for stationary noise sources (refer to Table 4.10-5). With implementation of the required mitigation, this impact would be less than significant.

Threshold:	Would the project generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
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Impact N-3 THE PROJECT WOULD RESULT IN TEMPORARY NOISE IN THE SPECIFIC PLAN AREA VICINITY DURING THE CONSTRUCTION PHASE. CONSTRUCTION NOISE LEVELS COULD POTENTIALLY EXCEED 80 DBA LEQ, WHICH WOULD RESULT IN A POTENTIALLY SIGNIFICANT TEMPORARY NOISE IMPACT. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., land clearing, grading, excavation, and paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels and be disruptive at nearby noise-sensitive receptors. Although noise ranges are generally similar for all construction phases, the initial site preparation phase tends to involve the most heavy-duty equipment having a higher noise-generation potential. Noise levels associated with individual construction equipment are summarized in Table 4.12-10.

Table 4.12-10 Construction Equipment Noise Levels

Equipment	Noise Level (dBA) at 50 feet from Source Center	
	L _{max}	L _{eq}
Air Compressor	78	74
Backhoe	78	74
Front End Loader	79	75
Compactor (Ground)	83	76
Concrete Mixer Truck	79	75
Concrete Saw	90	83
Crane	81	73
Dozer	82	78
Grader	85	81
Excavator	81	77
Scraper	84	80
Generator	81	78
Gradall	83	79
Hydraulic Break Ram	90	80
Jack Hammer	89	82
Impact Hammer/Hoe Ram (Mounted)	90	83
Roller	80	73
Paver	77	74
Pneumatic Tools	85	82
Tractor	84	80
Dump Truck	77	73

Based on measured equipment noise levels. Actual noise levels are typically lower, particularly if the equipment is fitted with exhaust mufflers and engine shrouds. Sources: FTA 2018, FHWA 2008

As shown in Table 4.12-10, maximum noise levels generated by individual pieces of construction equipment typically range from approximately 77 dBA to 90 dBA L_{max} at 50 feet and average-hourly noise levels for individual construction equipment generally range from approximately 73 to 83 dBA L_{eq} (FTA 2018).

Based on these equipment noise levels, equipment commonly associated with community development projects, and assuming the two loudest pieces of equipment operating simultaneously in close proximity, predicted average-hourly noise levels occurring during the loudest phases of construction generally range from approximately 78 to 84 dBA L_{eq} at 50 feet. Typical construction phase equipment noise levels are shown in Table 4.12-11.

Table 4.12-11 Typical Construction Phase Equipment & Noise Levels

Construction Phase	Typical Equipment ¹	Noise Level (dBA L _{eq}) at 50 feet from Source Center ²
Demolition	Concrete Saws, Excavators, Dozers	81
Site Preparation	Dozers, Tractors, Loaders, Backhoes	83
Grading	Dozers, Tractors, Loaders, Backhoes, Graders, Scrapers, Excavators	84
Building Construction/ Architectural Coating	Cranes, Forklifts/Gradalls, Tractors, Loaders, Backhoes, Generators, Welders	83
Paving	Pavers, Rollers, Paving Equipment (e.g., Compactors)	78

¹ Represents equipment typically associated with community development projects derived from the California Emissions Estimator Model.

² Based on equipment noise levels identified in Table 4.10-12. Assumes the two loudest pieces of equipment operating simultaneously.

Sources: FTA 2018, FHWA 2008, CAPCOA 2016

Other construction activities (e.g., painting, landscaping) typically generate lower noise levels than shown in Table 4.12-11. (FTA 2018). Short-term increases in vehicle traffic, including worker commute trips and haul truck trips may also result in temporary increases in ambient noise levels at nearby receptors.

Depending on the location and types of activities conducted (e.g., building demolition, site preparation, grading), predicted noise levels at the nearest residences, which are located adjacent to and west of the Specific Plan area, could potentially exceed 80 dBA Leq, particularly when activities occur within approximately 50 feet of the nearest site boundaries. Activities occurring during the more noise-sensitive evening and nighttime hours could result in increased levels of annoyance and potential sleep disruption. For these reasons, noise-generating construction activities would have a potentially significant short-term noise impact.

Mitigation Measures

Mitigation Measure N-3 requires implementation of Best Management Practices (BMPs) for construction activities to reduce the temporary noise increases associated with project construction.

N-3 Construction Equipment Noise Best Management Practices

For all construction activities in the Specific Plan area, noise attenuation techniques shall be employed to ensure that noise levels are minimized. Such techniques shall include:

- Unless otherwise provided for in a validly issued permit or approval, noise-generating construction activities shall be limited to the hours of 7:00 AM and 7:00 PM. Noise-generating construction activities shall not occur on Sundays or federal holidays.
- Construction equipment shall be properly maintained and equipped with noise reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment-engine shrouds shall be closed during equipment operation.
- Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.

- d. Construction vehicles and haul trucks shall utilize roadways which avoid residential neighborhoods and sensitive receptors where possible. Applicants shall submit a proposed construction vehicle and hauling route for city review and approval prior to grading/building permit issuance. The approved construction vehicle and hauling route shall be used for soil hauling trips prior to construction as well as for the duration of construction.
- e. A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive noise. The liaison shall work directly with the construction contractor to ensure implementation of the appropriate noise reduction measures to address public concerns and to ensure that construction-generated noise levels would not exceed commonly applied noise criteria at nearby noise-sensitive land uses (e.g., 80 dBA Leq). Signage shall be posted at the site perimeter identifying the public liaison's contact information.
- f. Temporary barriers shall be installed where noise-generating construction activities would occur within 50 feet of an occupied noise-sensitive land use. Temporary noise barriers shall be constructed of sound curtains/blankets, wood, or material of similar density and usage, to a minimum height of 6 feet above ground level.
- g. Staging and queuing areas shall be located a minimum of 1,000 feet from nearby noise sensitive land uses identified in the project area at the time of construction (or at the furthest distance possible where a suitable location over 1,000 feet from noise sensitive land uses cannot be identified).
- h. Stationary equipment (e.g., generators, compressors) shall be located a minimum of 1,000 feet from nearby noise-sensitive land use identified in the project area at the time of construction (or at the furthest distance possible where a suitable location over 1,000 feet from noise-sensitive land uses cannot be identified).

Plan Requirements and Timing. Construction plans shall note construction hours, truck routes, and construction Best Management Practices (BMPs) and shall be submitted to the city for approval prior to grading and building permit issuance for each project phase. BMPs shall be identified and described for submittal to the city for review prior to building or grading permit issuance. BMPs shall be adhered to for the duration of the project. The schedule and neighboring property owner notification mailing list shall be submitted 10 days prior to initiation of any earth movement.

Monitoring. The city shall confirm that construction noise reduction measures are incorporated in plans prior to approval of grading/building permit issuance. The city shall ensure compliance throughout all construction phases. Building inspectors and permit compliance staff shall periodically inspect the site for compliance with activity schedules and respond to complaints.

Significance After Mitigation

With the implementation of Mitigation Measure N-3, construction activities would be limited to the less noise-sensitive daytime hours. The proper maintenance of construction equipment and use of manufacturer recommended mufflers and engine shrouds would reduce equipment noise levels by approximately 10 dB. The installation of temporary noise barriers, where required, would decrease noise levels by approximately 5 to 10 dB. With mitigation, average-hourly construction noise levels would be reduced to less than 80 dBA Leq at nearby land uses. Therefore, with the implementation of Mitigation Measure N-3 this impact would be less than significant.

Threshold: Would the project generate excessive groundborne vibration or groundborne noise levels?

Impact N-4 THE PROJECT WOULD RESULT IN GROUNDBORNE VIBRATION IN THE SPECIFIC PLAN AREA VICINITY, PRIMARILY DURING THE CONSTRUCTION PHASE. VIBRATION LEVELS DURING PROJECT CONSTRUCTION WOULD NOT CAUSE DAMAGE TO NEARBY STRUCTURES OR SUBSTANTIALLY IMPACT RESIDENTS IN NEARBY DWELLINGS. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

Increases in groundborne vibration levels attributable to the project would be primarily associated with short-term construction-related activities. Construction activities associated with the project would likely require the use of various off-road equipment, such as tractors, concrete mixers, and haul trucks.

Groundborne vibration levels associated with representative construction equipment are summarized in Table 4.12-12.

Table 4.12-12 Representative Construction Equipment Vibration Levels

Equipment	Vibration Level at 25 ft.	
	Peak Particle Velocity (ppv, in/sec)	VdB (micro-inch/second)
Vibratory roller/compactor	0.210	94
Large Bulldozers	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozers	0.003	58
Sources: FTA 2018, Caltrans 2013		

Based on the vibration levels presented in in Table 4.12-12, ground vibration generated by construction equipment would not exceed approximately 0.21 inches per second ppv at 25 feet. Predicted vibration levels at the nearest offsite structures, which are located in excess of 25 feet from the project site, would not exceed 0.5 in/sec ppv at nearby land uses, which is the threshold for architectural damage for newer structures. However, vibratory rollers/compactors in use within 100 feet of residential structures may result in noticeable vibration levels that would result in increased levels of annoyance and potential sleep disruption. For these reasons, vibration-generating construction activities would have a potentially significant short-term noise impact

In addition, haul trucks traveling along project area roadways may result in perceptible increases in vibration levels. However, these vibration levels would be transient and instantaneous events, which would be typical of existing vibrations along the roadway network. Based on measurements conducted by Caltrans, on-road heavy-duty trucks would not generate substantial increases in groundborne vibration that would be expected to exceed commonly applied criteria for structural damage or annoyance (Caltrans 2013). As a result, vibration impacts from haul trucks on area roadways would be less than significant.

Mitigation Measures

Mitigation Measure N-4 requires implementation of Best Management Practices (BMPs) for construction activities to reduce groundborne vibration associated with project construction.

N-4 Construction Equipment Vibration Best Management Practices

For all construction activities in the Specific Plan area, vibration attenuation techniques shall be employed to ensure that groundborne vibration levels are minimized. Vibration-minimizing techniques shall include:

- a. Unless otherwise provided for in a validly issued permit or approval, vibration-generating construction activities shall be limited to the hours of 7:00 AM and 7:00 PM. vibration-generating construction activities shall not occur on Sundays or federal holidays.
- b. Groundborne vibration levels near sensitive receptors shall be minimized by limiting the duration of compactor operation within 250 feet of existing residential receptors to a maximum of 2 hours per day.
- c. A public liaison shall be appointed for project construction and shall be responsible for addressing public concerns about construction activities, including excessive groundborne vibration. The liaison shall work directly with the construction contractor to ensure implementation of the appropriate vibration reduction measures to address public concerns and to ensure that groundborne vibration levels would not exceed commonly applied vibration criteria at nearby noise-sensitive land uses (e.g., 85 VdB). Signage shall be posted at the site perimeter identifying the public liaison's contact information.

Plan Requirements and Timing. Construction plans shall note construction hours and vibration Best Management Practices (BMPs) and shall be submitted to the city for approval prior to grading and building permit issuance for each project phase. BMPs shall be identified and described for submittal to the city for review prior to building or grading permit issuance. BMPs shall be adhered to for the duration of the project. The schedule and neighboring property owner notification mailing list shall be submitted 10 days prior to initiation of any earth movement.

Monitoring. The city shall confirm that construction vibration reduction measures are incorporated in plans prior to approval of grading/building permit issuance. The city shall ensure compliance throughout all construction phases. Building inspectors and permit compliance staff shall periodically inspect the site for compliance with activity schedules and respond to complaints.

Significance After Mitigation

With the implementation of Mitigation Measure N-4, construction activities would be limited to the less vibration-sensitive daytime hours. The proper maintenance of construction equipment and use of manufacturer recommended mufflers and engine shrouds would reduce equipment noise levels by approximately 10 dB. The installation of temporary noise barriers, where required, would decrease noise levels by approximately 5 to 10 dB. With mitigation, average-hourly construction noise levels would be reduced to less than 80 dBA Leq at nearby land uses. Therefore, with the implementation of Mitigation Measure N-4 this impact would be less than significant.

c. Cumulative Impacts

Planned, proposed, and approved projects in and around the city (refer to Section 3.3, Cumulative Development) would expose additional people and property to noise and groundborne vibration. Noise impacts from individual projects would depend upon the location, type, and size of development and the proposed uses, and would be primarily addressed through compliance with the city's land use compatibility requirements and enforcement of the city's maximum noise exposure standards for stationary noise sources. Cumulatively, increasing traffic noise is the primary

noise concern associated with continued long term development in Paso Robles. The project's contribution to cumulative traffic noise in the Specific Plan area vicinity is evaluated quantitatively in Impact N-1 above and has been determined to be less than significant. Therefore, the project's overall contribution to long-term cumulative noise impacts would not be cumulatively considerable.

Construction and operation of other projects in the vicinity of the Specific Plan area may generate noise levels in excess of existing measured noise levels and may affect sensitive receptors in the Specific Plan area vicinity. As described in Impact N-3 the nearest residences are located adjacent to and west of the Specific Plan area. However, construction and operational noise is localized and generally does not contribute to cumulative noise impacts. Implementation of Mitigation Measure N-3 would reduce construction noise associated with buildout of the project and would ensure that the project's contribution to cumulative noise impacts in the vicinity would not be cumulatively considerable.

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4.13 Population/Housing

This section evaluates the potential impacts of unplanned population growth, and displacement of people or housing, associated with implementation of the project. Population, housing, and employment data are available on a city, county, regional, and state level. This EIR uses data collected and provided at the city level in comparison to county and state trends.

4.13.1 Setting

The Specific Plan area is generally undeveloped, with the exception of three existing rural residential units and associated outbuildings on the northern portion of the Olsen Ranch property and 13 units on the Our Town property.

a. Population

Table 4.13-1 shows population growth in the city, county, and state since census year 2010.

Table 4.13-1 Population Growth in the City, County, and State

Year	Paso Robles	San Luis Obispo County	California
2010	29,793	269,637	37,253,956
Existing (2018)	31,559	280,101	39,809,693
Percent Change	6.0%	3.9%	6.9%

Source: California Department of Finance (DOF) 2018a

As shown in Table 4.13-1, the city's population increased by six percent between 2010 and 2018 (California Department of Finance [DOF] 2018a). The city population grew at a higher rate than the county, but at a lower rate than the state between 2010 and 2018. The city's 2018 population represents 11.3 percent of the county's 2018 population.

b. Housing

A household is defined as a group of people who occupy a housing unit (U.S. Census Bureau 2017). A household differs from a dwelling unit because the number of dwelling units includes both occupied and vacant dwelling units. Typically, not all of the population in a given area lives in households. A portion of the population lives in group quarters, such as board and care facilities, while others are homeless.

Housing Units

Table 4.13-2 shows the growth in number of housing units in the city and the state between 2010 and 2018.

Table 4.13-2 Housing Inventory

	Paso Robles		San Luis Obispo County		California	
	2010	2018	2010	2018	2010	2018
Total Housing Units	11,426	11,877	117,315	121,661	13,670,304	14,157,590
Occupied	10,833	11,524	102,016	107,256	12,568,167	13,113,840
Vacancy Rate	5.2%	3.0%	13.0%	11.8%	8.1%	7.4%
Growth from 2010 to 2018	3.9%		3.7%		3.6%	
Source: DOF 2018						

As shown in Table 4.13-2, between 2010 and 2018, 451 units were added to the city’s housing inventory resulting in overall growth of 3.9 percent during this period. Between 2010 and 2018, the county and state housing inventory grew at lower rates of 3.7 percent and 3.6 percent, respectively.

In 2018, approximately 71 percent of the housing units in the city were single-family detached homes, approximately seven percent were attached single-family homes, approximately 20 percent were multi-family units (buildings of at least two units), and approximately two percent were mobile homes.

Household Size

Small households (one to two persons per household [pph]) traditionally reside in units with one to two bedrooms; family households (three to four pph) normally reside in units with three to four bedrooms; and large households (five or more pph) typically reside in units with four or more bedrooms. However, the number of units in relation to the household size may also reflect preference and economics. Many small households obtain larger units, and some larger households live in small units for economic reasons. Table 4.13-3 compares the size of households in the city, county, and state in 2010 and 2018.

Table 4.13-3 Average Household Size in the City, County, and State

	Paso Robles		San Luis Obispo County		California	
Year	2010	2018	2010	2018	2010	2018
Household Size (pph)	2.74	2.72	2.48	2.46	2.90	2.97
Growth from 2010 to 2018	-0.73%		-0.81%		2.4%	
Source: DOF 2018						

As shown in Table 4.13-3, the average household size in Paso Robles decreased from 2.74 pph in 2010 to 2.72 pph in 2018 (a decrease of 0.73 percent). Over the same period, household size in the county decreased from 2.48 to 2.46 pph (a decrease of 0.81 percent) and household size in the state increased from 2.90 to 2.97 pph (an increase of 2.4 percent). Between 2010 and 2018, the city maintained a lower average household size in comparison to the state average household sizes, and a slightly higher average household size in comparison to the county average household sizes.

c. Regulatory Setting

State

State Housing Element Statutes

State housing element statutes (Government Code Sections 65580-65589.9) mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, state housing policy rests largely upon the effective implementation of local general plans and in particular, housing elements. Additionally, Government Code Section 65588 dictates that housing elements must be updated at least once every eight years.

Regional

Regional Housing Needs Assessment

California's Housing Element law requires that each county and city develop local housing programs to meet their "fair share" of existing and future housing growth needs for all income groups, as determined by the DOF. San Luis Obispo Council of Governments (SLOCOG) is tasked with distributing the total state-projected housing need for the San Luis Obispo region among SLOCOG's seven cities and the county's unincorporated communities by four income categories (extremely low and very low, low, moderate, and above moderate). This fair share allocation is referred to as the Regional Housing Needs Assessment (RHNA) process. This RHNA allocation represents the minimum number of housing units by income level each community is required to plan for through a combination of: 1) zoning "adequate sites" at suitable densities that foster affordability; and 2) housing programs to support retention, rehabilitation, and production of lower income units with a reasonable degree of entitlement certainty. Paso Robles' allocation from the SLOCOG *Regional Housing Needs Plan* (RHNP) (SLOCOG 2013), covering 2014 through 2019 and distributed among the four income categories, is shown in Table 4.13-4.

Table 4.13-4 Regional Housing Needs Assessment 2014-2019

Income Group	RHNA Allocation (units)	% of Total
Very Low	123	24.9%
Low	77	15.6%
Moderate	87	17.6%
Above Moderate	206	41.8%
Total	492	12.0%
Source: SLOCOG 2013		

San Luis Obispo Council of Governments

As discussed in Section 4.11, Land Use and Planning, the City of Paso Robles is located within the SLOCOG planning area. SLOCOG functions as the metropolitan planning organization for San Luis Obispo County and the towns and cities therein and is responsible for preparing and implementing the region's RHNA and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is a long-term blueprint of the region's transportation system, requires updates every four years, and plans for a 20-year or more timeframe. The plan identifies and analyzes transportation needs of the metropolitan region and creates a framework for project priorities. SLOCOG is currently working on updating the 2014 RTP/SCS, which is scheduled for adoption in June 2019. SLOCOG projections for the planning area consider regional, state, and national economic trends and planning policies.

Local

City of Paso Robles Land Use Element

The Land Use Element provides for the opportunity for infill development within the city limits and expansion of the city limits to incorporate potential annexation areas. Paso Robles updated its current Land Use Element in 2014.

The Specific Plan is subject to the requirements of Policy LU-1A of the city's Land Use Element, which describes the development potential of the General Plan, and is intended to provide an appropriate mix and diversity of land uses in Paso Robles. The General Plan development potential described in Policy LU-1A describes a maximum development potential of 16,818 residential dwelling units in the city. In addition, the Specific Plan would be required to adhere to the procedural review and community standards in Policy LU-2G, which requires Specific Plans be developed for large, vacant, and/or underutilized areas, and describes specific limitations of the Olsen Ranch and Chandler Ranch Specific Plan areas. Applicable limitations include the maximum number of dwelling units that can be accommodated within specific plan areas. The maximum buildout of the Specific Plan area under the current General Plan land use designations is 1,233. Under the existing zoning, there are 673 allocated dwelling units on the Olsen Ranch property and 560 allocated dwelling units on the South Chandler Ranch property.

City of Paso Robles Housing Element

The Housing Element is one of the seven state-mandated elements of the General Plan (Government Code Sections 65300 through 65303.4). The Housing Element serves as a tool to identify and provide for the housing needs of the community. It identifies recent demographic and employment trends that may affect existing and future housing demand and supply. California law requires the Housing Element to establish policies and programs that will support the provision of an adequate housing supply for citizens of all income levels. The Housing Element is the only element that requires review by the state. The element addresses the city's ability to meet the regional housing needs as determined by the State of California.

Paso Robles adopted its current Housing Element in 2014, covering the period 2014-2019. The Housing Element was submitted to the California Department of Housing and Community Development (HCD) for review and comment, and the city received certification of the Housing Element from HCD in October 2014. The updated Housing Element includes a detailed analysis of housing needs, resources, and constraints; and a review of the current Housing Element goals, policies, and programs, which were used to develop new policies and implementation programs.

Housing Element Goal H-1 through Goal H-2, and Goal H-5 and associated policies are intended to preserve affordable units and ensure all housing types to all persons in Paso Robles as follows:

GOAL H-1 Develop a range of housing types, densities, and affordability levels to meet the diverse needs of the community, maintain a balanced supply of ownership and rental units.

Policy H-1.1 Provide an adequate number of housing sites to accommodate the City's share of regional housing needs and its special housing needs.

Policy H-4 Promote and expand housing opportunities for all segments of the community, recognizing such factors of income, age, and family size, and physical ability. Integrate such housing opportunities in each neighborhood or planning area so as to avoid concentrations of any type of housing in limited areas of the City. NOTE: It is not the intent of this policy that housing projects that are designated for 100 percent occupancy by moderate, low, and very low-income households should be discouraged.

GOAL H-2 Preserve the City's inventory of housing that is affordable to low income households.

Policy H-12 Maintain an inventory of market rate housing that is affordable to low-income households.

4.13.2 Impact Analysis

a. Methodology and Significance Thresholds

Population and housing trends in the city were evaluated by reviewing the most current data available from the U.S. Census Bureau, DOF, the current Paso Robles General Plan, and SLOCOG RHNP. Impacts related to population are generally social or economic in nature. Under CEQA, a social or economic change generally is not considered a significant effect on the environment unless the changes are directly linked to a physical change.

The following thresholds are based on Appendix G to the State CEQA Guidelines. For purposes of this EIR, impacts related to population and housing are considered significant if implementation of the project would:

- Induce substantial unplanned population growth either directly or indirectly; or
- Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere.

For purposes of this analysis, "substantial" population growth is defined as growth exceeding SLOCOG regional growth forecasts for the City of Paso Robles. "Substantial" displacement would occur if allowed land uses would displace more residences than would be accommodated through growth accommodated by the project.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project induce substantial unplanned population growth either directly or indirectly?

Impact PH-1 THE PROJECT WOULD NOT RESULT IN GROWTH IN THE PLANNING AREA THAT IS SUBSTANTIALLY GREATER THAN PROJECTED IN THE SLOCOG REGIONAL GROWTH FORECAST OR CITY'S GENERAL PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The City of Paso Robles has a population of 31,559 (DOF 2018). The Olsen/South Chandler Ranch Specific Plan project would result in development of a maximum number of 1,293 dwelling units with high-density, medium-density, and low-density residential units. Using the city's average rate of 2.72 people per household, construction of the project would accommodate an estimated 3,517 new residents (DOF 2018). The Specific Plan area currently includes three existing rural residential units on the northern portion of the Olsen Ranch property and thirteen units on the Our Town property. An estimated 44 people currently reside in the Specific Plan area and are accounted for in the city's existing population. As such, project implementation would result in a net increase of 3,473 new residents and 1,277 dwellings. Table 4.13-5 presents the 2018 and projected 2050 population and housing estimates for the city based on the SLOCOG 2050 *Regional Growth Forecast for San Luis Obispo County*.

Table 4.13-5 Paso Robles Population and Housing Projections

City of Paso Robles	Existing (2018) ^a	Existing On-Site	Project Scenario	Net Change (Project Scenario – Existing On-Site)	Net Percent Change	SLOCOG Regional Growth Forecast 2050 Projections ^b	Change (2018 to 2050)	Percent Change
Population (# of residents)	31,559	44	3,517	3,473	11.0%	37,858	6,299	20.0%
Housing (# of units; total/occupied)	11,426/ 10,833	16	1,293	1,277	11.2%	14,342 ¹	2,916 ²	25.5%

Notes:

1. SLOCOG 2040 Housing Unit Projections based on housing units.

2. Change in housing units from 2018 to 2040.

Sources:

^a DOF 2018

^b SLOCOG 2017

When added to the existing population within the city of approximately 31,559 (DOF 2018), buildout of the Specific Plan Area would increase the city's total population to an estimated 35,032 residents, an increase of 11.0 percent. The population projections in the city's General Plan Land Use Element account for development of the Olsen/South Chandler Ranch Specific Plan area and potential impacts have been addressed in the General Plan Update EIR. The General Plan development potential described in Policy LU-1A describes a maximum development potential of 16,818 residential dwelling units in the city. Further, the maximum buildout of the Specific Plan area under the current General Plan land use designations is 1,233, as prescribed by Policy LU-G of the city's General Plan. The Olsen/South Chandler Ranch Specific Plan would allow a maximum density of

1,293 dwelling units in the Specific Plan Area, including the Centex and Our Town properties. The project also includes a General Plan Amendment that would reallocate 60 units from the Uptown/Town Centre Specific Plan to the Centex property in the Olsen/South Chandler Specific Plan area. As such, the increase in the city's population and residential dwelling units resulting from the project would be consistent with the population projections expected under the General Plan. Furthermore, SLOCOG projects that the city will grow by approximately 6,299 new residents and 2,916 housing units by the year 2050. Therefore, population growth that may result from the project would not conflict with local growth management policy or result in exceedance of local and regional growth projections, and impacts would be less than significant.

The project includes a Neighborhood Commercial Overlay District that would support up to 39,135 square feet of non-residential use. Of the non-residential uses, approximately 10,659 square feet would be retail/office type uses, approximately 18,752 square feet would be recreational/health type uses, with the remaining non-residential space being supportive and not expected to generate employees. Based on employment generation rates for retail/office uses and recreational/health uses from the San Luis Obispo Air Pollution Control District's (SLOAPCD) *CEQA Air Quality Handbook* (SLOAPCD 2012a), the potential new non-residential floor area under the proposed Specific Plan would result in a net increase of approximately 73 new employees (1.39 employees per 1,000 square feet of retail/office use ["regional shopping center"], 2.47 employees per 1,000 square feet of recreational/health use ["health club"], and 0.55 employees per 1,000 square feet of elementary school). Although the project would result in the generation of new employees, these employees would likely come from the existing population in the city and would not contribute to new population growth. This impact would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold 2: Would the project displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact PH-2 IMPLEMENTATION OF THE PROJECT WOULD NOT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE. IMPACTS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

As shown in Table 4.13-5, the Olsen/South Chandler Ranch Specific Plan would enable development in Paso Robles that could add up to 1,293 residential units to the city (a net increase of up to 1,277 residential units). The maximum possible number of residential units is determined by the maximum densities allowed for each land use designation and the amount of land area within that designation. Consistent with General Plan Land Use Element Policy LU-2I to encourage "increased densities on sites which can accommodate the increases without having an adverse effect on adjacent properties" and promote "residential infill in/near established neighborhoods" development would occur on primarily vacant land, adjacent to nearby residential uses. Focusing development in these areas would maximize the use of underutilized parcels and minimize displacement of existing housing and people that could otherwise result in development pressure on other portions of the city.

Additionally, the City's Housing Element serves as a tool to identify and provide for the housing needs of the community. It identifies recent demographic and employment trends that may affect existing and future housing demand and supply. California law requires the Housing Element to

establish policies and programs that support the provision of an adequate housing supply for citizens of all income levels. The Housing Element addresses the city's ability to meet the regional housing needs as determined by the State of California.

Implementation of the Olsen/South Chandler Ranch Specific Plan would result in the displacement of three existing rural residential units on the northern portion of Olsen Ranch property and thirteen units on the Our Town property. However, the addition of 1,293 residential units would replace any displaced residences. As such, impacts related to displacement of substantial amounts of housing or people would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

c. Cumulative Impacts

As described above, implementation of the Specific Plan would displace three existing rural residential units on the northern portion of Olsen Ranch property and thirteen units on the Our Town property. However, the addition of 1,293 residential units would replace any displaced residences. In addition, the installation of new infrastructure in the Specific Plan area and the eastern portion of Paso Robles has the potential to facilitate development of rural lands outside of the city. The potential for the project to induce new growth is discussed in Section 5, Other CEQA Required Discussions, Subsection 5.1, Growth Inducement. As shown in Section 3, Environmental Setting, Table 3-1, cumulative buildout in the city could result in up to 3,259 new dwelling units, which would add approximately 8,864 new residents to the city's population. The General Plan development potential described in Policy LU-1A describes a maximum development potential of 16,818 residential dwelling units in the city. Growth facilitated by the Specific Plan (in addition to the cumulative development of housing within the city) would occur within the bounds of the city's planning area and would be consistent with the General Plan projections for the city. Therefore, the project would not contribute to a significant cumulative impact related to displacement in the greater cumulative impact analysis area (San Luis Obispo County) and would not result in significant cumulative population growth impacts beyond the planning area and the incremental population impacts of the proposed Olsen/South Chandler Ranch Specific Plan would not be cumulatively considerable.

4.14 Public Services

This section discusses the project's potential impacts on fire protection, police protection, schools, and libraries. Potential impacts to parks are discussed in Section 4.15, Recreation.

4.14.1 Setting

a. Fire Protection Services

The City of Paso Robles Department of Emergency Services (Emergency Services) provides fire protection services to the City of Paso Robles. Emergency Services has automatic and mutual aid contractual agreements with the Cal Fire and the other surrounding municipal departments for emergency response to areas outside, but in close proximity to the city. According to the city's General Plan Safety Element (2014d), there are two fire stations serving the city. The nearest station to the project site is the Paso Robles Fire Station Number 2, located approximately 1.9 miles northwest of the site. Emergency Services includes a staff of 26 to support fire protection, three battalion chiefs, one fire marshal, one administrative assistant, and one fire chief. The city's General Plan Land Use Element (2014a) calls for a ratio of 0.8 to 1.3 firefighters per 1,000 residents. Based on the city's 2018 population of 31,559 people approximately 25 firefighters are needed to provide at least 0.8 firefighters for each 1,000 residents, and approximately 40 firefighters are needed to provide 1.3 firefighters for each 1,000 residents. The city's existing service ratio is approximately 0.86 (City of Paso Robles 2019).

The Emergency Services Growth Management Plan includes an adopted response time goal of 4-minutes or less 90 percent of the time (City of Paso Robles 2001). In 2018, this goal was achieved 34.4 percent of the time with an average response time of five-minutes and 25 seconds. In 2018, Emergency Services received 3,893 calls, with 114 calls for a fire emergency, 1,246 service calls, 98 calls for hazardous conditions, and 2,435 medical calls. In 2018, Emergency Services experienced 676 instances of simultaneous calls. When simultaneous calls are received the 911 caller has to wait for the current emergency to be cleared or wait for another fire department to respond into the city. Mutual aid from another fire department was requested 106 times in the year 2018, or on average approximately 2 times per week. The average response time for mutual aid fire engine in 2018 was approximately 16 minutes for EMS and approximately 13 minutes for fire calls (Stornetta 2019).

Correspondence on April 29, 2019 with Fire Chief Jonathan Stornetta indicated that a third fire station is planned in the City of Paso Robles to redistribute call volume and responses. The new station would be approximately 11,500 square feet and would include an engine bay, offices, and living quarters. At this time, the property intended for this facility, which is approximately two miles north of the Specific Plan area, is under appraisal and is not owned by the city. Three additional staff members would be hired to staff the planned fire station.

b. Police Protection

Police protection in the City of Paso Robles is provided by the Paso Robles Police Department (PRPD). The PRPD service area consists of over 19.9 square miles with a service population of approximately 31,559 (City of Paso Robles 2018). PRPD's police station is located approximately 4.2 miles northwest of the project site at 900 Park Street (City of Paso Robles 2019). In 2019, the PRPD authorized 54.5 sworn and non-sworn staff. The number of employees working varies depending on

the time of day and day of the week (Commander Lewis 2019). Typically, there are at least 4 staff officers and a supervisor on most shifts (Commander Conway 2015). In addition, the PRPD has a current citywide staffing level of 1.1 sworn police personnel per 1,000 residents (Commander Lewis 2019). The City's General Plan Land Use Element (2014b) calls for a ratio of 1.4 to 1.6 sworn police personnel per 1,000 residents. Based on the city's 2019 population of 31,559 people approximately 44 police personnel are needed to provide at least 1.4 sworn police personnel for each 1,000 residents, and approximately 50 police personnel are needed to provide 1.6 sworn police personnel for each 1,000 residents. Correspondence on April 2, 2019 with Commander Ty Lewis indicated that the current ratio is 1.1 and the PRPD is not maintaining the established ratio goal established in the General Plan with existing staffing. The PRPD measures levels of service based on response times to the location of a call.

The City of Paso Robles has an adopted response time goal of 4 minutes (Land Use Element 2014b). The PRPD has an average of approximately 13 minutes response time for high priority calls (Commander Lewis 2019). Correspondence with Police Commander Ty Lewis on April 3, 2019 indicated that additional PRPD staff are needed to meet the established ratio, but additional facilities are not required or currently anticipated.

c. Public Schools

Paso Robles Joint Unified School District (PRJUSD) provides public school facilities and services to the City of Paso Robles and nearby unincorporated areas. There are 11 schools in PRJUSD including six elementary schools, two middle schools, one comprehensive high school, and one alternative high school. Private schools are not included in this analysis because they are not funded by the state and are optional sources of education. PRJUSD provides public education to over 6,900 students in 11 school sites (PRJUSD 2019). The 2016 enrollments, average class sizes, and capacities as well as the projected 2022 enrollments of the schools in PRJUSD based on the 2016 Facilities Master Plan (PRJUSD 2016) are shown in Table 4.14-1.

Table 4.14-1 PRJUSD Schools Enrollments and Capacities

School	2016 Enrollment ¹	2022 Projected Enrollment ¹	Capacity ¹	2022 % Capacity
Pat Butler Elementary School	441	571	504	113%
Kermit King Elementary School	492	604	644	94%
Georgia Brown Dual Immersion Magnet School	577	644	644	100%
Winifred Pifer Elementary School	439	537	560	96%
Virginia Peterson Elementary School	452	579	588	98%
Marie Bauer Pre-School ²	188	TBD ³	TBD ³	TBD ³
Glen Speck Academy of the Arts ⁴	512	661	588	112%
Daniel E. Lewis Middle School	757	866	836	104%
George H. Flamson Middle School	680	836	836	100%
Paso Robles High School	1,956	2,116	3,168	67%
Liberty/Independence High School	229 ⁴	316	128	247%

¹ Source: 2016 Facilities Master Plan (PRJUSD 2016)

² Bauer-Speck Elementary joint campus is identified as being split into two campuses: Marie Bauer Preschool and Glen Speck Academy of the Arts

³ Based on programming

⁴ Includes Independence enrollment

Based on the projected enrollment for the year 2022 nine out of the eleven schools are expected to be at over 90 percent capacity with six of those schools being at or over capacity. The only schools (excluding the Marie Bauer Pre-school which is listed as “To Be Determined” based on programming) that are expected to operate within current capacity level are Kermit King Elementary School, Winifred Pifer Elementary School, Virginia Peterson Elementary School, and Paso Robles High School.

Measure M was approved in November 2016 to fund projects in the PRJUSD Facilities Master Plan list shown in Table 4.14-2. Priority A projects are planned to be completed first followed by Priority B projects. Expanded facilities will accommodate the increased number of students projected for the year 2022 (PRJUSD 2016).

Table 4.14-2 PRJUSD Measure M Priority List

Facility Name	Priority List A	Priority List B	Total Cost
Preschools			
Marie Bauer Preschool	Remove existing buildings, parking and drop-off, ten new classrooms and support, new play area, and new parking.	N/A	\$11,080,000
Subtotal			\$11,080,000
Elementary Schools			
Pat Butler Elementary	Four new classrooms, ADA compliance form blacktop to field, removal of one relocatable, re-grading fields, and student drop-off , reconfigure of parking and retaining wall.	Move ball wall and renovate current shade structure.	\$3,850,000
Kermit King Elementary School	Six new classrooms, removal of one relocatable, and field renovation.	Renovate current shade structure, student drop-off, and reconfigure parking.	\$4,460,000
Georgia Brown Dual Immersion Magnet School	10 new classrooms, removal of six relocatables, renovate fields, modernize kindergarten, major modernization, expand hard court, and improve student and bus drop-off.	Renovate current shade structure and gazebo and construct new library and MPR.	\$19,720,000
Winifred Pifer Elementary School	Improve student drop-off and renovate current shade structure and fields.	N/A	\$590,000
Virginia Peterson Elementary School	Six new classrooms, removal of two relocatables, field renovation, ramp to playfields, and ADA-flatwork improvements.	Bus drop-off.	\$4,880,000
Glen Speck Academy of the Arts	20 new classrooms, removal of 14 relocatables, demolish structures/antiquated buildings, major modernization of library, construct computer lab, student restrooms, school office and support, renovate fields, hard court improvements, parking and drop-off, major modernization, and expand hard court.	Performing arts/MPR (500 seat capacity).	\$30,890,000
Subtotal			\$64,390,000

Facility Name	Priority List A	Priority List B	Total Cost
Middle Schools			
Daniel E. Lewis Middle School	New two story classroom entry, 5 new classrooms, removal of 2 relocatables, demolish of five antiquated buildings, parking drop-off, modernize library, restrooms, and locker rooms.	Multipurpose room/ computer lab and expand library.	\$18,470,000
George H. Flamson Middle School	Nine new classrooms, demolish nine antiquated buildings, major modernization of classrooms, re-grade fields, and replace locker rooms, fitness, and wrestling rooms.	New cafeteria and snack bar.	\$17,987,000
Glen Speck Academy of the Arts	20 new classrooms, removal of 14 relocatables, demolish structures/antiquated buildings, major modernization of library, construct computer lab, student restrooms, school office and support, renovate fields, hard court improvements, parking and drop-off, major modernization, and expand hard court.	Performing arts/MPR (500 seat capacity).	\$30,890,000
Subtotal			\$67,347,000
Source: Measure M Priority List, PRJUSD 2016			

d. Libraries

There is one library, Paso Robles City Library, in the city. Paso Robles City Library provides reading materials, online resource databases, a study center for children after school, computer use services, and various reading programs and related events. According to the City of Paso Robles Library Facilities Assessment Report, the library building is approximately 22 years old and is still in the beginning of its projected 120-year life cycle. It is approximately 18,678 square feet (RA Architects and Engineers 2018). Based on the library's square footage and an existing service population of 31,559, the ratio of square feet of library space per capita is 0.6, which meets city standard of 0.5 square feet per capita. The Paso Robles Library Five Year Plan established a goal for the year 2025 to expand the library to meet the needs for the projected city population of 44,000.

e. Regulatory Setting

City of Paso Robles General Plan

The City of Paso Robles General Plan (2014) is intended to guide land use planning by providing goals and policies to minimize the adverse effects to public services. Goals and policies that are applicable to the project include:

POLICY LU-4A Service Levels. Strive to ensure that City services and facilities are maintained at current levels and/or adopted standards, and are funded as revenues become available. These standards are summarized as follows:

Police	Maintain a ratio of 0.5 non-sworn personnel per 1,000 population. Maintain a ratio of 1.4 to 1.6 sworn personnel per 1,000 population.
Emergency Services	Strive to achieve a 4 minute response to 90% of the calls for service. Maintain a ratio of 0.8 to 1.3 firefighters per 1,000 population.
Library	Maintain 0.5 square feet per capita of library facilities.

POLICY LU-4B Support the public school districts' efforts to ensure that new development mitigates its impacts to public schools, particularly in avoiding overcrowding conditions. The following programs should be implemented unless the City Council finds that specific economic, social, environmental or other considerations make infeasible implementation of the program or aspect of the program in a particular situation.

Action Item 1 Enable the collection of those impact fees for development of capital facilities for public schools that are permitted by state law to be applied to the issuance of building permits.

Action Item 2 Investigate and implement, if feasible, means to eliminate shortfalls that may result from the insufficiency of those impact fees to fund the acquisition of sites and construction of public schools. Such means may include, but would not be limited to, the following:

1. Conditioning legislative actions such as specific plans and rezones upon payment of supplemental fees, or making dedications of land in lieu of fees; arrangements should be investigated to enable such fees to be paid or dedications to be made at either the time of building permit issuance or prior to issuance of a Certificate of Occupancy.
2. Formation of Community Facilities (Mello-Roos) Districts or equivalent tools which include funding for acquisition of sites for and construction of public schools.

Action Item 3 Support the school districts' request that public school sites be located in accordance with the following standards:

1. Elementary Schools (grades K-5) need 10 acres of relatively flat or gently rolling land located in the center of an area with approximately 590 students, on a collector street and preferably not on an arterial street;
2. Middle Schools (grades 6-8) need 20 acres of relatively flat or gently rolling land located in the center of an area with approximately 900 students, on either a collector or an arterial street;
3. High Schools (grades 9-12) need 40 acres of relatively flat or gently rolling land located in the center of an area with approximately 2,250 students and on an arterial street.

Action Item 4. Refer development applications to the Paso Robles Union School District, Paso Robles Joint Union High School District, and Templeton Unified School Districts for comments and information. Seek to minimize traffic and circulation problems in the vicinity of school sites.

Action Item 5. Facilitate the provision of schools by continuing to work closely with the school districts during the site selection and development process. For example, when development proposals are submitted for large projects triggering needs for additional schools, the districts should determine which parcels would be appropriate school sites, and specify appropriate location, accessibility and land use compatibility standards for school site selection.

City of Paso Robles Development Impact Fees

The City of Paso Robles has adopted a development impact fee calculation and justification study and subsequent documentation establishing development impact fees for all development within the city (Resolution 14-035). The fees collected pursuant to Resolution 14-035, including fees for transportation, park development, public safety, public facilities, and library, shall be used to finance public facilities described or identified in the Development Impact Fee Justification Study, the Master Facilities Plan, Circulation Element, or other such facility master plans adopted by the city. Development impact fees for nonresidential land uses are assessed based upon the square footage of the building and at the rates shown on the adopted Development Impact Fees Summary at the time of project approval.

Community Facilities District Special Tax for New Development

The Community Facilities District (CFD) finances fire protection services, police protection services, and library services (Resolution 05-063). The City of Paso Robles has adopted the “Special Tax” to finance public services for new development within the CFD. Pursuant to CFD Resolution 2005-1, the cost of the Special Tax is determined by the City Council and is dependent on land use. A Fiscal Impact Report has been prepared by the city to determine the CFD Special Tax rate that would address potential public service impacts. The maximum Special Tax for developed property is increased annually and is determined by the rate of change for the blended Los Angeles Urban and San Francisco Urban Consumer Price Index during the previous fiscal year.

4.14.2 Impact Analysis

a. Methodology and Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Olsen/South Chandler Ranch Specific Plan project would result in potentially significant impacts relating to public services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - Fire protection
 - Police protection
 - Schools
 - Parks
 - Libraries

Potential impacts to parks are discussed in Section 4.15, *Recreation*.

b. Project Impacts and Mitigation Measures

Threshold:	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?
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Impact PS-1 THE SPECIFIC PLAN WOULD INCREASE THE DEMAND FOR FIRE PROTECTION SERVICES, SUCH THAT NEW OR EXPANDED FACILITIES WOULD BE NEEDED TO MEET THE CITY'S STANDARD RESPONSE TIME AND LEVEL OF SERVICE STANDARD. POTENTIAL IMPACTS WOULD BE OFFSET BY COLLECTION OF THE CFD SPECIAL TAX. IMPACTS RELATED TO THE PROVISION OF FIRE PROTECTION SERVICES WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The project includes up to 1,293 new residences, which would generate an estimated 3,517 residents in the city (1,293 dwelling units x 2.72 people/unit [DOF 2018]). At full buildout the project would increase the city's population by an estimated 3,473 new residents (net increase of 1,277 dwelling units x 2.72 people/unit [DOF 2018], refer to Section 4.13, Population/Housing). Three firefighters would be needed to provide the city's minimum service ratio of 0.8 firefighters for each 1,000 new residents. The addition of 3,473 residents to the city's 2018 population of 31,559 people would result in a city-wide service ratio of 0.74, which does not meet the city's established service ratio (26 fire support staff/[(31,559 people + 3,473 new residents)/1,000][DOF 2018]).

As discussed in Section 4.14.1, Setting, the Fire Department's average response time standard of 4 minutes for 90 percent of the calls is not currently being met and a new fire station facility is currently planned regardless of whether or not the project is implemented. However, the addition of up to 1,293 new residences would increase the total number and frequency of simultaneous and mutual aid request calls received and would result in further exceedance of the average response time standard, which would contribute to the existing need for a new facility to achieve the city's response time standard (Stornetta 2019). New water systems for proposed development in the Specific Plan area are required by the city to be designed to provide adequate fire flows. The project would be also required to pay the CFD Special Tax at a rate determined by the city's Fiscal Impact Report to offset its contribution to this impact by providing funding for additional firefighters, equipment, and a new fire station facility to serve the city.

At the time a new fire station facility is proposed, the proposed facility would be subject to city review, including CEQA environmental analysis for any discretionary approvals. Environmental analysis would identify mitigation measures required to avoid, minimize, or reduce any identified environmental effects. The types of impacts that could be identified include effects related to encountering hazardous materials, cultural resources, or biological resources on the site during project construction. During operation of the fire station facility, potential environmental effects could include changing traffic pattern and intermittent noise from emergency sirens. While a project-level analysis of the planned fire station facility would be speculative at this time due to uncertainty regarding project timing, design, and final precise location, the types of impacts associated with such a facility would typically be less than significant or mitigated to a less than significant level. With the payment of the required CFD Special Tax and the requirement for project specific environmental review for the planned fire station facility, the project's potential environmental impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold:	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?
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Impact PS-2 THE SPECIFIC PLAN WOULD NOT IMPACT POLICE SERVICES SUCH THAT NEW OR EXPANDED FACILITIES WOULD BE REQUIRED. IMPACTS TO POLICE PROTECTION SERVICES WOULD BE LESS THEN SIGNIFICANT (CLASS III).

The PRPD provides police protection service to the project site. As described in Section 4.14.1, Setting, the City's General Plan Land Use Element (2014b) calls for a ratio of 1.4 to 1.6 sworn police personnel per 1,000 residents, which is not currently being met. At full buildout the project would increase the city's population by an estimated 3,473 new residents (net increase of 1,277 dwelling units x 2.72 people/unit [DOF 2018], refer to Section 4.13, Population/Housing). Five police personnel would be needed to provide the city's minimum service ratio of 1.4 sworn police personnel for each 1,000 residents. Since the project includes the development of up to 1,293 dwelling units, as well as non-residential uses and a School Overlay District that would allow development of a public elementary school, the project would further reduce the service ratio and additional staffing would be required. Project development would be required to pay the CFD Special Tax at a rate determined by the city's Fiscal Impact Report, which funds additional staff and facilities as needed. This would offset the increased demand for police services by providing funding for additional police officers to serve the area. The project would not result in a need for new or expanded police facilities; therefore, the effect of the project on the demand for police services would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold:	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?
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Impact PS-3 DEVELOPMENT FACILITATED BY THE SPECIFIC PLAN WOULD INCREASE THE DEMAND FOR SCHOOLS SUCH THAT NEW FACILITIES AND STAFF WOULD BE REQUIRED TO PROVIDE ADDITIONAL STUDENT CAPACITY. THROUGH THE REQUIRED PAYMENT OF STATE-MANDATED IMPACT MITIGATION FEES, AND INCLUSION OF A SCHOOL SITE OVERLAY FOR AN ELEMENTARY SCHOOL IN THE SPECIFIC PLAN, POTENTIAL IMPACTS TO PUBLIC SCHOOLS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The Olsen/South Chandler Ranch Specific Plan project would result in development of up to 1,233 dwelling units and would increase the number of students that would attend PRJUSD schools. Current student generation factors for the PRJUSD are shown in Table 4.14-3.

Table 4.14-3 Student Generation in the Specific Plan Area

Land Use	School Level	Student Generation Factor ¹	Units	Students
LDR – Low-Density Residential	Elementary School	0.2179		128
	Middle School	0.1095	586	64
	High School	0.1615		95
MDR – Medium-Density Residential	Elementary School	0.2684		129
	Middle School	0.1108	479	53
	High School	0.1234		59
HDR – High-Density Residential	Elementary School	0.2684		45
	Middle School	0.1108	168	19
	High School	0.1234		21
Total	Elementary School			301
	Middle School			136
	High School			174

¹ Cherly Mollan, Manager of Facilities and Planning, Personal Communication, May 7, 2019.

Based on these student generation rates, the project would contribute up to 301 elementary students, 136 middle school students, and 174 high school students for a total of 612 new students at PRJUSD schools. As discussed in Section 4.14.1(c), the School District does not have sufficient capacity to accommodate the expected student enrollment without additional or expanded facilities (PRJUSD 2019). Development facilitated by the project would increase the demand for schools such that new facilities and staff would be necessary.

The 2016 Facilities Master Plan includes remodel and expansion plans intended to accommodate future student body growth. The potential environmental effects of specific facility improvements would be subject to city review, including CEQA environmental analysis for any discretionary approvals. Environmental analysis would identify mitigation measures required to avoid, minimize, or reduce any identified environmental effects. In addition, the School Site Overlay within the Specific Plan area is intended to provide a location for future development of an elementary school, which would provide additional school space for elementary students. The potential environmental impacts of this planned development are evaluated throughout this EIR.

New development within the Specific Plan area would be required to pay state-mandated impact mitigation fees. At the time of issuance of building permits developers are required to pay School District rate of \$2.63 per square foot of residence per state-mandated impact mitigation fees. This rate is not the same as the current state maximum fee and the School District may raise its fees in the future. These fees would offset the increased demand for school services by providing funding for additional facilities to serve the area. Without sufficient funding, the School District would be unable to construct adequate facilities to accommodate student enrollment growth attributed to the full build out of the Specific Plan area. Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998) states that payment of statutory fees “...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Therefore, through the payment of state-mandated impact mitigation fees impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold:	Would the Community Plan Update result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable services ratios, response times or other performance objectives for public libraries?
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Impact PS-4 THE SPECIFIC PLAN WOULD INCREASE DEMAND FOR LIBRARY SERVICES. HOWEVER, THROUGH THE REQUIRED PAYMENT OF THE CFD SPECIAL TAX, POTENTIAL IMPACTS TO LIBRARY SERVICES AND FACILITIES WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The project includes up to 1,233 new residences, which would generate an estimated 3,354 residents in the city (1,233 dwelling units x 2.72 people/unit [DOF 2018]). The addition of 3,354 residents would result in a library square footage per capita ratio of 0.53 square feet per capita ((18,678 square feet/(31,559 existing residents + 3,354 project residents))= 0.53 square feet per capita). This would not exceed the city's standard of 0.5 square feet per capita. In addition, this population increase would increase demand for library use but is accounted for in the city's existing population growth projections. The City's Library Five Year Plan sets a goal for the year 2025 to expand to meet the needs for the projected city population growth. The project would be required to pay the city's CFD Special Tax to help fund the proposed library expansion and offset potential impacts to library facilities. Any new or expanded library facilities would be subject to CEQA environmental analysis and any identified mitigation measures required to avoid, minimize, or reduce any identified environmental effects. Therefore, the effect of the project on the demand for library services would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

c. Cumulative Impacts

As discussed in Section 3.3, the cumulative analysis in this EIR is based on the city's cumulative project list. Cumulative development in the city would result in additional residential units and non-residential development.

Fire Services

Cumulative development would be considerable if it would delay response times or exceed service level ratios for fire services such that new or expanded facilities would be required. As discussed in Section 4.13.1, Setting, the city's existing service ratio is approximately 0.86, meeting the Emergency Services standard of 0.8 to 1.3 firefighters per 1,000 population. However, the average response time standard of 4 minutes for 90 percent of the calls is not currently being met. An increase in population as a result of cumulative development in the city would further decrease service levels in the absence of additional staffing, equipment, and facilities. The proposed project would incrementally increase the service levels and contribute to the need for new or expanded facilities, the construction of which could cause environmental impacts. As discussed in Impact PS-1, a new fire station is currently planned regardless of whether or not the project is implemented

approximately two miles north of the project site to address the cumulative city-wide need for expanded fire protection services. The project, as well as other planned and pending development in the city, would also be required to pay the CFD Special Tax to offset its contribution to this impact by providing funding for additional firefighters, equipment, and a new fire station facility to serve the city. As a result, the project's contribution to impacts to fire services would not be cumulatively considerable, and cumulative impacts to fire services would be less than significant.

Police Services

Cumulative development would be considerable if it would delay response times or exceed service level ratios for police services such that new or expanded facilities would be required. As discussed in Impact PS-2, police department response times in the city are below the city's established standard. An increase in the city's population as a result of cumulative development would further decrease service levels in the absence of additional staffing, equipment, and facilities. The project would incrementally worsen service levels and contribute to the need for additional staffing and potentially additional facilities. Project development would be required to pay the CFD Special Tax at a rate determined by the city's Fiscal Impact Report, which funds additional staff and facilities as needed, to offset the increased demand for police services by providing funding for additional police officers to serve the area. Therefore, the project's contribution to this cumulative impact would be less than significant.

Schools

Cumulative development would be considerable if it would generate student population such that new or expanded facilities would be required. As discussed in Impact PS-3, PRJUSD schools are expected to be at or near capacity with the projected student enrollment for the year 2022. Without increases in staffing and facilities to address the anticipated population increase, potentially significant impacts could occur. However, new development in the Specific Plan area would be required to pay the city's CFD Special Tax and state-mandated impact mitigation fees. These fees would be used to fund facilities, staff, and equipment to offset service demand impacts. In addition, the Specific Plan includes a School Overlay which is intended to provide a location for future development of an elementary school to accommodate additional students. The environmental impacts associated with development of the School Overlay (Centex property) are discussed throughout this EIR. Therefore, the proposed project's contribution to cumulative impacts to schools would not be cumulatively considerable.

Library

Cumulative development would be considerable if it would increase the demand for library services such that new or expanded facilities would be required. Cumulative development in the city would increase the demand for library services. Without increases in staffing and facilities to address the anticipated population increase, potentially significant impacts could occur. The Paso Robles Library Five Year Plan sets a goal for the year 2025 to expand to meet the needs for the projected city population growth. New development in the Specific Plan area would be required to pay the city's CFD Special Tax. These fees would be used to fund facilities to offset service demand impacts. In addition, new or expanded facilities in the future would be subject to CEQA environmental analysis and any identified mitigation measures required to avoid, minimize, or reduce any identified environmental effects. Therefore, the proposed project's contribution to cumulative impacts to library services would not be cumulatively considerable.

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4.15 Recreation

This section evaluates potential impacts on recreational resources and facilities in the City of Paso Robles associated with implementation of the project. This EIR uses data from the City of Paso Robles General Plan Parks and Recreation Element and Appendix (2003e) and from personal communications with City Recreation Services staff.

4.15.1 Setting

a. Existing Park and Recreation Facilities

The City of Paso Robles includes 13 parks: one regional park, a community park, three district parks, five neighborhood parks, and three mini parks, as well as four recreation centers. These facilities make up approximately 105 acres of parkland in the city, of which approximately 17 acres are neighborhood parks. In total, the city owns and/ or manages a total of approximately 1,630 acres combined of parks and open space within and adjacent to the city (City of Paso Robles, Land Use Element 2014). There is no existing parkland in the Specific Plan area. The general characteristics of the city's recreational facilities are described below, based on information from the General Plan Parks and Recreation Element and Appendix (2003e).

Regional Parks

Regional parks provide extensive park areas with specialized services and facilities to serve citywide or regional interests. Typical facilities at regional parks include large open space areas, large group picnic facilities, restrooms, competitive sports fields, play equipment for varied age groups, and concessions. Barney Schwartz Park is approximately 40 acres and is the only regional park in the city.

Community Parks

Community parks are intended to serve the entire community and are designed to for users whose needs are not met in smaller parks throughout the city. Features of community parks include amphitheaters, large group picnic facilities, meeting and banquet rooms, competitive sports fields and courts, water-oriented facilities, play equipment for varied age groups, commercial kitchens, and gymnasiums. Centennial Park is approximately 16 acres and is the only community park in the city.

District Park

District parks are medium-sized parks that generally vary from eight to twelve acres in size. The Paso Robles General Plan Parks and Recreation Element identifies Sherwood Park, Oak Creek Park, and Pioneer Park as district parks, which total approximately 29 acres. Pioneer Park, which is approximately 6 acres, is planned to be sold.

Neighborhood Parks

Neighborhood parks are landscaped parks located within designated neighbored areas that can be used by all age groups for passive recreation. Typical neighborhood park features include athletic fields, multi-use turf areas, hard courts and playground equipment. Neighborhood parks range from three to ten acres in size. The Paso Robles General Plan Parks and Recreation Element identifies

Paso Robles City Park, Melody Park, turtle Creek Park, Lawrence Moore Park, and Robbins Field as neighborhood parks, which total approximately 16.7 acres (City of Paso Robles 2019).

Mini Parks

Mini parks are generally less than three acres in size and are designed to serve a concentrated or limited population. They are often developed for a unique or single purpose such as a recreation facility for a neighborhood, a recreation or eating location for nearby employment centers, or to preserve an isolated open space resource such as a small cluster of oak trees. Typical improvements at mini parks include play areas, picnic tables, and landscaping. Mini parks in Paso Robles include Royal Oak Meadows Park, Lenco Park, and Mandella Park, which total approximately 3 acres (City of Paso Robles 2019).

Recreation Centers

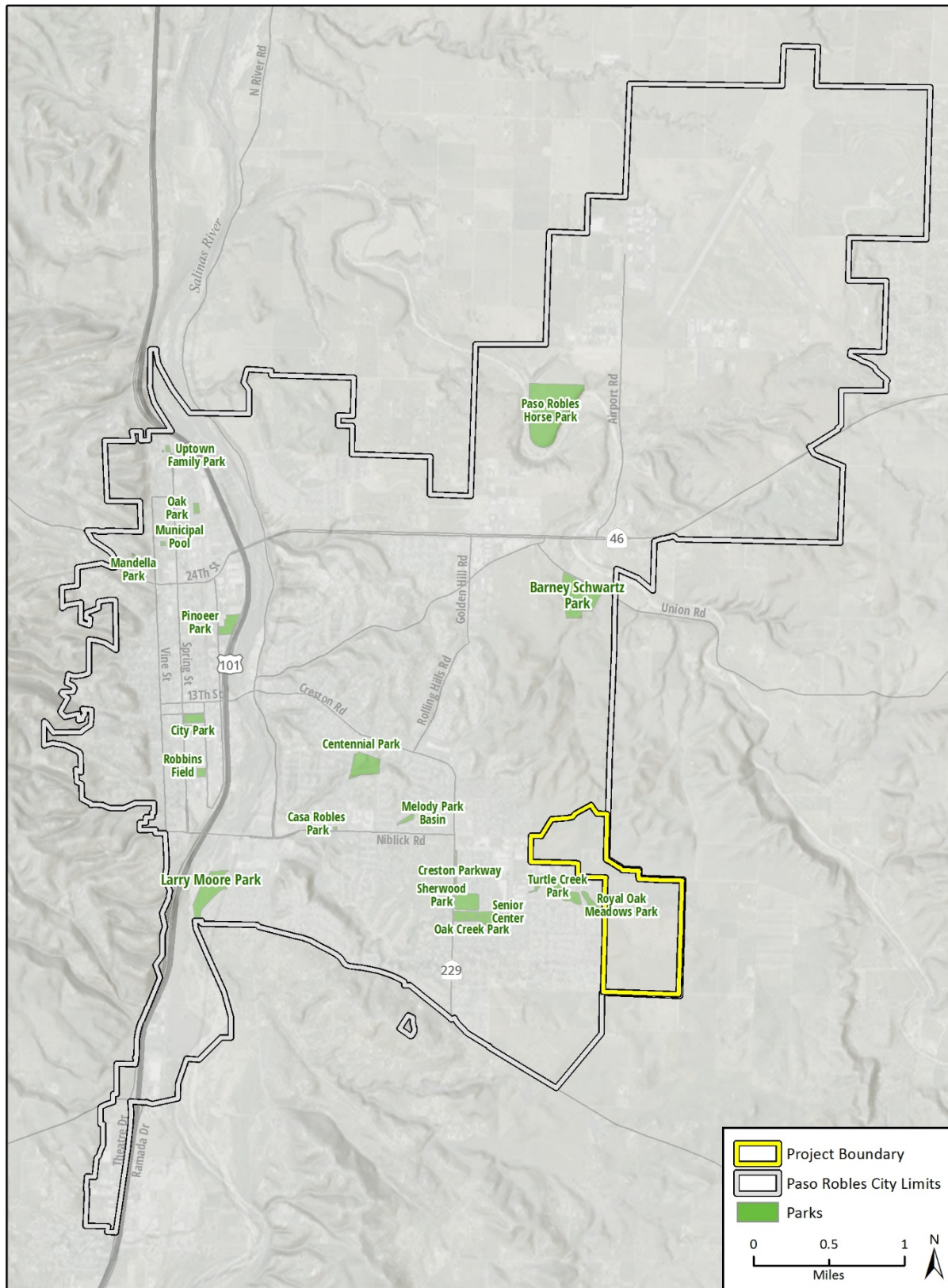
Special facilities provide specific recreation opportunities for residents and visitors. The City of Paso Robles has four recreation centers: a recreation center at Centennial Park, a senior citizen center, a veterans' center, and a municipal aquatics facility (City of Paso Robles 2019).

Recreation Facilities Near the Project Site

The closest recreation facility to the Specific Plan area is Royal Oak Meadows Park. This 2.4-acre mini park is located adjacent to the Specific Plan area. The closest regional or community park to the project is Centennial Park, located approximately 1.1 miles west of the Specific Plan Area.

The locations of existing parks and open space within the city and in the vicinity of the project site are shown in Figure 4.15-1. Table 4.15-1 describes the type, location, and amenities provided by parks and special facilities in the City of Paso Robles.

Figure 4.15-1 Existing Parks and Open Space



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Additional data provided by City of Paso Robles, 2019.

Fig. 4.15-1 Existing Parks and Open Space

Table 4.15-1 Existing City of Paso Robles Parks and Recreation Facilities

Facility Name	Address	Facilities	Acres
Regional Park			
Barney Schwartz Park	2970 Union Road	Four picnic areas (covered, with barbeque), lake, four soccer fields (with lights), four softball/baseball fields (with lights), two concession stands, and two playgrounds	40.0
Subtotal			40.0
Community Park			
Centennial Park and Recreation Center	600 Nickerson Drive	Amphitheater, one basketball court, picnic area with barbeque, patio with barbeque, commercial kitchen, gymnasium, four meeting rooms, banquet room, outdoor aquatics facility, par course/ trail-dog friendly, community garden, pickleball courts, playground, tennis courts, YMCA program	16.0
Subtotal			16.0
District Parks			
Pioneer Park	21 st Street and Riverside Avenue	One baseball field, one basketball court, spectator area, restrooms, playground, picnic area, lawn area, parking area, community skate park	6.1
Sherwood Park	Creston Road and Scott Street	Three baseball fields (one with lights), basketball courts, picnic areas (one with barbeque), off-lease dog park, playground, two soccer fields, four tennis courts, and one volleyball court	12.3
Oak Creek Park	Creston Road and Cedarwood Drive	Playground, picnic facilities, walking path	10.5
Subtotal			28.9
Neighborhood Parks			
Paso Robles City Park	Spring Street and 12 th Street	Picnic area (with barbeque), Carnegie Library and sculpture, gazebo, horseshoe pits, playground, and restrooms.	4.8
Melody Park	Caddle Lane and Country Club Drive	Playground, basketball court, jogging path	3.0
Turtle Creek Park	Brookhill Drive	Lawn area, bulletin board, picnic area, small BBQ pits	4.5
Lawrence Moore Park	155 Riverbank Lane	Playground, restrooms, small ballfield, picnic area, open turf area	2.0
Robbins Field	Park Street and 6 th Street	One lighted softball field, spectator area, restrooms, announcing booth, scoreboard	2.4
Subtotal			16.7

Facility Name	Address	Facilities	Acres
Mini Parks			
Royal Oak Meadows Park	Parkview Lane and Poppy Lane	Lawn area, playground, small ballfield, picnic facilities	2.4
Lenco Park (Casa Robles)	Niblick Road and Appaloosa Drive	Playground, small BBQ area, picnic area	0.3
Mandella Park	Fairview Land and Nacimiento Lake Drive	Lawn Area	0.3
Subtotal			3.0
Recreation Centers			
Centennial Park Recreation Center	600 Nickerson Drive	Recreation Services offices, full court gym used for community sports (basketball, volleyball and soccer) and many different classes and activities, large group barbecue area, grassy picnic areas, amphitheater, walking paths, playground, two outdoor half-court basketball courts, four lighted tennis courts, five pickleball courts, community garden, meeting rooms	N/A
Senior Citizen Center	270 Scott Street	5,375 square foot building with a large meeting hall, commercial kitchen, smaller meeting rooms and offices for individual programs. Secured patio that shares a common parking lot with concrete paths planned to connect to future park development.	N/A
Veterans Center	240 Scott Street	3,780 square foot building with a large meeting hall, commercial kitchens, smaller meeting rooms and offices for individual programs. Secured patio that shares a common parking lot with concrete paths planned to connect to future park development.	N/A
Municipal Aquatics Center	28 th and Oak Streets	Indoor therapy pool and outdoor pool with diving board and lanes.	N/A
Subtotal			N/A

Source: City of Paso Robles, General Plan Parks and Recreation Element Appendix, 2003e

b. Regulatory Setting

Quimby Act (1975)

The Quimby Act gives cities and counties the authority to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreation purposes as a condition of approval of a tract map or parcel map. The Quimby Act allows fees to be collected for up to five acres of parkland per 1,000 residents.

City of Paso Robles General Plan Parks and Recreation Element (2003)

The City's General Plan Parks and Recreation Element describes existing parks and recreation facilities, activities, and financing in Paso Robles. The following Parks and Recreation Element policies establish parkland provision standards in the city:

Policy PR-1A. Park and Recreation Facilities. Strive to achieve a 7-acre per 1,000 population parkland standard.

Policy PR-1B Master Plan. Develop a Master Plan, Recreational Facility, & Trails Plan addressing Citywide needs and financing for development, maintenance, and operation through the year 2025.

4.15.2 Impact Analysis

a. Methodology and Significance Thresholds

The following criteria are based on Appendix G of the State CEQA Guidelines. The effects of the project on recreation would be significant if the project would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

b. Impacts and Mitigation Measures

Threshold:	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
Threshold:	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact REC-1 THE PROJECT WOULD ACCOMMODATE NEW RESIDENTS IN THE CITY OF PASO ROBLES WHO WOULD USE EXISTING AND PLANNED PARKS AND RECREATION FACILITIES. PROVISION OF ON-SITE PARKS AND RECREATION FACILITIES WOULD MEET THE ADOPTED CITY PARKLAND STANDARD FOR THE SPECIFIC PLAN AREA. THEREFORE, IMPACTS TO PARKS AND RECREATIONAL FACILITIES WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The project would result in urban development, including new residential land uses, within the 358-acre Specific Plan area. At full buildout the project would include 1,293 dwelling units and increase the city's population by an estimated 3,473 new residents (net increase of 1,277 dwelling units x 2.72 people/unit [Department of Finance 2018], refer to Section 4.13, Population/Housing). New residents associated with the project would increase the use of existing neighborhood and regional parks as well as other recreational facilities.

As shown in the Land Use Plan (refer to Figure 2-5 in Section 2, Project Description), the Specific Plan would designate approximately 32 percent, or about 113 acres, of the Specific Plan area for recreational and open space uses. Of these recreational and open space uses, the 24.2-acre community park located along Turtle Creek would be designated for unrestricted public access. Other recreational uses in the Specific Plan area would be designated for semi-public access (limited by uses, areas, and hours) or as private amenities. These semi-public and private recreational amenities include 60.7 acres for neighborhood open space that includes the existing Pacific Gas and Electric (PG&E) easement and a network of smaller parks throughout the Specific Plan area

connected by public trails and multi-modal paths. An additional 22.0 acres of recreational space for private recreational uses (refer to Table 2-1 in Section 2, Project Description).

The proposed 24.2 acres of community parkland would provide approximately 7 acres of parkland per 1,000 residents, which meets the city's adopted performance standard of 7 acres of parkland per 1,000 residents (Policy PR-1A of the General Plan Parks and Recreation Element). In addition, the project applicant would be required to pay city parkland development fees (Quimby Act fees) in accordance with the city's Development Impact Fee program. Parkland development fees are intended to offset increased usage of existing recreational facilities attributed to the project buildout. Proposed development may be eligible for a fee credit at the city's determination, based on parks provided as part of the proposed project. Therefore, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

c. Cumulative Impacts

The City of Paso Robles has a population of 31,559 (Department of Finance [DOF] 2018). Based on the city's adopted parkland standard, approximately 221 acres of total parkland should be provided in the city. There is currently approximately 105 acres of parkland in the city. This results in approximately 3.3 acres of total parkland per 1,000 residents. Based on existing population and parks acreage conditions, the city is 114 acres of parkland short of meeting its adopted parkland standard (Policy PR-1A of the General Plan Parks and Recreation Element).

The project would add 24.2 acres of community parkland in the city. The project would also increase the city's population by an estimated 3,473 new residents, but overall the project would contribute to the city's policy goal to achieve the adopted parkland standard on a city-wide basis. Individual projects in the city, including the Olsen/South Chandler Ranch Specific Plan, would be required to pay city parkland development fees in accordance with the city's Development Impact Fee program. The project would not contribute to cumulative adverse impacts to existing neighborhood and regional parks or other recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

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4.16 Transportation/Traffic

This section evaluates the potential transportation impacts of the project. The analysis in this section is based on the Transportation Impact Analysis (TIA) prepared by Central Coast Transportation Consulting (CCTC). The analysis approach used in the TIA was developed based on the City of Paso Robles' Transportation Impact Analysis Guidelines, as well as County of San Luis Obispo standards for county facilities, and Caltrans standards for Caltrans facilities. The TIA is included as Appendix I.

4.16.1 Setting

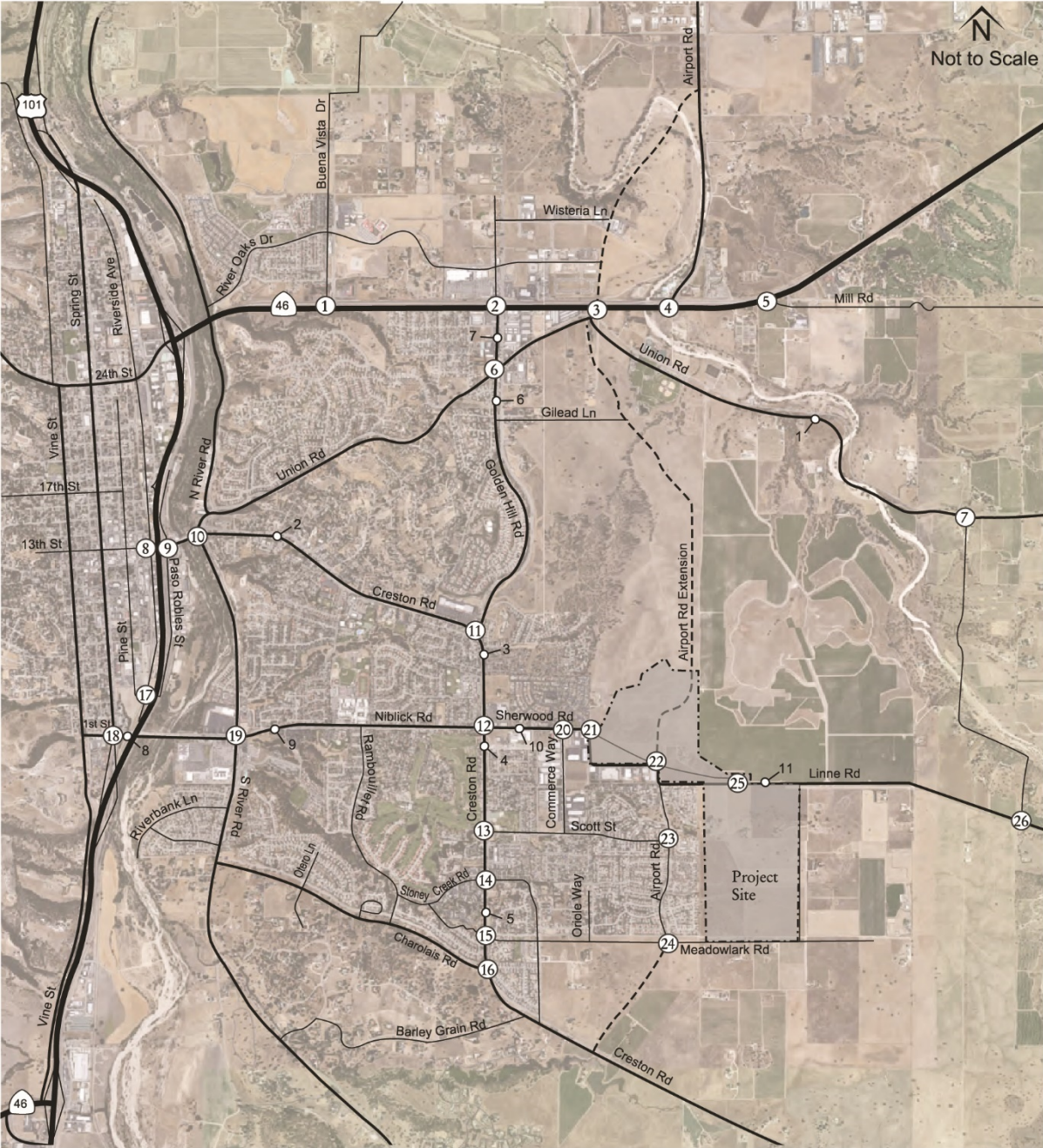
This section describes the existing transportation system and current operating conditions in the study area, which is depicted in Figure 4.16-1.

Roadway Network

The project study area includes the following roadway facilities:

- U.S. Highway 101 (U.S. 101) is a major north-south interstate facility connecting California, Oregon, and Washington. In the study area, U.S. 101 is a four-lane freeway with a full access interchange at State Route 46.
- State Route 46 (SR 46) is an east-west highway connecting the Central Valley with the Central Coast. In the study area, SR 46 consists of four lanes with at-grade intersections at side streets.
- Golden Hill Road is a north-south divided arterial. The number of lanes varies depending on location, however, the road is planned to be a four lane divided arterial, transitioning to two travel lanes North of Wisteria Lane.
- Union Road is a northeast-southwest arterial with two travel lanes between SR 46 East and Creston Road. Union Road also splits into a second arterial in the northwest-southeast direction just before connecting to SR 46 East.
- Airport Road is a discontinuous north-south arterial with two travel lanes that runs north of SR 46 East and between Linne Road and Meadowlark Road.
- Buena Vista Drive is a north-south arterial with two travel lanes north of SR 46 East.
- Mill Road is a primarily east-west local road with two travel lanes south of SR 46 East.
- Riverside Avenue is a north-south collector with two travel lanes west of U.S. 101.
- Pine Street is a primarily north-south local road with two travel lanes. In the study area, Pine Street runs east-west under a railroad crossing (only wide enough for one vehicle) to the intersection of Riverside Avenue and the U.S. 101 southbound off ramp.
- Paso Robles Street is a north-south collector with two travel lanes and U.S. 101 on and off ramps to the north and south, respectively.
- Creston Road is an arterial that runs both east-west and north-south throughout the study area. The segment of Creston Road between Rolling Hills Road and Charolais Road has either three or four travel lanes, while the segment from North River Road to Rolling Hills Road has two travel lanes.
- 13th Street is an east-west arterial that starts at Creston Road. Thirteenth Street reduces to a two lane undivided Arterial West of Riverside Avenue. 13th Street turns into Creston Road east of North River Road.

Figure 4.16-1 Project Study Area and Analysis Locations



Legend:

 - Study Intersection	 - Cumulative Improvements	 - Study Segment
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Source: Central Coast Transportation Consulting

- Niblick Road is an east-west undivided arterial with four travel lanes between Spring Street and Creston Road. West of Spring Street, Niblick Road turns in 1st Street, and east of Creston Road, it turns into Sherwood Road.
- 1st Street is an east-west arterial with two travel lanes between Vine Street and Spring Street.
- Stoney Creek Road is an east-west collector with two travel lanes between Rambouillet Road and Creston Road.
- Meadowlark Road is an east-west collector with two travel lanes. Meadowlark Road borders the Olsen-Chandler study area to the south.
- Charolais Road is northwest-southeast arterial with two travel lanes between South River Road and Creston Road.
- South River Road is a north-south facility acting as a two-lane collector between Niblick and Creston Roads. South River Road is a two- and four-lane arterial north of Creston Road and south of Niblick Road. South River Road turns into Union Road north of Creston Road before intersecting with North River Road.
- Sherwood Road is an east-west arterial with four travel lanes between Creston Road and Fontana Road. West of Creston Road, Sherwood Road turns into Niblick Road.
- Commerce Way is a north-south collector road with two travel lanes between Sherwood Road and Scott Street.
- Fontana Road is a north-south collector road with two travel lanes connecting Sherwood Road to the north and Linne Road to the south.
- Scott Street is an east-west collector road with two travel lanes between Creston Road to Airport Road.
- Linne Road is an east-west arterial road running from Fontana Road through the Olsen-Chandler study area and continuing beyond the city limits.

Pedestrian and Bicycle Facilities

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, multi-use paths, and pedestrian signals at signalized intersections. The project study area includes the following pedestrian facilities:

- **Airport Road:** Continuous sidewalk on both sides of the road between Meadowlark Road and Linne Road. There is an uncontrolled crosswalk on the south leg of Running Stag Way and a stop-controlled crosswalk on the south leg of Scott Street.
- **Beechwood Drive:** Continuous sidewalk on west side between Creston Road and Stoney Creek Road. Intermittent sidewalk on east side north of Meadowlark Road. A stop-controlled crosswalk is located on the north leg of Meadowlark Road.
- **Charolais Road:** A Class I bike path and continuous sidewalk is located on the north side of the roadway along the city limits from Creston Road to South River Road. The Class I bikeway connects to the Salinas River Walk running parallel to the Salinas River and connecting to the Creston Road / 13th Street intersection. There is a crosswalk at Charolais and South River Road.
- **Creston Road:** Intermittent sidewalk on both sides of roadway along the city limits. Between Flag Way and Charolais Road there is continuous sidewalk on the west side and between Niblick Road/Sherwood Road and Stoney Creek Road there is a continuous sidewalk on the east side. Crosswalks are provided on all four legs of the Creston Road/Niblick Road/Sherwood Road and

Creston Road/Cedarwood Drive signalized intersections. An uncontrolled crosswalk is located on the north leg of Meadowlark Road and the south leg of Myrtlewood Drive.

- **Meadowlark Road:** Continuous sidewalk on north side between Creston Road and easterly city limits of development. South side sidewalk between Creston Road and Beechwood Drive. An uncontrolled crosswalk is located on the west leg of Falcon Drive and stop-controlled crosswalks on the west leg of Beechwood Drive and the east leg of Creston Road.
- **Niblick Road/Sherwood Road/1st Street:** Continuous sidewalk on north side between Vine Street and easterly city limits. South side sidewalk intermittent. There are multiple uncontrolled and traffic signal-controlled crosswalks. Crosswalks are provided on all four legs of the Creston Road/Niblick Road/Sherwood Road signalized intersection.
- **South River Road:** Continuous sidewalk on west side from north of Navajo Avenue to Charolais Road. East side sidewalk intermittent. There are connections to the Salinas River Path at Charolais Road, Niblick Road, Navajo Avenue, and 13th Street. Crosswalks are provided on all four legs of the South River Road/Niblick Road intersection. A stop-controlled crosswalk is located on the north leg of Charolais Road.

Bicycle Facilities

Bicycle facilities in the study area consist of Class I, II, and III bikeways. Class I shared-use paths or bike paths are facilities with a separate right-of-way with crossflows by vehicles minimized. Class II bike lanes provide a striped lane for one-way bicycle travel on the side of the street adjacent to vehicle traffic. Class III bike routes consist of a roadway that is shared between bicycle and vehicle traffic with supplemental bike signage. The city's Bicycle and Pedestrian Plan was most recently adopted on December 18, 2018. The project study area includes the following existing and planned bicycle facilities:

- **Airport Road:** Existing Class II bikeways between Meadowlark Road and Linne Road. A future Class I bikeway is planned adjacent and parallel to Airport Road connecting Creston Road and Union Road
- **Beechwood Drive:** Class I and II bikeways are planned between Meadowlark Road and Creston Road.
- **Charolais Road:** Existing Class I bike path on the north side of the roadway along the city limits from Creston Road to South River Road. West of South River Road the Class I bikeway connects to the Salinas River Walk running parallel to the Salinas River and connecting to the Creston Road / 13th Street intersection. The future Class I Salinas River Trail would eventually connect the River Walk to San Miguel and Santa Margarita.
- **Creston Road:** Existing Class II bike lanes north of Lana Street/Oak Meadow Lane and on north side of road between Beechwood Drive and Meadowlark Road. Class II bike lanes are planned within the city limits.
- **Meadowlark Road:** No existing bikeways. Class II bike lanes are planned west of Beechwood Drive. Class I and II bikeways are planned east of Beechwood Drive.
- **Niblick Road/Sherwood Road/1st Street:** Existing Class II bike lanes from Vine Street to the easterly limits.
- **South River Road:** Existing Class II bike lanes from Niblick Road to Charolais Road.

Transit Service

The San Luis Obispo Regional Transit Authority (RTA) operates the Paso Express, which provides fixed route and dial-a-ride transit service throughout the City of Paso Robles. All Paso Express trips begin and end at the North County Transportation Center, located at Pine Street/8th Street. The nearest stops to the study area are located on Sherwood Road at Quail Run, Fontana Road at Linne Road, Airport Road near Parkview Lane, and Airport Road at Scott Street, with hourly service from 6:45 AM to 7:05 PM on weekdays and 7:45 AM to 6:05 PM on Saturdays. The dial-a-ride service provides curb-to-curb service on weekdays from 7:00 AM to 1:00 PM.

The San Luis Obispo RTA also provides regional fixed-route service to San Luis Obispo County. Route 9 serves the north county region, providing regional access between San Luis Obispo, Santa Margarita, Atascadero, Templeton, and Paso Robles, including a stop at the North County Transportation Center.

Existing Traffic Conditions

Peak hour intersection turning movement counts, peak hour freeway and ramp counts, and segment average daily traffic (ADT) counts were collected by CCTC between May 2018 and January 2019 during clear weather and when local schools were in session. Field observations were conducted to observe traffic operating conditions and signal timings. A detailed explanation of the traffic count methodology and the traffic count sheets are included in Appendix I. Figure 4.16-2 shows the existing weekday peak hour traffic volumes at the study intersections.

Intersection Level of Service

The operation of intersections is measured based on methodologies established in the Transportation Research Board's Highway Capacity Manual 6th Edition (HCM 6) Level of Service (LOS) criteria. LOS is a qualitative measure of traffic operating conditions ranging from LOS A to LOS F. LOS A is the highest functioning and LOS F is the lowest functioning. Detailed traffic flow analyses focus on operating conditions of critical intersections and segments during peak travel periods, which are typically the AM and PM peak hours. The AM peak hour is defined as the highest one hour of traffic flow counted between 7:00 AM and 9:00 AM on a typical weekday, the PM peak hour is defined as the highest one hour of traffic flow counted between 4:00 PM and 6:00 PM on a typical weekday. Table 4.16-1 presents the existing LOS for the study intersections.

Table 4.16-1 Existing Intersection Auto Level of Service (LOS)

Intersection	Peak Hour	Delay ¹ (sec/veh)	Level of Service
1. SR 46 East/Buena Vista Drive	AM	16.7	B
	PM	12.0	B
2. SR 46 East/Golden Hill Road	AM	24.5	C
	PM	26.2	C
3. SR 46 East/Union Road	AM	4.2 (23.5)	-(C)
	PM	5.6 (31.3)	-(D)
4. SR 46 East/Airport Road	AM	5.7 (20.8)	-(C)
	PM	4.7 (23.3)	-(C)
5. SR 46 East/Mill Road	AM	0.1 (16.3)	-(C)
	PM	0.2 (19.3)	-(C)
6. Golden Hill Road/Union Road	AM	51.3	F
	PM	50.5	F

City of Paso Robles
Olsen/South Chandler Ranch Specific Plan

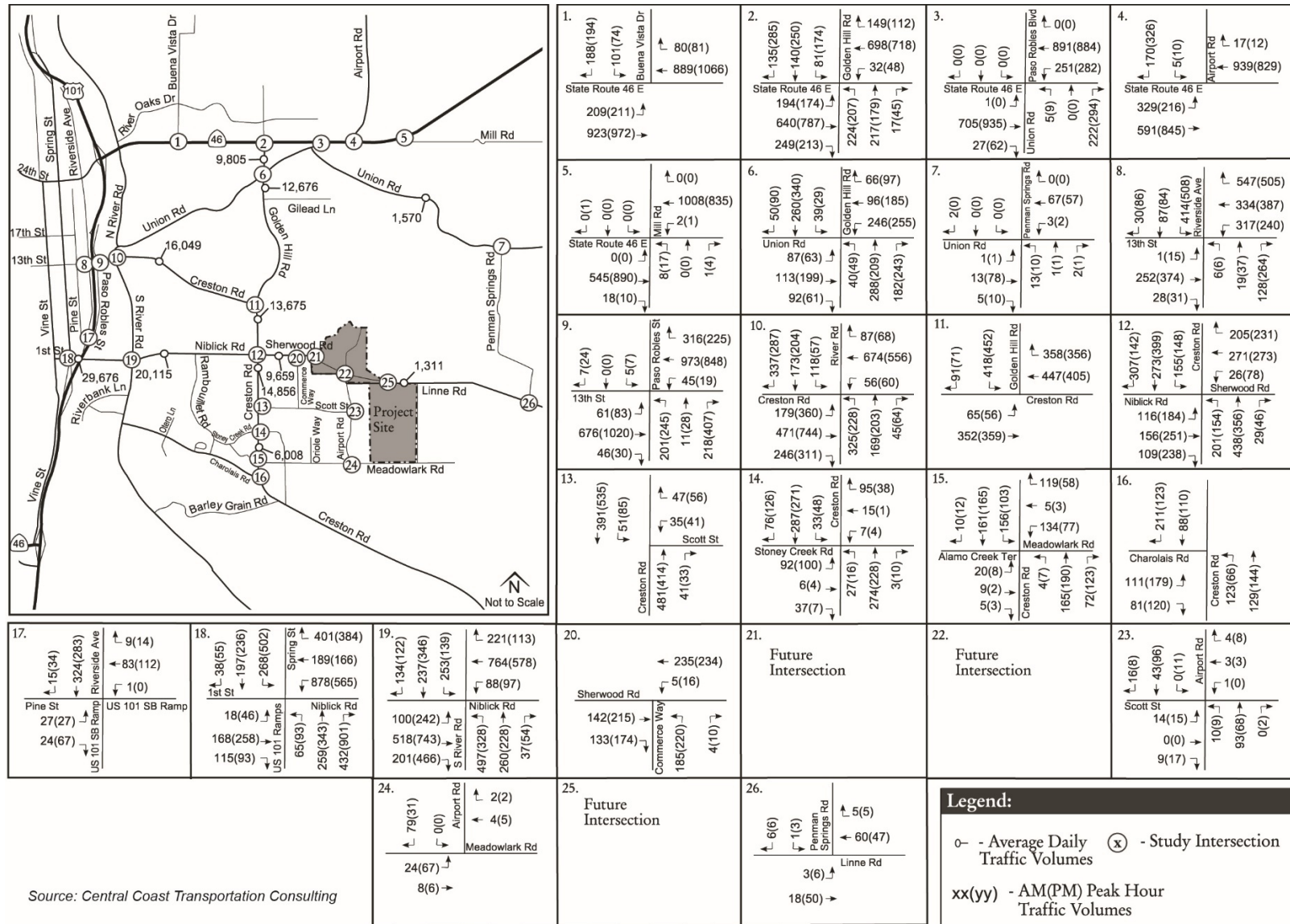
Intersection	Peak Hour	Delay ¹ (sec/veh)	Level of Service
7. Penman Springs Road/Union Road	AM	1.8 (9.4)	- (A)
	PM	0.9 (9.6)	- (A)
8. 13 th Street/Riverside Avenue	AM	30.0	C
	PM	37.6	D
9. 13 th Street/Paso Robles Street	AM	15.5	B
	PM	18.0	B
10. North River Road/Creston Road	AM	23.1	C
	PM	19.3	B
11. Creston Road/Golden Hill Road	AM	19.6	B
	PM	17.1	B
12. Creston Road/Niblick Road	AM	25.9	C
	PM	24.0	C
13. Creston Road/Scott Street	AM	2.2 (22.6)	-(C)
	PM	2.5 (22.9)	-(C)
14. Creston Road/Stoney Creek Road	AM	8.1 (40.8)	-(E) ²
	PM	3.7 (19.9)	-(C)
15. Creston Road/Meadowlark Road	AM	12.7	B
	PM	9.8	A
16. Creston Road/Charolais Road	AM	4.7 (12.8)	-(B)
	PM	5.4 (11.6)	-(B)
17. Riverside Avenue/Pine Street/U.S. 101 southbound ramp	AM	3.7 (12.3)	-(B)
	PM	5.2 (12.9)	-(B)
18. 1 st Street-Niblick Road/Spring Street	AM	29.3	C
	PM	34.5	C
19. Niblick Road/ South River Road	AM	33.8	C
	PM	24.6	C
20. Sherwood Road/Commerce Way	AM	6.8	A
	PM	7.3	A
21. Sherwood Road/Fontana Road	AM	N/A Future Intersection	
	PM		
22. Airport Road/Sherwood Road	AM	N/A Future Intersection	
	PM		
23. Airport Road/Scott Street	AM	7.7	A
	PM	7.7	A
24. Airport Road/Meadowlark Road	AM	7.4 (8.8)	-(A)
	PM	6.8 (8.5)	-(A)
25. Sherwood Road/Linne Road	AM	N/A Future Intersection	
	PM		
26. Penman Springs Road/Linne Road	AM	0.9 (8.9)	-(A)
	PM	1.1 (8.9)	-(A)

¹ Highway Capacity Manual 6th Edition (HCM 6) average control delay in seconds per vehicle (HCM 2000 used for Intersections 1, 11, and 17). For side-street-stop controlled intersections, the worst approach's delay is reported in parenthesis next to the overall intersection delay.

² California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrant not met.

Note: Unacceptable operations (LOS deficiency and/or signal warrants met) shown in bold text. Vehicular queues that exceed existing or planned lengths of turn pockets are identified as deficient. LOS is not a deficiency criterion for signalized intersections according to the city's Transportation Impact Analysis Guidelines.

Figure 4.16-2 Existing Weekday Peak Hour Traffic Volumes



The following Caltrans intersection operates below the LOS C threshold under existing conditions:

- SR 46 East/Union Road (#3): the northbound approach operates at LOS D during the PM peak hour because of long delays resulting from side street stop control and the high volumes along SR 46 East.

The following stop-controlled city intersections operate below LOS D under existing conditions:

- Golden Hill Road/Union Road (#6): operates at LOS F during the AM and PM peak hours and meets upgrade warrants because of high volumes from all approaches of the intersection. A single-lane roundabout is being designed for this intersection.
- Creston Road/Stoney Creek Road (#14): operates at LOS E during the AM peak hour but does not currently meet signal warrants. Therefore, the intersection operates acceptably per the city's TIA Guidelines.

Intersection Queues

Table 4.16-2 summarizes the existing vehicular queuing for key movements. The movements are classified as follows:

- Northbound left turn (NBL)
- Northbound right turn (NBR)
- Eastbound left turn (EBL)
- Eastbound through (EBT)
- Westbound left turn (WBL)
- Westbound through (WBT)
- Southbound left turn (SBL)

Table 4.16-2 Existing Intersection Queues

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft) ¹
1. SR 46 East/Buena Vista Drive	EBL ²	345	AM	248
			PM	197
2. SR 46 East/Golden Hill Road	NBL	160	AM	142
			PM	125
	SBL	140	AM	63
			PM	108
	EBL ²	225	AM	127
			PM	108
3. SR 46 East/Union Road	WBL ²	195	AM	29
			PM	39
4. SR 46 East/Airport Road	EBL ²	580	AM	135
			PM	35
5. SR 46 East/Mill Road	WBL ²	305	AM	0
			PM	0

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft) ¹
6. Golden Hill Road/Union Road	NBR	190	AM	103
			PM	153
	WBL	250	AM	235
			PM	203
8. 13 th Street/Riverside Avenue	WBL	125	AM	332
			PM	266
	WBT	295	AM	268
			PM	342
9. 13 th Street/Paso Robles Street	NBL	130	AM	200
			PM	221
	NBR	110	AM	42
			PM	268
	EBL	120	AM	85
			PM	107
	EBT	295	AM	227
			PM	381
10. North River Road/Creston Road	NBL	140	AM	182
			PM	134
11. Creston Road/Golden Hill Road	EBL	125	AM	103
			PM	86
12. Creston Road/Niblick Road	NBL	230	AM	#214
			PM	152
	SBL	245	AM	156
			PM	141
	EBL	150	AM	124
			PM	#196
	WBL	170	AM	43
			PM	90
13. Creston Road/Scott Street	SBL	60	AM	5
			PM	8
18. 1 st Street-Niblick Road/Spring Street	NBL	165	AM	122
			PM	148
	NBR	290	AM	48
			PM	213
	SBL	305	AM	187
			PM	291
19. Niblick Road/South River Road	NBL	150	AM	264
			PM	177
	SBL	110	AM	#315
			PM	172
	EBL	140	AM	73
			PM	139
	WBL	80	AM	126
			PM	132

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft) ¹
20. Sherwood Road/Commerce Way	WBL	75	AM	7
			PM	15
24. Airport Road/Meadowlark Road	SBL	50	AM	0
			PM	0

¹ Queue length that would not be exceeded 95 percent of the time.

² Deceleration length of 530 feet has been subtracted from the storage length per the Highway Design Manual for 60 mph.

indicates that 95th percentile volume exceeds capacity, queue may be longer.

Bold text indicates queue length longer than storage length.

The following existing queue deficiencies at city intersections are noted:

- **13th Street/Riverside Avenue (#8):** The westbound left turn queue length exceeds storage length during the AM and PM peak hours, while the westbound through queue length exceeds storage length during the PM peak hour.
- **13th Street/Paso Robles Street (#9):** Queues exceed storage length during at least one peak hour on the northbound left, northbound right, and eastbound through turning movements.
- **North River Road/Creston Road (#10):** The northbound left turn queue length exceeds storage length during the AM peak hour.
- **Creston Road/Niblick Road (#12):** The eastbound left turn queue length exceeds storage length during the PM peak hour.
- **Niblick Road/South River Road (#19):** Queues exceed storage length during the AM and PM peak hours on the northbound left, southbound left, and westbound left turning movements.

Roadway Segment Operations

Table 4.16-3 shows the existing capacity utilization and LOS for the study segments.

Table 4.16-3 Existing Roadway Segment Operations

Street	ID	Segment	Facility Type	Lanes ¹	ADT	LOS ¹	Capacity Utilization
Union Road	1	Priska Drive to Kit Fox Lane	Arterial	2	1,570	C	9%
Creston Road	2	East of Ferro Lane	Arterial	2*	16,049	D	74%
	3	East of Golden Hill Road	Arterial	4	13,675	A	37%
	4	South of Niblick Road	Arterial	4	14,856	A	40%
	5	North of Meadowlark Road	Arterial	4	6,008	A	16%
Golden Hill Road	6	South of Union Road	Arterial	3	12,676	C	58%
	7	North of Union Road	Arterial	3	9,805	C	45%
Niblick Road	8	East of Spring Street	Arterial	4	29,676	D	79%
	9	East of Quarterhorse	Arterial	4	20,115	A	54%
Sherwood Road	10	East of Creston Road	Arterial	4	9,659	A	26%
Linne Road	11	Poppy Lane to Hanson Road	Arterial	2	1,311	C	7%

* indicates the presence of a raised median or two-way left-turn lane on a two-lane arterial

¹ LOS provided as an indication of the Capacity Utilization for city streets. Source: Paso Robles General Plan Circulation Element (2011), TIA (Appendix I).

All study area segments report a capacity utilization below 90% and the county segment on Union Road (#1) operates at LOS C. 90% capacity utilization indicates operating conditions at or near capacity¹.

Freeway Segment Operations

Table 4.16-4 shows the existing peak hour volumes at the freeway mainline and ramp locations and Table 4.16-5 shows the existing LOS. A detailed explanation of the ramp peak hour factors (PHFs), delay, and LOS methodology is included in Appendix I.

Table 4.16-4 U.S. 101 Existing Peak Hour Volumes

Direction	Segment ID	Location	Existing Peak Hour Volumes AM (PM)	
U.S. 101 northbound	1	SR 46 West Off Ramp	146	(114)
	2	SR 46 West On Ramp	427	(755)
	3	Mainline north of SR 46 West	2,221	(3,281)
	4	Spring Street Off Ramp	756	(1,337)
	5	Paso Robles Street Off Ramp	323	(561)
	6	Paso Robles Street On Ramp	394	(326)
	7	Mainline south of SR 46 East	1,536	(1,709)
	8	SR 46 East Off Ramp	890	(947)
	9	SR 46 East On Ramp	260	(249)
	10	Mainline north of SR 46 East	906	(1,011)
U.S. 101 southbound	11	Mainline north of SR 46 East	850	(1,361)
	12	SR 46 east Off Ramp	248	(327)
	13	SR 46 East to Riverside Ave/17 th Street Weave	On	892 (992)
	14	SR 46 East to Riverside Ave/17 th Street Weave	Off	218 (303)
	15	Mainline south of SR 46	1,276	(1,723)
	16	Riverside Avenue/17 th Street On Ramp	298	(205)
	17	Riverside Avenue/Pine Street Off Ramp	93	(126)
	18	Spring Street On Ramp	1,190	(894)
	19	Mainline north of SR 46 West	3,020	(3,046)
	20	SR 46 West Off Ramp	510	(523)
	21	SR 46 West On Ramp	92	(146)

¹ Adopted 2019 Paso Robles Circulation Element.

Table 4.16-5 Existing Freeway Operations

Direction	Location	Segment ID	Segment Type	Peak Hour	Density ¹	LOS
U.S. 101 NB	SR 46 West Off Ramp	1	Diverge	AM	22.2	C
				PM	26.2	C
	SR 46 West On Ramp	2	Merge	AM	23.8	C
				PM	30.4	D
	North of SR 46 West	3	Mainline	AM	19.9	C
				PM	28.0	D
	Spring Street Off Ramp	4	Diverge	AM	27.1	C
				PM	33.6	D
	Paso Robles Street Off Ramp	5	Diverge	AM	16.9	B
				PM	19.6	B
	Paso Robles Street On Ramp	6	Merge	AM	17.7	B
				PM	17.0	B
	South of SR 46 East	7	Mainline	AM	13.6	B
				PM	13.4	B
U.S. 101 SB	SR 46 East Off Ramp	8	Diverge	AM	18.1	B
				PM	17.8	B
	SR 46 East On Ramp	9	Merge	AM	13.5	B
				PM	13.1	B
	North of SR 46 East	10	Mainline	AM	10.1	A
				PM	9.7	A
	North of SR 46 East	11	Mainline	AM	8.1	A
				PM	13.4	B
	SR 46 East Off Ramp	12	Diverge	AM	12.2	B
				PM	18.3	B
	SR 46 East to Riverside Ave/17 th Street ²	13-14	Weave	AM	–	A
				PM	–	B
	South of SR 46 East	15	Mainline	AM	11.1	B
				PM	14.8	B
	Riverside Avenue/17 th Street On Ramp	16	Merge	AM	17.6	B
				PM	20.9	C
	Riverside Avenue/Pine Street Off Ramp	17	Diverge	AM	18.3	B
				PM	21.7	C
	Spring Street On Ramp	18	Merge	AM	23.6	C
				PM	23.9	C
	North of SR 46 West	19	Mainline	AM	28.5	D
				PM	28.6	D
	SR 46 West Off Ramp	20	Diverge	AM	32.5	D
				PM	32.6	D
	SR 46 West On Ramp	21	Merge	AM	27.1	C
				PM	27.6	C

¹ HCM 6 density (passenger cars per mile per lane).

² The Leisch method used for weave section analysis does not report density.

Note: Unacceptable operations shown in **bold** text.

The following freeway segments operate below the LOS C threshold:

1. SR 46 West northbound on ramp merge segment operates at LOS D during the PM peak hour.
2. U.S. 101 mainline north of SR 46 West operates at LOS D northbound during the PM peak hour and southbound during the AM and PM peak hours.
3. Spring Street northbound off ramp diverge segment operates at LOS D during the PM peak hour.
4. SR 46 West southbound off ramp diverge segment operates at LOS D during the AM and PM peak hours.

Regulatory Setting

California Department of Transportation

Caltrans manages the operation of state highways, including U.S. 101 and SR 46, which pass through Paso Robles.

Senate Bill (SB) 743

To further the state's commitment to the goals of SB 375, Assembly Bill (AB) 32, and AB 1358, SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code. Key provisions of SB 743 include reforming California Environmental Quality Act (CEQA) analysis for aesthetics and parking for urban infill projects and replacing the measurement of automobile delay with vehicle miles traveled (VMT) as a metric that can be used for measuring environmental impacts. Under SB 743, the focus of the environmental impacts of transportation shift from driver delay to reduction of greenhouse gas (GHG) emissions, creation of multimodal networks, and promotion of a mix of land uses, and LOS standards become local policy thresholds as adopted among individual agencies.

Currently official measures and significance thresholds are still being developed and have not yet been adopted by the City of Paso Robles.

San Luis Obispo County Council Of Governments Regional Transportation Plan (SLOCOG RTP)

The SLOCOG RTP is a long-range planning document for the region's transportation system. The RTP analyzes the transportation needs of the region into the future and identifies project priorities in order to improve the transportation system. The Plan offers a mix of mobility options and commits to a more sustainable transportation system through investments in public transportation, active transportation, highways, streets, and roads, and system efficiency.

City of Paso Robles General Plan

The City of Paso Robles General Plan is intended to guide the land use and transportation planning by providing goals, policies, and action items to specify how the transportation system in the city will grow and improve into the future. Policies and Action Items that are applicable to the project in relation to transportation include:

Policy CE-1A Circulation Master Plan. Revise/update the city's Circulation Master Plan to address the mobility needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors as follows:

- Improve the circulation network on a prioritized basis
- Provide adequate access for emergency vehicles and evacuation
- Improve mobility through and access to Downtown Paso Robles by implementing the City Council adopted Uptown/Town Center Specific Plan
- Establish safe pedestrian and bicycle paths for children and their parents to schools and other major destinations such as downtown, retail and job centers
- Maintain mobility for all modes by encouraging flexible and off-set working hours, transit improvements; pedestrian and bikeway improvements; and public outreach as to the availability and benefit of alternative modes of travel
- Require new development to mitigate its impact on the transportation network

- Action Item 1** Develop a multimodal transportation mitigation fee program so that new development contributes to improvements that offset cumulative impacts to mobility. The impact fee program will list needed improvements to automobile, pedestrian, bicycle, and transit facilities. To encourage the reduction of City-wide vehicle miles traveled, the mitigation fee program will recognize and support Transportation Demand Management (TDM) strategies associated with new development. Fees shall be assessed in relation to cumulative impacts and shall be proportional to the number of auto trips generated by the development.
- Action Item 2** Set conditions of approval of development applications to provide access for all modes of travel and to make appropriate improvements to the transportation system serving subject sites including frontage improvements and all improvements needed to mitigate transportation impacts.
- Action Item 8** Construct roundabouts in lieu of traffic signals where appropriate conditions exist to maximize the efficiency of streets, maintain continuous but moderate traffic flow, reduce accident severity, and enhance pedestrian and cyclist activity.
- Action Item 9** Install all transportation improvements in accordance with current accessibility standards.
- Action Item 12** The City will work in coordination with Caltrans on congestion management strategies on SR 46 and US 101. These strategies will include improved connectivity for all modes of transportation across these corridors and in areas on either side of these facilities. The City and Caltrans will work in concert with the most recent Regional Transportation Plan.
- Action Item 14** Maintain and/or improve emergency vehicle access on all existing streets. New development shall provide emergency vehicle access as required by all applicable codes and the Emergency Services Department.
- Action Item 16** View all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.
- Action Item 17** Transportation policies should link transportation planning and land use planning.

- Action Item 18** Transportation systems and facilities should be planned, designed and constructed so as not to serve as barriers to community resources.
- Action Item 19** Transportation improvements shall improve accessibility and promote physical activity.
- Action Item 11** Develop and adopt transportation impact study guidelines that specify the process by which new development impacts are identified. These guidelines shall include specific performance measures and thresholds for the identification of impacts and mitigation measures in accordance with the goals herein, including person mobility, the reduction in VMT and the development of a balanced transportation network for all modes. Street widths and consideration of additional traffic lanes shall be evaluated in the context of potential impacts to community character, convenience for non-auto modes, safety and cost/benefit.
- Policy CE-1B** **Reduce Vehicle Miles Traveled (VMT).** The City shall strive to reduce VMT generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.
- Action Item 1** New development shall conform to the following guidelines to the maximum extent possible.
- New streets and intersections shall be designed for continuous flow at moderate speeds. Low volume residential streets should be designed for speeds of 25 miles per hour or less. Higher order roadways shall be designed for 35 mph or less with stable flows. Roundabouts shall be considered in lieu of traffic signals for intersection control as needed.
 - To the extent practical, new residential streets shall provide a grid roadway system with block lengths of 300 feet or more and not longer than 600 feet. Cul-de-sac streets shall be discouraged. Street widths shall be no greater than as needed to accommodate emergency service vehicles. Design standards compatible with traditional neighborhood shall be developed.
 - Lane configurations for new intersections shall be limited to provide for moderate speeds and pedestrian and cyclist safety. Congestion during certain time periods shall be accepted in exchange for shorter pedestrian and cyclist crossing distances, less overall paved area, reduced costs and preservation of small-town character.
 - Circulation systems shall provide for all modes of travel and shall typically include sidewalks, bicycle lanes, and transit stop amenities. Continuous paths of travel shall be established and connected for walking and bicycling from and throughout new developments to downtown and other key destinations. As appropriate and practical, all development shall conform to the most current Bike Master Plan adopted by the City Council and the most current trail system plan. Impact fees shall be assessed to mitigate impacts and to contribute to the development of the bike and pedestrian master plans.

- New specific plans shall include a mix of uses that are well connected for all modes and built at higher densities to help minimize the number of single occupant vehicle trips and reduce vehicle miles traveled.

City of Paso Robles Bicycle and Pedestrian Master Plan (BPMP)

The City of Paso Robles Bicycle and Pedestrian Master Plan (BPMP) was first adopted in 1993 and most recently updated in December 2018. The BPMP overall is a guidance and policy document to establish priorities for improving the bicycle and pedestrian infrastructure as the city grows into the future. The Plan identifies and prioritizes short-, mid-, and long-range bicycle and pedestrian improvement priorities based on the need and financial feasibility. In addition, the BPMP develops safety programs to encourage commuting and recreation activities from biking and walking.

4.16.2 Impact Analysis

a. Methodology and Significance Thresholds

Significance Thresholds

The following thresholds are based on Appendix G of the State CEQA Guidelines. Impacts would be significant if the project would:

- Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

As described in CEQA Guidelines Section 15064.3(c), the provisions of this Section 15064.3, including subdivision (b) shall apply statewide beginning on July 1, 2020. Currently, lead agencies may elect to be governed by existing LOS standards or other adopted metrics for the purpose of analyzing transportation impacts. Therefore, threshold 2 above is not discussed further in this analysis. The applicable city and agency significance thresholds for analyzing transportation impacts are discussed in the following subsections.

City of Paso Robles

The city's Transportation Impact Analysis Guidelines provide criteria for identifying mobility deficiencies reflecting the city's Circulation Element Goals. Vehicular queues that exceed existing or planned lengths of turn pockets are a deficiency criterion. However, while vehicular level of service (LOS) is a component of the evaluation criteria for stop-controlled intersections, it is not identified as a mobility deficiency criterion for signalized intersections.

The city's Transportation Impact Analysis Guidelines provide mobility deficiency criteria for a variety of study elements. Table 4.16-6 summarizes these criteria, which are used to identify deficiencies.

Table 4.16-6 City of Paso Robles Mobility Deficiency Criteria

Study Element	Deficiency Determination
On-site Circulation and Parking	Project design fails to meet city or industry standard guidelines, fails to provide adequate truck access, will result in unsafe conditions, or will create parking demand or supply above code requirements.
Pedestrian, Bicycle, Transit Facilities	Project fails to provide safe and accessible connections, conflicts with adopted plans, or adds trips to facility that doesn't meet the current design standards.
Traffic Operations	Project causes vehicle queues that exceed turn pocket lengths, increases safety hazards, causes stop-controlled intersection to operate below LOS D and meet signal warrants, or causes vehicle demand greater than the roadway capacity.
Summary based on Table 5 of city's Transportation Impact Study Guidelines.	

The city's Transportation Impact Analysis Guidelines also specify the analysis time periods, noting that typically traffic operations should be studied during the peak one hour of traffic on weekday mornings (between 7:00-9:00 AM) and afternoons (between 4:00-6:00 PM).

County of San Luis Obispo

The County of San Luis Obispo has adopted the following LOS standard for roadways and intersections:

- Rural areas (outside the Urban Reserve Line): LOS C is acceptable; LOS D is not.
- Urban areas (within the Urban Reserve Line): LOS D is acceptable; LOS E is not.

The segment of Union Road from Priska Drive to Kit Fox Lane lies outside of the city limits and the Urban Reserve Line and is subject to the LOS C standard.

State Facilities

Caltrans standards govern the intersections along State Route 46 and the freeway segments on U.S. 101. Caltrans relies on LOS to determine deficiencies. Accordingly, Caltrans intersections have been evaluated using LOS criteria as contained in the HCM 6. Vehicular LOS is based on control delay, which is the total of time spent decelerating when approaching an intersection, time spent stopped or moving in a queue at an intersection, and time spent accelerating after an intersection.

Caltrans' standard is to maintain operations at the LOS C/D threshold on state-operated facilities. For State Highway facilities currently operating at LOS D, E, or F Caltrans' standard is to maintain existing measure of effectiveness. Improvements proposed within Caltrans right-of-way are subject to Caltrans review and approval via their project development process.

Queuing is not a measure of effectiveness at signalized and unsignalized intersections in the Caltrans Guide for the Preparation of Traffic Impact Studies; therefore, queuing impacts are not considered at Caltrans facilities.

Intersection Analysis

Table 4.16-7 presents the vehicular LOS thresholds for both city- and Caltrans-operated intersections based on the HCM.

Table 4.16-7 Intersection Level of Service Thresholds

Signalized Intersections ¹		Stop Sign Controlled Intersections ²		Roundabout Intersections ³	
Control Delay (sec/vehicle)	Level of Service	Control Delay (sec/vehicle)	Level of Service	Control Delay (sec/vehicle)	Level of Service
≤ 10	A	≤ 10	A	≤ 10	A
> 10 – 20	B	> 10 – 15	B	> 10 – 15	B
> 20 – 35	C	> 15 – 25	C	> 15 – 25	C
> 35 – 55	D	> 25 – 35	D	> 25 – 35	D
> 55 – 80	E	> 35 – 50	E	> 35 – 50	E
> 80	F	> 50 or v/c > 1	F	> 50 or v/c > 1	F

¹ Source: Exhibit 19-8 of the HCM 6.

² Source: Exhibits 20-2 and 21-8 of the HCM 6.

³ Source: Exhibit 22-8 of the HCM 6.

Unsignalized intersections have lower delay thresholds because users experience more uncertainty than at signals, where drivers typically expect higher levels of congestion and more predictable levels of delay.

The HCM 6 methodology was applied except where unique intersection configurations or signal phasing required the HCM 2000 methodology. The 95th percentile queues for key movements are reported, which reflect the queue length that will not be exceeded 95% of the time.

Segment Analysis

The roadway study segments were evaluated for capacity utilization and LOS based on ADT volumes.

Table 4.16-8 presents the vehicular LOS thresholds for basic freeway, merge/diverge, and weaving segments based on the HCM 6.

Table 4.16-8 Freeway Segment Level of Service Thresholds

Basic Freeway ¹		Merge/Diverge ²		Freeway Weaving ³	
Density (pc/mi/ln) ⁴	Level of Service	Density (pc/mi/ln)	Level of Service	Density (pc/mi/ln)	Level of Service
≤ 11	A	≤ 10	A	≤ 10	A
> 11 – 18	B	> 10 – 20	B	> 10 – 20	B
> 18 – 26	C	> 20 – 28	C	> 20 – 28	C
> 26 – 35	D	> 28 – 35	D	> 28 – 35	D
> 35 – 45	E	> 35	E	> 35	E
> 45 or (D > C) ⁵	F	v/c > 1	F	v/c > 1	F

¹ Source: Exhibit 12-15 of the HCM 6.

² Source: Exhibits 14-13 of the HCM 6.

³ Source: Exhibit 13-6 of the HCM 6.

⁴ Demand in units of passenger car/mile/lane.

⁵ LOS F if demand exceeds capacity.

The basic freeway and merge/diverge study segments were analyzed applying the HCM 6 methodology. The weaving segment was analyzed using the Leisch methodology, which required converting the truck volumes in vehicles per hour (vph) to passenger cars per hour (pcph) based on a passenger car equivalent (PCE) value of 2.

Methodology

The study locations were evaluated under six scenarios:

- Existing Conditions reflect recent traffic counts and the existing transportation network.
- Existing Plus Project adds project generated traffic to existing volumes.
- Near Term Conditions add approved and pending projects in the study area to Existing Conditions volumes.
- Near Term Plus Project adds project traffic to Near Term volumes.
- Cumulative Conditions represent future traffic conditions reflective of the buildout of land uses and the roadway network in the area, not including the proposed Project.
- Cumulative Plus Project represents future traffic conditions reflective of the buildout of land uses and the roadway network in the area, including the proposed Project.

Because the Centex property within the Specific Plan area includes an overlay to the underlying Medium Density Residential (MDR) zoning that would permit public elementary school uses, the TIA analyzed two project scenarios: one without an elementary school on the Centex property, and one with an elementary school on the Centex property. To provide a conservative assessment of the project's buildout potential and associated potential traffic impacts, the analysis presented herein incorporates the scenario that includes an elementary school.

The amount of project traffic affecting the study intersections is estimated in three steps: trip generation, trip distribution, and trip assignment. Trip generation refers to the total number of new trips generated by the site. Trip distribution identifies the general origins and destinations of these trips, and trip assignment identifies the specific routes taken to reach these origins and destinations.

Vehicle Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition was used to estimate project trip generation. Internal trips were not subtracted from the total trips because of the need to analyze on-site intersections. Pass-by and diverted link trips were not applied because of low existing volumes on adjacent roads. The project's non-residential components are comprised of neighborhood commercial (9,800 square feet) and a farm stand (859 square feet). The proposed 18,752 square feet of recreational facilities is comprised of a clubhouse and fitness center (15,332 square feet) and a spa (3,420 square feet). Other non-residential components described in Section 2, Project Description, were assumed to typically have a negligible independent trip generation during the weekday AM and PM peak hours. Table 4.16-9 summarizes the estimated trip generation.

Table 4.16-9 Olsen-Chandler Specific Plan Weekday Vehicle Trip Generation

Land Use	Size	Unit ¹	Daily	AM			PM		
				In	Out	Total	In	Out	Total
Single-Family Residential Housing ²	1,065	DU	9,164	190	571	761	620	364	984
Multifamily Housing (Low-Rise) ³	228	DU	1,683	24	80	104	77	46	123
Shopping Center ⁴	10,659	sf	402	6	4	10	20	21	41
Health/Fitness Club ⁵	18,752	sf	650	13	12	25	37	28	65
Elementary School ⁶	495	Students	936	179	153	332	40	44	84
Total Trips			12,835	412	820	1,232	794	503	1,297

¹ DU – dwelling unit; sf = square foot of gross leasable area.

² ITE Land Use Code #210, Single-Family Detached Housing. Fitted curve equation used.

³ ITE Land Use Code #220, Multifamily Housing. Fitted curve equation used.

⁴ ITE Land Use Code #820, Shopping Center. Average rates used.

⁵ ITE Land Use Code #492, Health/Fitness Club. AM and PM Average rates used. Daily assumed to be ten times PM.

⁶ ITE Land Use Code #520, Elementary School. Average rates used.

Source: ITE Trip Generation Manual, 10th Edition, 2017; Appendix I

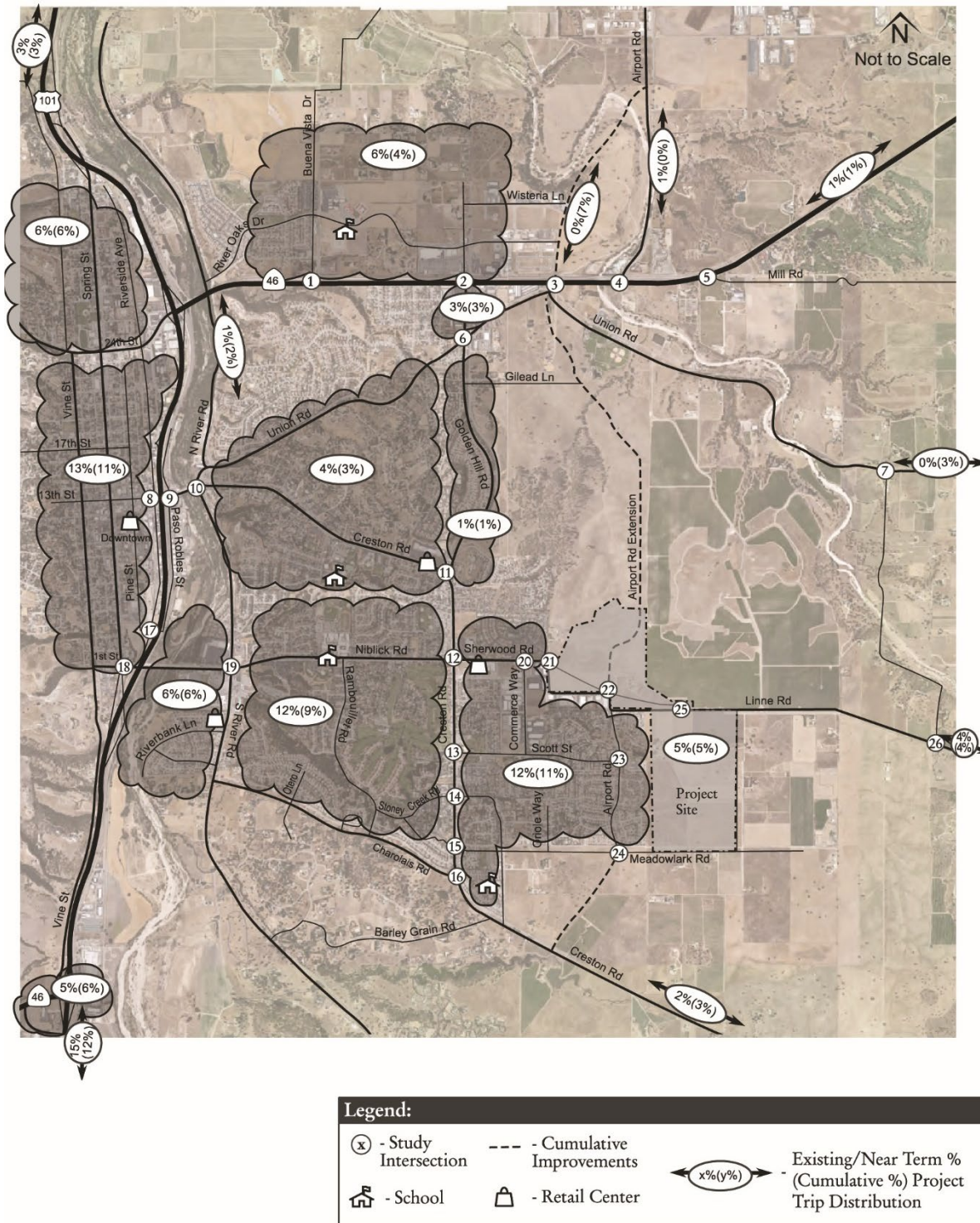
The elementary school would likely serve nearby residents, and if built would shift area travel patterns but would not generate additional citywide demand since that demand occurs with the development of residential units. Therefore, including potential trips associated with the elementary school as net new trips is a conservative approach used to capture potential local circulation issues near the school.

Overall, the project would generate 12,835 total trips per weekday, including 1,232 AM peak hour trips and 1,297 PM peak hour trips.

Trip Distribution and Assignment

Trip distribution identifies the general origins and destinations of vehicle trips in the study area. Project trip distribution was developed using a select zone procedure of the 2017 version of the city's Travel Demand Model. The model includes the intersections and segments, including state (Caltrans) facilities. Figure 4.16-3 shows the trip distribution for the project.

Figure 4.16-3 Project Trip Distribution



Source: Central Coast Transportation Consulting

Planned Improvements

The transportation analysis assumes that the following on-site study intersections would be constructed as part of the project:

- Sherwood Road/Fontana Road (#21): Two-way stop control on Fontana Road approaches with 100' NBR turn pocket; two-way left turn lane on Sherwood Road with two westbound through lanes and one eastbound through lane.
- Airport Road/Sherwood Road (Future Niblick Road) (#22): Single lane roundabout.
- Sherwood Road (Future Niblick Road)/Linne Road (#25): Single lane roundabout.

Near Term and Cumulative Conditions

Near Term conditions reflect the development of approved and pending projects in the study area. Vehicle trips from approved and pending projects in the study area were added to the base year Travel Demand Model to develop 2025 Near Term conditions. An ambient annual growth rate of one percent per year was applied to U.S. 101 volumes and a growth rate of two percent per year was applied to SR 46 East to account for regional growth to year 2025.

The following roadway improvements were assumed to be in place under Near Term conditions based on the City's list of approved and pending projects:

- Golden Hill Road/Union Road (#6): A single-lane roundabout is under design in 2019 and was assumed to be in place under Near Term conditions.
- Beechwood site buildout: Roadways internal to the Beechwood Specific Plan were assumed to be in place under Near Term conditions, including the Airport Road Extension from Meadowlark Road to Creston Road.

The SR 46 East overcrossing at Union Road was not assumed to be in place under Near Term conditions.

Cumulative conditions for the year 2045 were developed using the city and SLOCOG Travel Demand Models, which include the planned network described in the city's Circulation Element and land use changes expected upon buildout of the General Plan. As with Near Term conditions, the Beechwood Specific Plan 911-unit project was assumed to be in place.

In addition to the changes for the Near Term network, the following roadway improvements were assumed to be in place under Cumulative conditions, based on the planned improvements identified in the city's Circulation Element. Alternative 1, of the ongoing Union Road/SR 46 East Project Alternatives/Environmental Document (PA/ED) was assumed to be in place under Cumulative conditions.

- SR 46 East/Buena Vista Drive (#1): Second eastbound left turn lane installed
- SR 46 East/Union Road (#3): Intersection closed, eastbound on and off ramps constructed
- SR 46 East/Airport Road (#4): Turns restricted to right-in-right-out
- Golden Hill Road/Union Road (#6): Multi-lane roundabout
- Creston Road/Niblick Road (#12): Second eastbound through lane, second southbound left turn lane, dedicated southbound right turn lane
- Riverside Avenue/Pine Street/U.S. 101 SB Ramp (#17): Pine Street converted to one-way westbound

- Golden Hill Road widened to 4-lane arterial from SR 46 East to Rolling Hills Road
- Airport Road Extension from Olsen-Chandler site to Union Road
- Gilead Lane extended east to Airport Road
- Paso Robles Boulevard overcrossing of SR 46 East and northeasterly extension to Airport Road
- U.S. 101/SR 46 West interchange: Roundabouts at northbound and southbound ramps, Vine Street realigned with Theatre Drive

b. Impacts and Mitigation Measures

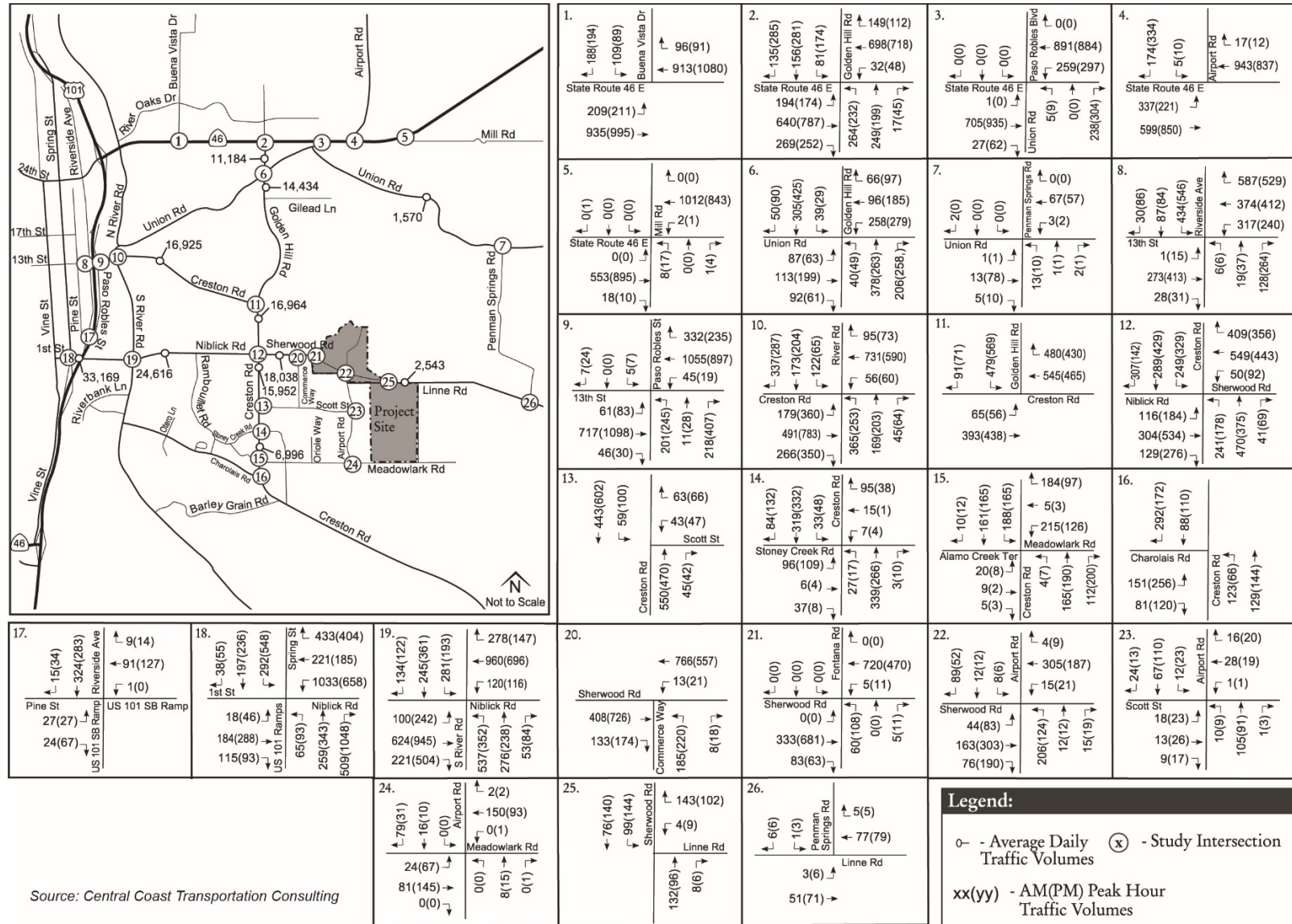
Threshold 1: Would the project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact T-1 UNDER EXISTING PLUS PROJECT AND NEAR TERM PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN AN UNACCEPTABLE LEVEL OF SERVICE AT TEN STUDY AREA INTERSECTIONS. CALTRANS COORDINATION WOULD BE REQUIRED FOR IMPROVEMENTS TO STATE ROUTE 46 INTERSECTIONS. THEREFORE, THE PROJECT'S IMPACTS ON THE CIRCULATION SYSTEM WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

The TIA estimated the effect of project-generated vehicle trips on traffic volumes and level of service at study area intersections using HCM 6th Manual methodology and the project's trip generation shown in Table 4.16-9 above. Figure 4.16-4 and Figure 4.16-5 show the project's peak hour traffic volumes under Existing Plus Project and Near Term Plus Project conditions.

Table 4.16-10 and Table 4.16-11 summarize the vehicle AM and PM peak hour intersection LOS under Existing Plus Project and Near Term Plus Project conditions. Intersections that exceed the AM or PM LOS standard are shown in bold.

Figure 4.16-4 Existing Plus Project Weekday Peak Hour Traffic Volumes



Source: Central Coast Transportation Consulting

Figure 4.16-5 Near Term Plus Project Weekday Peak Hour Traffic Volumes

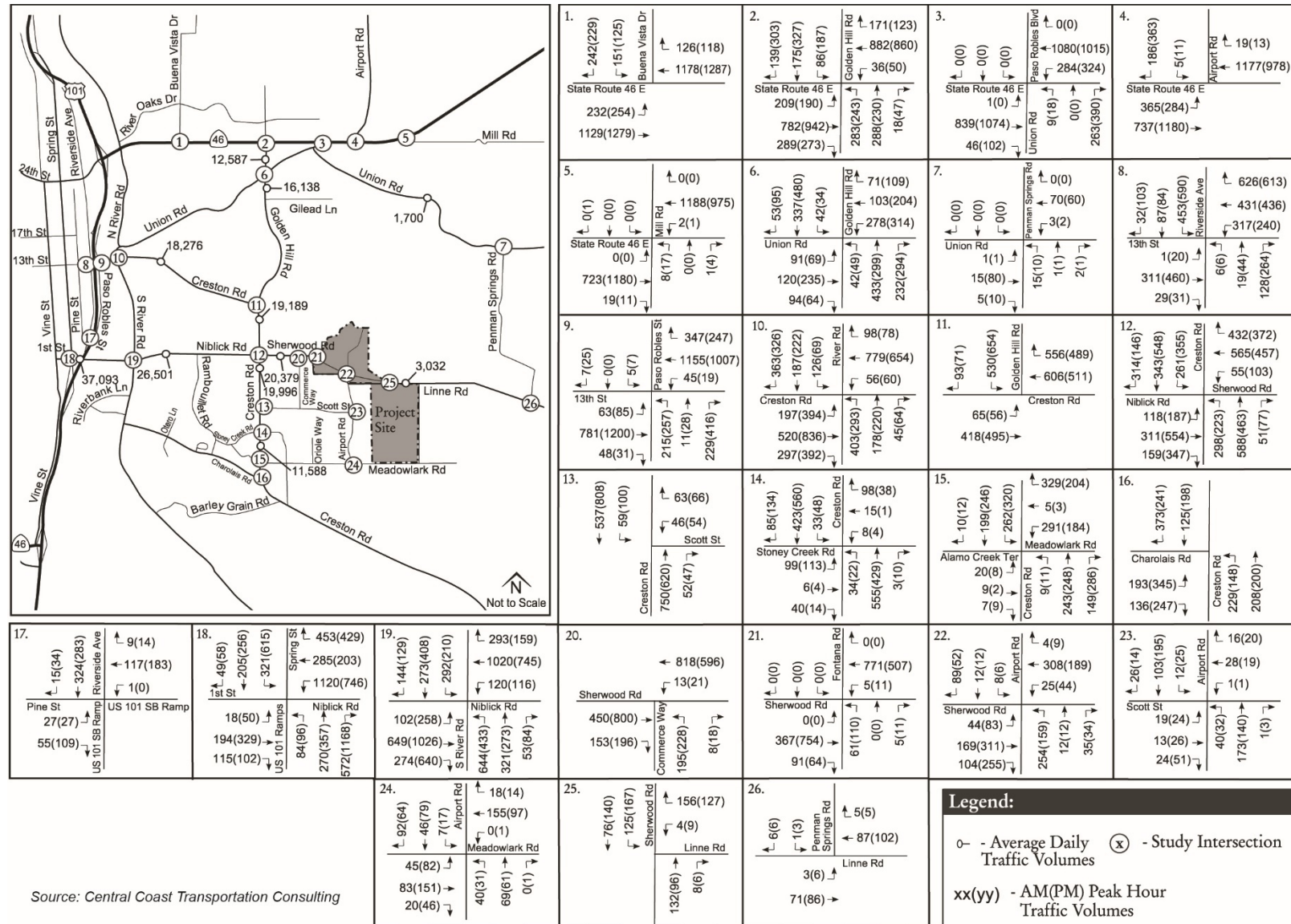


Table 4.16-10 Existing and Existing Plus Project Intersection Auto Level of Service

Intersection	Peak Hour	Existing LOS		Existing + Project LOS		Would Mitigation Improve to Pre-Project Levels? ²
		Delay ¹ (sec/veh)	Level of Service	Delay ¹ (sec/veh)	Level of Service	
1. SR 46 East/ Buena Vista Drive	AM	16.7	B	17.4	B	-
	PM	12.0	B	12.4	B	-
2. SR 46 East/ Golden Hill Road	AM	24.5	C	25.5	C	-
	PM	26.2	C	26.8	C	-
3. SR 46 East/ Union Road	AM	4.2 (23.5)	-(C)	4.5 (24.5)	-(C)	-
	PM	5.6 (31.3)	-(D)	5.9 (32.5)	-(D)	Yes
4. SR 46 East/ Airport Road	AM	5.7 (20.8)	-(C)	5.9 (20.8)	-(C)	-
	PM	4.7 (23.3)	-(C)	4.8 (23.8)	-(C)	-
5. SR 46 East/ Mill Road	AM	0.1 (16.3)	-(C)	0.1 (16.5)	-(C)	-
	PM	0.2 (19.3)	-(C)	0.2 (19.4)	-(C)	-
6. Golden Hill Road/ Union Road	AM	51.3	F	90.7	F	Yes
	PM	50.5	F	72.5	F	Yes
7. Penman Springs Road/ Union Road	AM	1.8 (9.4)	-(A)	1.8 (9.4)	-(A)	-
	PM	0.9 (9.6)	-(A)	0.9 (9.6)	-(A)	-
8. 13 th Street/ Riverside Avenue	AM	30.0	C	33.7	C	-
	PM	37.6	D	41.2	D	-
9. 13 th Street/ Paso Robles Street	AM	15.5	B	16.1	B	-
	PM	18.0	B	18.7	B	-
10. North River Road/ Creston Road	AM	23.1	C	24.7	C	-
	PM	19.3	B	20.0	B	-
11. Creston Road/ Golden Hill Road	AM	19.6	B	23.1	C	-
	PM	17.1	B	19.4	B	-
12. Creston Road/ Niblick Road	AM	25.9	C	46.6	D	-
	PM	24.0	C	41.3	D	-
13. Creston Road/ Scott Street	AM	2.2 (22.6)	-(C)	3.3 (31.8)	-(D)	-
	PM	2.5 (22.9)	-(C)	3.5 (32.7)	-(D)	-
14. Creston Road/ Stoney Creek Road	AM	8.1 (40.8)	-(E)	11.3 (69.2)	-(F)	N/A ³
	PM	3.7 (19.9)	-(C)	4.1 (24.9)	-(C)	-
15. Creston Road/ Meadowlark Road	AM	12.7	B	20.9	C	-
	PM	9.8	A	11.8	B	-
16. Creston Road/ Charolais Road	AM	4.7 (12.8)	-(B)	5.1 (14.4)	-(B)	-
	PM	5.4 (11.6)	-(B)	6.3 (13.1)	-(B)	-
17. Riverside Avenue/ Pine Street/U.S. 101 southbound ramp	AM	3.7 (12.3)	-(B)	3.9 (12.5)	-(B)	-
	PM	5.2 (12.9)	-(B)	5.6 (13.3)	-(B)	-
18. 1 st Street-Niblick Road/ Spring Street	AM	29.3	C	35.1	D	-
	PM	34.5	C	37.4	D	-
19. Niblick Road/ South River Road	AM	33.8	C	48.1	D	-
	PM	24.6	C	29.1	C	-
20. Sherwood Road/ Commerce Way	AM	6.8	A	7.3	A	-
	PM	7.3	A	8.2	A	-

Intersection	Peak Hour	Existing LOS		Existing + Project LOS		Would Mitigation Improve to Pre-Project Levels? ²
		Delay ¹ (sec/veh)	Level of Service	Delay ¹ (sec/veh)	Level of Service	
21. Sherwood Road/ Fontana Road	AM	N/A Future Intersection		0.8 (13.6)	- (B)	-
	PM			1.9 (19.8)	- (C)	-
22. Airport Road/ Sherwood Road	AM	N/A Future Intersection		6.0	A	-
	PM			6.8	A	-
23. Airport Road/ Scott Street	AM	7.7	A	8.2	A	-
	PM	7.7	A	8.2	A	-
24. Airport Road/ Meadowlark Road	AM	7.4 (8.8)	- (A)	3.6 (12.0)	- (B)	-
	PM	6.8 (8.5)	- (A)	3.2 (13.6)	- (B)	-
25. Sherwood Road/ Linne Road	AM	N/A Future Intersection		4.0	A	-
	PM			4.3	A	-
26. Penman Springs Road/ Linne Road	AM	0.9 (8.9)	- (A)	0.6 (9.1)	- (A)	-
	PM	1.1 (8.9)	- (A)	0.8 (9.2)	- (A)	-

¹ Highway Capacity Manual 6th Edition (HCM 6) average control delay in seconds per vehicle (HCM 2000 used for Intersections 1, 11, and 17). For side-street-stop controlled intersections, the worst approach's delay is reported in parenthesis next to the overall intersection delay.

² Discussion of required mitigation measures is included below.

³ There is a LOS deficiency, but the project does not cause the intersection to warrant a signal.

Note: Unacceptable operations (LOS deficiency and/or signal warrants met) shown in bold text. Vehicular queues that exceed existing or planned lengths of turn pockets are identified as deficient. LOS is not a deficiency criterion for signalized intersections according to the city's Transportation Impact Analysis Guidelines.

Table 4.16-11 Near Term and Near Term Plus Project Intersection Auto Level of Service

Intersection	Peak Hour	Near Term LOS		Near Term + Project LOS		Would Mitigation Improve to Pre-Project Levels? ²
		Delay ¹ (sec/veh)	Level of Service	Delay ¹ (sec/veh)	Level of Service	
1. SR 46 East/ Buena Vista Drive	AM	18.9	B	19.6	B	-
	PM	16.6	B	17.3	B	-
2. SR 46 East/ Golden Hill Road	AM	25.4	C	26.8	C	-
	PM	30.0	C	30.8	C	-
3. SR 46 East/ Union Road	AM	5.1 (33.4)	-(D)	5.5 (34.8)	-(D)	Yes
	PM	16.6 (105.2)	-(F)	18.5 (115.5)	-(F)	Yes
4. SR 46 East/ Airport Road	AM	6.9 (24.6)	-(C)	7.4 (25.5)	-(D)	Yes
	PM	6.1 (34.5)	-(D)	6.5 (36.6)	-(E)	Yes
5. SR 46 East/ Mill Road	AM	0.1 (18.7)	-(C)	0.1 (18.8)	- (C)	-
	PM	0.3 (26.8)	-(D)	0.3 (27.0)	-(D)	No
6. Golden Hill Road/ Union Road ³	AM	13.0	B	16.6	C	-
	PM	17.6	C	25.1	D	-
7. Penman Springs Road/ Union Road	AM	1.7 (9.2)	- (A)	1.7 (9.2)	- (A)	-
	PM	0.8 (9.6)	- (A)	0.8 (9.6)	- (A)	-
8. 13 th Street/ Riverside Avenue	AM	27.8	C	30.6	C	-
	PM	47.5	D	51.7	D	-

City of Paso Robles
Olsen/South Chandler Ranch Specific Plan

Intersection	Peak Hour	Near Term LOS		Near Term + Project LOS		Would Mitigation Improve to Pre-Project Levels? ²
		Delay ¹ (sec/veh)	Level of Service	Delay ¹ (sec/veh)	Level of Service	
9. 13 th Street/ Paso Robles Street	AM	14.2	B	14.7	B	-
	PM	19.6	B	20.8	C	-
10. North River Road/ Creston Road	AM	21.8	C	23.1	C	-
	PM	21.0	C	21.8	C	-
11. Creston Road/ Golden Hill Road	AM	20.9	C	24.7	C	-
	PM	18.7	B	22.6	C	-
12. Creston Road/ Niblick Road	AM	30.1	C	55.2	E	-
	PM	29.4	C	53.8	D	-
13. Creston Road/ Scott Street	AM	2.4 (32.1)	-(D)	4.1 (51.5)	-(F)	Yes
	PM	4.1 (52.6)	-(F)	8.1 (105.9)	-(F)	Yes
14. Creston Road/ Stoney Creek Road	AM	15.8 (123.1)	-(F)	25.2 (>200)	-(F)	Yes
	PM	5.9 (52.3)	-(F)	9.0 (85.3)	-(F)	Yes
15. Creston Road/ Meadowlark Road	AM	30.4	D	75.5	F	Yes
	PM	18.8	C	35.5	E	Yes
16. Creston Road/ Charolais Road	AM	7.7 (23.2)	-(C)	10.6 (33.9)	-(D)	-
	PM	10.7 (23.6)	-(C)	19.0 (42.1)	-(E)	Yes
17. Riverside Avenue/ Pine Street/U.S. 101 southbound ramp	AM	4.7 (12.8)	-(B)	4.9 (13.0)	-(B)	-
	PM	6.6 (13.6)	-(B)	6.9 (14.0)	-(B)	-
18. 1 st Street-Niblick Road/ Spring Street	AM	29.1	C	34.2	C	-
	PM	38.8	D	43.6	D	-
19. Niblick Road/ South River Road	AM	37.6	D	53.2	D	-
	PM	39.4	D	44.2	D	-
20. Sherwood Road/ Commerce Way	AM	6.9	A	7.4	A	-
	PM	7.4	A	8.8	A	-
21. Sherwood Road/ Fontana Road	AM	N/A Future Intersection		0.8 (14.2)	-(B)	-
	PM			2.0 (22.4)	-(C)	-
22. Airport Road/ Sherwood Road	AM	N/A Future Intersection		6.7	A	-
	PM			7.9	A	-
23. Airport Road/ Scott Street	AM	8.4	-(A)	8.9	A	-
	PM	8.5	-(A)	9.1	A	-
24. Airport Road/ Meadowlark Road	AM	8.1 (11.3)	-(B)	6.4 (15.1)	-(C)	-
	PM	8.1 (12.4)	-(B)	6.9 (17.2)	-(C)	-
25. Sherwood Road/ Linne Road	AM	N/A Future Intersection		4.2	A	-
	PM			4.5	A	-
26. Penman Springs Road/ Linne Road	AM	0.7 (8.8)	-(A)	0.5 (8.9)	-(A)	-
	PM	0.8 (9.0)	-(A)	0.6 (9.2)	-(A)	-

¹ Highway Capacity Manual 6th Edition (HCM 6) average control delay in seconds per vehicle (HCM 2000 used for Intersections 1, 11, and 17). For side-street-stop controlled intersections, the worst approach's delay is reported in parenthesis next to the overall intersection delay.

² Discussion of required mitigation measures is included below.

³ A single-lane roundabout is currently in design and was assumed to be in place under Near Term conditions.

Note: Unacceptable operations (LOS deficiency and/or signal warrants met) shown in bold text. Vehicular queues that exceed existing or planned lengths of turn pockets are identified as deficient. LOS is not a deficiency criterion for signalized intersections according to the City's Transportation Impact Analysis Guidelines.

As shown in Table 4.16-10, the following three intersections operate at an unacceptable LOS under Existing conditions, and implementation of the project will contribute to additional impacts at these intersections:

- SR 46 East/Union Road (#3)
- Golden Hill Road/Union Road (#6)
- Creston Road/Stoney Creek Road (#14)

As shown in Table 4.16-11, the following seven intersections would operate at an unacceptable LOS under Near Term Plus Project conditions:

- SR 46 East/Union Road (#3)
- SR 46 East/Airport Road (#4)
- SR 46 East/Mill Road (#5)
- Creston Road/Scott Street (#13)
- Creston Road/Stoney Creek Road (#14)
- Creston Road/Meadowlark Road (#15)
- Creston Road/Charolais Road (#16)

While the Creston Road/Stoney Creek Road (#14) intersection would operate below LOS D during the AM peak hour under Existing Plus Project conditions, the intersection would not meet the warrants for a signalized intersection (Appendix I). As stated in Table 4.16-6, the project would not conflict with city traffic operations policy if it also does not meet signal warrants. Therefore, impacts to Creston Road/Stoney Creek Road (#14) would be less than significant under Existing Plus Project conditions. In addition, while the SR 46 East/Mill Road (#5) intersection would operate at LOS D in the PM peak hour under Near Term Plus Project conditions, the addition of project traffic does not meet the city's minimum standard to require a traffic signal or grade separation (Appendix I). The project contributes 0.2 second delay and the project does not add traffic to Mill Road. Therefore, impacts to SR 46 East/Mill Road (#5) under Near Term Plus Project conditions would be less than significant. However, the remaining intersections identified above would conflict with established LOS standards used to evaluate intersection operation, and transportation impacts would be potentially significant, requiring mitigation.

Mitigation Measures

The following mitigation measures have been identified to implement improvements designed to improve level of service at impacted facilities to pre-project levels, or where this performance standard is unable to be met, to improve level of service to the maximum extent feasible:

T-1(a) Fair Share Funding for Intersection Operations Improvements

The project shall contribute its equitable share to fund the following transportation improvements. Costs above and beyond the project's equitable share shall be addressed through such options as fee credits, reimbursement agreements, or development agreements, based on city requirements.

1. STATE ROUTE 46 EAST/UNION ROAD (INTERSECTION #3)

Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program, for the ultimate improvements on SR 46 East, consistent with the RTP, which consist of restricting left turns on SR 46 East.

2. STATE ROUTE 46 EAST/AIRPORT ROAD (INTERSECTION #4)

Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program for the ultimate improvements on SR 46 East, consistent with the RTP, which consist of restricting left turns on SR 46 East at Union Road and Airport Road.

3. GOLDEN HILL ROAD/UNION ROAD (INTERSECTION #6)

Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program for the installation of a roundabout at Golden Hill Road/Union Road.

4. CRESTON ROAD/STONEY CREEK ROAD (INTERSECTION #14)

Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program for the installation of a traffic signal at Creston Road/Stoney Creek Road. The applicant shall also make a fair share payment for all non-transportation impact fee improvements when the signal is installed by the Beechwood Specific Plan project.

If the Beechwood Specific Plan does is not approved prior to the final of the 901st building permit the applicant shall construct the traffic signal. Should the applicant be required to construct the signal, the project will be eligible to receive transportation impact fee credits for eligible improvements in accordance with city policy.

5. CRESTON ROAD/MEADOWLARK ROAD (INTERSECTION #15)

The applicant shall contribute their fair-share amount through the city's transportation impact fee program for the installation of a traffic signal and restriping at Creston Road/Meadowlark Road at each building permit final. If the Beechwood Specific Plan does is not approved prior to the final of the 901st building permit the applicant shall construct the traffic signal. Should the applicant be required to construct the signal, the project will be eligible to receive transportation impact fee credits for the improvements in accordance with City policy.

Plan Requirements and Timing. The fair share contribution for required improvements shall be submitted on a per-unit basis prior to building permit final for each unit. If the applicant is required to construct improvements to Creston Road/Stoney Creek Road (Intersection #14) and/or Creston Road/Meadowlark Road (Intersection #15), the improvements shall be completed prior to the final of building permit for the 901st unit.

Monitoring. The City shall ensure compliance with transportation impact fee payment prior to final of each building permit. If the applicant is required to construct improvements to Creston Road/Stoney Creek Road (Intersection #14) and/or Creston Road/Meadowlark Road (Intersection #15), City shall ensure completion of improvements prior to final of building permits for the 901st unit.

T-1(b) Implement Improvements at Creston Road/Scott Street (Intersection #13)

The applicant shall install an all-way traffic signal at Creston Road/Scott Street.

Plan Requirements and Timing. The required improvements shall be installed prior to the final of the building permit for the 100th unit or when the intersection meets warrants. The applicant shall provide an intersection operational analysis to the City Engineer prior to the final of the building permit for the 100th unit.

Monitoring. The city shall ensure compliance prior to the final of the building permit for the 100th unit.

T-1(c) Implement Improvements at Creston Road/Charolais Road (Intersection #16)

The applicant shall install an all-way stop at Creston Road/Charolais Road.

Plan Requirements and Timing. The required improvements shall be installed prior to the final of the building permit for the 1,201st unit or when the intersection meets warrants. The applicant shall provide an intersection operational analysis to the City Engineer prior to the final of the building permit for the 1,201st unit.

If the Beechwood Specific Plan constructs these improvements prior to the 1201st unit, the applicant shall contribute their fair share amount for these improvements prior to final of building permit for the 1201st unit.

Monitoring. The city shall ensure compliance prior to final of the building permit for the 1,201st unit.

Significance After Mitigation

With the implementation of Mitigation Measures T-1(a), T-1(b), and T-1(c), all intersections operating at unacceptable LOS as a result of the project under existing and near term conditions would operate at pre-project conditions or better as shown in Table 4.16-10 and Table 4.16-11.

However, development of mitigation measures and improvements for State Route 46 East/Union Road (#3) and State Route 46 East/Airport Road (#4) would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to State Route 46 East/Union Road (#3) would be significant and unavoidable under Existing and Near Term Plus Project conditions, and impacts to State Route 46 East/Airport Road (#4) would be significant and unavoidable under Near Term Plus Project conditions. Impacts to other project area intersections would be reduced to a less than significant level with implementation of Mitigation Measures T-1(a), T-1(b), and T-1(c).

Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way, or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures. During construction of transportation system improvements potential issue areas that may be temporarily affected would include air quality, cultural resources, hazards and hazardous materials, water quality, noise and transportation. Construction-related environmental impacts would be mitigated through compliance with city and Caltrans permitting and construction monitoring requirements and standard San Luis Obispo Air Pollution Control Agency (SLOAPCD) dust and diesel emission control

measures. Potential long-term impacts of transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way, demolition of existing structures, or displacement of residences.

Threshold 1: Would the project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact T-2 THE PROJECT WOULD EXCEED THE AVAILABLE STORAGE CAPACITY AT EIGHT INTERSECTIONS UNDER EXISTING PLUS PROJECT AND NEAR TERM PLUS PROJECT CONDITIONS. FEASIBLE MITIGATION IS NOT AVAILABLE AT ALL STUDY AREA INTERSECTIONS TO REDUCE QUEUES TO ACCEPTABLE LEVELS. THEREFORE, THE PROJECT'S IMPACT ON VEHICULAR QUEUES WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

The TIA estimated the effect of project-generated vehicle trips on intersection queues in the study area. Table 4.16-12 and Table 4.16-13 provide a summary of the project's peak AM and PM queue length under Existing Plus Project and Near Term Plus Project conditions. Queue lengths which exceed the available storage length are shown in bold.

Table 4.16-12 Existing and Existing Plus Project Intersection Queues

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft) ¹		Would Mitigation Improve to Pre-Project Levels? ²
				Existing	Existing + Project	
1. SR 46 East/Buena Vista Drive	EBL ³	345	AM	248	261	-
			PM	197	204	-
2. SR 46 East/Golden Hill Road	NBL	160	AM	142	170	N/A ⁴
			PM	125	143	-
	SBL	140	AM	63	65	-
			PM	108	114	-
	EBL ³	225	AM	127	130	-
			PM	108	114	-
	WBL ³	125	AM	29	29	-
			PM	39	41	-
3. SR 46 East/Union Road	WBL ³	195	AM	55	58	-
			PM	60	65	-
4. SR 46 East/Airport Road	EBL ³	580	AM	135	145	-
			PM	35	38	-
5. SR 46 East/Mill Road	WBL ³	305	AM	0	0	-
			PM	0	0	-
6. Golden Hill Road/Union Road	NBR	190	AM	103	135	-
			PM	153	183	-
	WBL	250	AM	235	278	Yes
			PM	203	265	Yes
8. 13 th Street/Riverside Avenue	WBL	125	AM	332	333	Yes
			PM	266	266	Yes
	WBT	295	AM	268	307	Yes
			PM	342	369	Yes

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft) ¹		Would Mitigation Improve to Pre-Project Levels? ²
				Existing	Existing + Project	
9. 13 th Street/Paso Robles Street	NBL	130	AM	200	200	Yes
			PM	221	221	Yes
	NBR	110	AM	42	48	-
			PM	268	274	Yes
	EBL	120	AM	85	85	-
			PM	107	107	-
	EBT	295	AM	227	243	-
			PM	381	421	Yes
	NBL	140	AM	182	204	N/A ⁵
			PM	134	147	N/A ⁵
11. Creston Road/Golden Hill Road	EBL	125	AM	103	103	-
			PM	86	88	-
12. Creston Road/Niblick Road	NBL	230	AM	#214	#279	Yes
			PM	152	#185	-
	SBL	245	AM	156	#304	Yes
			PM	141	#391	Yes
	EBL	150	AM	124	124	-
			PM	#196	#196	Yes
	WBL	170	AM	43	70	-
			PM	90	103	-
	SBL	60	AM	5	8	-
			PM	8	10	-
18. 1 st Street-Niblick Road/Spring Street	NBL	165	AM	122	122	-
			PM	148	149	-
	NBR	290	AM	48	69	-
			PM	213	294	N/A ⁶
	SBL	305	AM	187	204	-
			PM	291	319	N/A ⁶
19. Niblick Road/South River Road	NBL	150	AM	264	289	No
			PM	177	191	No
	SBL	110	AM	#315	#371	No
			PM	172	#243	No
	EBL	140	AM	73	73	-
			PM	139	139	-
	WBL	80	AM	126	#177	No
			PM	132	154	No
20. Sherwood Road/Commerce Way	WBL	75	AM	7	13	-
			PM	15	20	-

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft) ¹		Would Mitigation Improve to Pre-Project Levels? ²
				Existing	Existing + Project	
24. Airport Road/Meadowlark Road	SBL	50	AM	0	0	-
			PM	0	0	-

¹ Queue length that would not be exceeded 95 percent of the time.
² Discussion of required mitigation measures is included below.
³ Deceleration length of 530 feet has been subtracted from the storage length per the Highway Design Manual for 60 mph.
⁴ Caltrans does not have a queue threshold.
⁵ Additional vehicle storage is available in striped median to reduce project impacts.
⁶ Additional vehicle storage is available at both bay tapers to reduce project impacts.
indicates that 95th percentile volume exceeds capacity, queue may be longer.
Bold text indicates queue length longer than storage length.

Table 4.16-13 Near Term and Near Term Plus Project Intersection Queues

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft) ¹		Would Mitigation Improve to Pre-Project Levels? ²
				Near Term	Near Term + Project	
1. SR 46 East/Buena Vista Drive	EBL ³	345	AM	#340	#359	N/A ⁴
			PM	300	312	-
2. SR 46 East/Golden Hill Road	NBL	160	AM	165	195	N/A ⁴
			PM	154	171	N/A ⁴
	SBL	140	AM	71	73	-
			PM	136	138	-
	EBL ³	225	AM	146	149	-
			PM	138	139	-
	WBL ³	125	AM	34	35	-
			PM	47	48	-
3. SR 46 East/Union Road	WBL ³	195	AM	60	63	-
			PM	93	103	-
4. SR 46 East/Airport Road	EBL ³	580	AM	183	195	-
			PM	65	68	-
5. SR 46 East/Mill Road	WBL ³	305	AM	0	0	-
			PM	0	0	-
6. Golden Hill Road/Union Road	Intersection is a roundabout under Near Term conditions.					
8. 13 th Street/Riverside Avenue	WBL	125	AM	328	332	Yes
			PM	268	268	Yes
	WBT	295	AM	316	356	Yes
			PM	372	401	Yes

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft) ¹		Would Mitigation Improve to Pre-Project Levels? ²
				Near Term	Near Term + Project	
9. 13 th Street/Paso Robles Street	NBL	130	AM	216	216	Yes
			PM	233	233	Yes
	NBR	110	AM	57	57	-
			PM	285	290	Yes
	EBL	120	AM	88	88	-
			PM	109	109	-
	EBT	295	AM	251	267	-
			PM	435	482	Yes
	NBL	140	AM	203	225	N/A ⁵
			PM	156	#170	N/A ⁵
11. Creston Road/Golden Hill Road	EBL	125	AM	103	103	-
			PM	88	88	-
12. Creston Road/Niblick Road	NBL	230	AM	#297	#358	Yes
			PM	#219	#255	-
	SBL	245	AM	165	#313	Yes
			PM	165	#428	Yes
	EBL	150	AM	124	124	-
			PM	#200	#200	Yes
	WBL	170	AM	48	73	-
			PM	100	113	-
	SBL	60	AM	5	8	-
			PM	8	10	-
18. 1 st Street-Niblick Road/Spring Street	NBL	165	AM	#158	#158	-
			PM	154	154	-
	NBR	290	AM	57	80	-
			PM	286	#413	No
	SBL	305	AM	203	219	-
			PM	335	364	No
19. Niblick Road/South River Road	NBL	150	AM	#359	#401	No
			PM	221	#246	No
	SBL	110	AM	#329	#385	No
			PM	191	#277	No
	EBL	140	AM	74	74	-
			PM	148	148	No
	WBL	80	AM	126	#174	No
			PM	132	154	No
20. Sherwood Road/Commerce Way	WBL	75	AM	7	13	-
			PM	14	20	-

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft) ¹		Would Mitigation Improve to Pre-Project Levels? ²
				Near Term	Near Term + Project	
24. Airport Road/Meadowlark Road	SBL	50	AM	0	0	-
			PM	3	3	-

¹ Queue length that would not be exceeded 95 percent of the time.

² Discussion of required mitigation measures is included below.

³ Deceleration length of 530 feet has been subtracted from the storage length per the Highway Design Manual for 60 mph.

⁴ Queuing is not a measure of effectiveness for Caltrans intersections.

⁵ Additional vehicle storage is available in the striped median to reduce project impacts.

indicates that 95th percentile volume exceeds capacity, queue may be longer.

Bold text indicates queue length longer than storage length.

As shown in Table 4.16-12, the following study area intersection queues would exceed the available storage capacity under Existing Plus Project conditions:

- SR 46 East/Golden Hill Road (#2) NBL
- Golden Hill Road/Union Road (#6) WBL
- 13th Street/Riverside Avenue (#8) WBL and WBT
- 13th Street/Paso Robles Street (#9) NBL, NBR, and EBT
- North River Road/Creston Avenue (#10) NBL
- Creston Road/Niblick Road (#12) NBL, SBL, and EBL
- 1st Street-Niblick Road/Spring Street (#18) NBR and SBL
- Niblick Road/South River Road (#19) NBL, SBL, and WBL

As shown in Table 4.16-13, the following study area intersection queues would exceed the available storage capacity under Near Term Plus Project conditions:

- SR 46 East/Buena Vista Drive (#1): EBL
- SR 46 East/Golden Hill Road (#2) NBL
- 13th Street/Riverside Avenue (#8) WBL and WBT
- 13th Street/Paso Robles Street (#9) NBL, NBR, and EBT
- North River Road/Creston Road (#10) NBL
- Creston Road/Niblick Road (#12) NBL, SBL, and EBL
- 1st Street-Niblick Road/Spring Street (#18) SBL and NBR
- Niblick Road/South River Road (#19) NBL, SBL, EBL, and WBL

Queuing is not a measure of effectiveness at signalized and unsignalized intersections in the Caltrans Guide for the Preparation of Traffic Impact Studies; therefore, queuing impacts are not considered at SR 46 East/Buena Vista Drive (#1) and SR 46 East/Golden Hill Road (#2). Additional vehicle storage is available in both bay tapers at 1st Street/Niblick Road/Spring Street (#18) under Existing Plus Project conditions, which would reduce vehicle queuing impacts to less than significant at this intersection. In addition, the TIA concluded the striped median at the North River Road/Creston Avenue (#10) intersection under Existing Plus Project and Near Term Plus Project conditions has sufficient vehicle storage to ensure project impacts would remain less than

significant (Appendix I). However, the remaining five intersections which exceed the storage capacity would conflict with established queuing standards and impacts would be potentially significant, requiring mitigation.

Mitigation Measures

Mitigation Measure T-1(a) would require the project contribute their fair-share for improvements at Golden Hill Road/Union Road (#6), which consist of installing a roundabout.

The following mitigation measures have been identified to implement improvements designed to reduce queues at impacted facilities to pre-project levels, or where this performance standard is unable to be met, to reduce queues to the maximum extent feasible:

T-2(a) Fair Share Funding for Intersection Operations Improvements

The project shall contribute its equitable share to fund the following transportation improvements. Costs above and beyond the project's equitable share shall be addressed through such options as fee credits, reimbursement agreements, or development agreements, based on city requirements.

1. 1ST STREET-NIBLICK ROAD/SPRING STREET (INTERSECTION #18)

The applicant shall contribute their fair-share amount through the city's transportation impact fee program for the installation of an eastbound right turn lane and the lengthening of the southbound left turn lanes at each building permit final.

Plan Requirements and Timing. The fair share contribution for required improvements shall be submitted on a per-unit basis prior to final of each building permit.

Monitoring. The city shall ensure compliance prior to final of each building permit.

T-2(b) Implement Improvements at 13th/Riverside Avenue (Intersection #8)

The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at 13th/Riverside Avenue. The applicant shall provide westbound right and northbound right turn overlap phases.

Plan Requirements and Timing. The required improvements shall be constructed prior to the final of the first building permit. If the Beechwood Specific Plan constructs these improvements the applicant shall contribute their fair share amount for these improvements based on their proportional share of the improvements under existing conditions plus project.

Monitoring. The city shall ensure compliance prior to final of the first building permit.

T-2(c) Implement Improvements at 13th Street/Paso Robles Street (Intersection #9)

The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at 13th Street/Paso Robles Street. The applicant shall and evaluate and construct extension of the north bound right turn queue.

Plan Requirements and Timing. The required improvements shall be constructed prior to the final of the first building permit. If the Beechwood Specific Plan constructs these improvements prior to the final of the Applicant's first building permit the applicant shall contribute their fair share amount for these improvements based on their proportional share of the improvements under existing conditions plus project.

Monitoring. The city shall ensure compliance prior to final of the first building permit.

T-2(d) Implement Improvements at Creston Road/Niblick Road (Intersection #12)

The applicant shall construct the second southbound left-turn, southbound right-turn, and eastbound right turn lanes at the intersection of Creston Road/Niblick Road.

Plan Requirements and Timing. The required improvements shall be constructed prior to building permit final of the 500th unit or when the intersection meets warrants. The applicant shall provide an intersection operational analysis to the City Engineer prior to the final of the building permit for the 500th unit. If additional right of way is needed to construct the required improvements and the City does not acquire the necessary right of way prior to building permit final of the 500th unit, the applicant shall: 1) contribute their fair share amount for the improvements that are dependent on the right of way to be obtained by the City, based on their proportional share of the improvements under existing conditions plus project, through the city's transportation impact fee program, and 2) construct all improvements that are not dependent on the right of way to be obtained by the City.

Monitoring. The city shall ensure compliance prior to final of the building permit for the 500th unit.

T-2(e) Implement Improvements at Niblick Road/South River Road (Intersection #19)

The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at Niblick Road/South River Road. The applicant shall construct a dedicated westbound right turn lane and lengthen the existing westbound left turn queue length.

Plan Requirements and Timing. The improvements shall be constructed prior to the final of the first building permit.

Monitoring. The city shall ensure compliance prior to final of the first building permit.

Significance After Mitigation

With the implementation of Mitigation Measures T-1(a) and T-2(a) through T-2(e), unacceptable intersection queues resulting from project-added vehicle trips under Existing Plus Project and Near Term Plus Project conditions at Golden Hill Road/Union Road (#6), 13th Street/Riverside Avenue (#8), and 13th Street/Paso Robles Street (#9), would operate at pre-project conditions or better, as shown in Table 4.16-12 and Table 4.16-13.

However, the required corridor improvements at 1st Street-Niblick Road/Spring Street (#18) and Niblick Road/South River Road (#19) would not return queues at these facilities to pre-project levels, as shown in Table 4.16-12 and Table 4.16-13. The Niblick Corridor Study is currently being completed by the city and identifies infrastructural constraints at 1st Street-Niblick Road/Spring Street (#18) and Niblick Road/South River Road (#19), including the lack of availability of width to accommodate additional lanes on the Niblick Road bridge and right-of-way constraints at Niblick Road/South River Road (#19). As a result, queuing impacts at 1st Street-Niblick Road/Spring Street (#18) and Niblick Road/South River Road (#19) would be significant and unavoidable.

Mitigation Measure T-2(d) at Creston Road/Niblick Road (#12) may be infeasible, because of the need for additional right-of-way at this intersection to accommodate the required mitigation. Therefore, queuing impacts at this intersection would be significant and unavoidable. Impacts to Golden Hill Road/Union Road (#6) would be reduced to a less than significant level with implementation of Mitigation Measures T-1(a).

Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way, or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures. During construction of transportation system improvements potential issue areas that may be temporarily affected would include air quality, cultural resources, hazards and hazardous materials, water quality, noise and transportation. Construction-related environmental impacts would be mitigated through compliance with city and Caltrans permitting and construction monitoring requirements and standard SLOAPCD dust and diesel emission control measures. Potential long-term impacts of transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way, demolition of existing structures, or displacement of residences.

Threshold 1: Would the project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact T-3 UNDER NEAR TERM PLUS PROJECT CONDITIONS, ONE ROADWAY SEGMENT WOULD OPERATE AT 99 PERCENT CAPACITY AND PROJECT-ADDED VEHICLE TRAFFIC WOULD NOT SIGNIFICANTLY IMPACT CAPACITY. THE PROJECT WOULD NOT SIGNIFICANTLY IMPACT ANY OTHER ROADWAY SEGMENTS IN THE STUDY AREA UNDER EXISTING PLUS PROJECT OR NEAR TERM PLUS PROJECT CONDITIONS. PROJECT IMPACTS TO THE SEGMENT OF NIBLICK ROAD EAST OF SPRING STREET WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

The TIA estimated the impacts of project-added vehicle trips on roadway segments in the study area. Table 4.16-14 and Table 4.16-15 summarizes the study area roadway segment operations under Existing Plus Project and Near Term Plus Project conditions.

Table 4.16-14 Existing and Existing Plus Project Roadway Segment Operations

Street	ID	Segment	Facility Type	Lanes ¹	Existing			Existing Plus Project		
					ADT	LOS [†]	Capacity Utilization	ADT	LOS	Capacity Utilization
Union Road	1	Priska Drive to Kit Fox Lane	Arterial	2	1,570	C	9%	1,570	C	9%
Creston Road	2	East of Ferro Lane	Arterial	2*	16,049	D	74%	16,925	D	78%
	3	East of Golden Hill Road	Arterial	4	13,675	A	37%	16,964	A	45%
	4	South of Niblick Road	Arterial	4	14,856	A	40%	15,952	A	43%
	5	North of Meadowlark Road	Arterial	4	6,008	A	16%	6,996	A	19%
Golden Hill Road	6	South of Union Road	Arterial	3	12,676	C	58%	14,434	D	67%
	7	North of Union Road	Arterial	3	9,805	C	45%	11,184	C	52%
Niblick Road	8	East of Spring Street	Arterial	4	29,676	D	79%	33,169	D	89%
	9	East of Quarterhorse	Arterial	4	20,115	A	54%	24,616	B	66%
Sherwood Road	10	East of Creston Road	Arterial	4	9,659	A	26%	18,038	A	48%
Linne Road	11	Poppy Lane to Hanson Road	Arterial	2	1,311	C	7%	2,543	C	14%

* indicates the presence of a raised median or two-way left-turn lane on a two-lane arterial

[†] The City does not use LOS. Provided as an approximation of Capacity Utilization percentages. SLO County uses LOS and segment of Union is in county limits.

Source: Paso Robles General Plan Circulation Element (2011), TIA (Appendix I).

Table 4.16-15 Near Term and Near Term Plus Project Roadway Segment Operations

Street	ID	Segment	Facility Type	Lanes ¹	Near Term			Near Term Plus Project		
					ADT	LOS	Capacity Utilization	ADT	LOS	Capacity Utilization
Union Road	1	Priska Drive to Kit Fox Lane	Arterial	2	1,700	C	10%	1,700	C	10%
Creston Road	2	East of Ferro Lane	Arterial	2*	17,400	D	80%	18,276	D	84%
	3	East of Golden Hill Road	Arterial	4	15,900	A	43%	19,189	A	51%
	4	South of Niblick Road	Arterial	4	18,900	A	51%	19,996	A	53%
	5	North of Meadowlark Road	Arterial	4	10,600	A	28%	11,588	A	31%
Golden Hill Road	6	South of Union Road	Arterial	3	14,500	D	67%	16,258	D	75%
	7	North of Union Road	Arterial	3	11,300	C	52%	12,679	C	58%
Niblick Road	8	East of Spring Street	Arterial	4	33,600	D	90%	37,093	E	99%
	9	East of Quarterhorse	Arterial	4	22,000	A	59%	26,501	C	71%
Sherwood Road	10	East of Creston Road	Arterial	4	12,000	A	32%	20,379	A	54%
Linne Road	11	Poppy Lane to Hanson Road	Arterial	2	1,800	C	10%	3,032	C	17%

* indicates the presence of a raised median or two-way left-turn lane on a two-lane arterial

Source: Paso Robles General Plan Circulation Element (2011), TIA (Appendix I).

As shown in Table 4.16-4, under Existing Plus Project conditions all roadway segments within the city would continue to have a capacity utilization below 90 percent and the county roadway segment would operate at LOS C. As shown in Table 4.16-15, under Near Term Plus Project conditions all roadway segments would operate 90 percent capacity utilization except for Niblick Road (east of Spring Street), which would operate at 99 percent capacity. The General Plan identifies less than 100 percent capacity as acceptable. The increase in capacity utilization on this roadway segment would not justify the need to widen the roadway to reduce vehicle delays because doing so would support higher vehicle speeds and conflict with the city's multimodal goals (Appendix I). Continued signal coordination along the corridor and implementation of the city's existing Transportation Demand Management (TDM) measures would minimize capacity impacts along Niblick Road east of Spring Street. However, because this roadway segment would operate just below the city's identified capacity threshold, impacts to operations along this segment would be significant.

Mitigation Measures

No mitigation has been identified that would reduce the capacity impact on the segment of Niblick Road east of Spring Street.

Significance After Mitigation

Because no mitigation has been identified this impact would be significant and unavoidable.

Threshold 1: Would the project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact T-4 THE PROJECT WOULD CAUSE ONE FREEWAY SEGMENT TO OPERATE AT AN UNACCEPTABLE LOS AND CONTRIBUTE TO EXISTING UNACCEPTABLE DELAYS AT FIVE FREEWAY SEGMENTS UNDER EXISTING PLUS PROJECT CONDITIONS AND WOULD CAUSE TWO FREEWAY SEGMENTS TO OPERATE AT AN UNACCEPTABLE LOS AND CONTRIBUTE TO EXISTING UNACCEPTABLE DELAYS AT FIVE FREEWAY SEGMENTS UNDER NEAR TERM PLUS PROJECT CONDITIONS. CALTRANS COORDINATION WOULD BE REQUIRED FOR ANY FREEWAY IMPROVEMENTS. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

The TIA estimated the effect of project-generated traffic on segments of U.S. 101 northbound and southbound in the vicinity of the Specific Plan area using LOS criteria as contained in the HCM 6. Table 4.16-16 and Table 4.16-17 summarize freeway segment operations under Existing Plus Project and Near Term Plus Project conditions.

Table 4.16-16 Existing and Existing Plus Project Freeway Operations

Direction	Location	Segment ID	Segment Type	Peak Hour	Existing		Existing + Project	
					Density ¹	LOS	Density ¹	LOS
U.S. 101 NB	SR 46 West Off Ramp	1	Diverge	AM	22.2	C	22.8	C
				PM	26.2	C	27.3	C
	SR 46 West On Ramp	2	Merge	AM	23.8	C	24.5	C
				PM	30.4	D	31.6	D
	North of SR 46 West	3	Mainline	AM	19.9	C	20.6	C
				PM	28.0	D	30.0	D
	Spring Street Off Ramp	4	Diverge	AM	27.1	C	28.0	C
				PM	33.6	D	35.0	D
	Paso Robles Street Off Ramp	5	Diverge	AM	16.9	B	16.9	B
				PM	19.6	B	19.6	B
	Paso Robles Street On Ramp	6	Merge	AM	17.7	B	17.9	B
				PM	17.0	B	17.1	B
	South of SR 46 East	7	Mainline	AM	13.6	B	13.8	B
				PM	13.4	B	13.5	B
U.S. 101 SB	SR 46 East Off Ramp	8	Diverge	AM	18.1	B	18.2	B
				PM	17.8	B	17.9	B
	SR 46 East On Ramp	9	Merge	AM	13.5	B	14.0	B
				PM	13.1	B	13.4	B
	North of SR 46 East	10	Mainline	AM	10.1	A	10.6	A
				PM	9.7	A	10.0	A
	North of SR 46 East	11	Mainline	AM	8.1	A	8.4	A
				PM	13.4	B	13.9	B
	SR 46 East Off Ramp	12	Diverge	AM	12.2	B	12.5	B
				PM	18.3	B	18.9	B
	SR 46 East to Riverside Ave/17 th Street ²	13-14	Weave	AM	–	A	–	A
				PM	–	B	–	B
	South of SR 46 East	15	Mainline	AM	11.1	B	11.2	B
				PM	14.8	B	15.0	B
	Riverside Ave/17 th Street On Ramp	16	Merge	AM	17.6	B	17.7	B
				PM	20.9	C	21.1	C
	Riverside Ave/Pine Street Off Ramp	17	Diverge	AM	18.3	B	18.3	B
				PM	21.7	C	21.8	C
	Spring Street On Ramp	18	Merge	AM	23.6	C	24.9	C
				PM	23.9	C	24.7	C
	North of SR 46 West	19	Mainline	AM	28.5	D	30.9	D
				PM	28.6	D	29.9	D
	SR 46 West Off Ramp	20	Diverge	AM	32.5	D	34.1	D
				PM	32.6	D	33.5	D
	SR 46 West On Ramp	21	Merge	AM	27.1	C	28.2	D
				PM	27.6	C	28.2	D

¹ HCM 6 density (passenger cars per mile per lane).

² The Leisch method used for weave section analysis does not report density.

Note: Unacceptable operations shown in **bold** text.

Table 4.16-17 Near Term and Near Term Plus Project Freeway Operations

Direction	Location	Segment ID	Segment Type	Peak Hour	Near Term		Near Term + Project	
					Density ¹	LOS	Density ¹	LOS
U.S. 101 NB	SR 46 West Off Ramp	1	Diverge	AM	24.7	C	25.3	C
				PM	29.8	D	30.9	D
	SR 46 West On Ramp	2	Merge	AM	25.4	C	26.1	C
				PM	33.3	D	34.6	D
	North of SR 46 West	3	Mainline	AM	21.6	C	22.4	C
				PM	33.5	D	36.1	E
	Spring Street Off Ramp	4	Diverge	AM	29.0	D	29.8	D
				PM	37.2	E	38.6	E
	Paso Robles Street Off Ramp	5	Diverge	AM	18.1	B	18.1	B
				PM	21.8	C	21.8	C
	Paso Robles Street On Ramp	6	Merge	AM	17.9	B	18.0	B
				PM	19.1	B	19.1	B
	South of SR 46 East	7	Mainline	AM	14.5	B	14.6	B
				PM	15.4	B	15.4	B
U.S. 101 SB	SR 46 East Off Ramp	8	Diverge	AM	19.1	B	19.3	B
				PM	20.1	C	20.2	C
	SR 46 East On Ramp	9	Merge	AM	12.4	B	12.8	B
				PM	13.0	B	13.2	B
	North of SR 46 East	10	Mainline	AM	9.1	A	9.5	A
				PM	9.6	A	9.8	A
	North of SR 46 East	11	Mainline	AM	8.6	A	8.8	A
				PM	14.0	B	14.5	B
	SR 46 East Off Ramp	12	Diverge	AM	12.7	B	13.0	B
				PM	19.0	B	19.6	B
	SR 46 East to Riverside Ave/17 th Street ²	13-14	Weave	AM	–	A	–	B
				PM	–	B	–	B
	South of SR 46 East	15	Mainline	AM	13.1	B	13.2	B
				PM	16.5	B	16.6	B
	Riverside Ave/17 th Street On Ramp	16	Merge	AM	19.7	B	19.8	B
				PM	22.5	C	22.6	C
	Riverside Ave/Pine Street Off Ramp	17	Diverge	AM	20.6	C	20.7	C
				PM	23.5	C	23.7	C
	Spring Street On Ramp	18	Merge	AM	26.2	C	27.4	C
				PM	26.1	C	26.8	C
	North of SR 46 West	19	Mainline	AM	33.6	D	36.7	E
				PM	32.7	D	34.4	D
	SR 46 West Off Ramp	20	Diverge	AM	35.7	E	37.2	E
				PM	35.2	E	36.1	E
	SR 46 West On Ramp	21	Merge	AM	29.2	D	30.3	D
				PM	29.4	D	30.0	D

¹ HCM 6 density (passenger cars per mile per lane).

² The Leisch method used for weave section analysis does not report density.

Note: Unacceptable operations shown in **bold** text.

As shown in Table 4.16-16, the project would increase the density at the following five freeway segments currently operating at an unacceptable LOS and would cause one additional freeway segment to operate unacceptably under Existing Plus Project conditions:

- U.S. 101 northbound (SR 46 West On Ramp)
- U.S. 101 northbound (North of SR 46 West)
- U.S. 101 northbound (Spring Street Off Ramp)
- U.S. 101 southbound (North of SR 46 West)
- U.S. 101 southbound (SR 46 West Off Ramp)
- U.S. 101 southbound (SR 46 West On Ramp)

As shown in Table 4.16-17, the project would increase the density at the following seven freeway segments currently operating at unacceptable LOS under Near Term Plus Project conditions:

- U.S. 101 northbound (SR 46 West Off Ramp)
- U.S. 101 northbound (SR 46 West On Ramp)
- U.S. 101 northbound (North of SR 46 West)
- U.S. 101 northbound (Spring Street Off Ramp)
- U.S. 101 southbound (North of SR 46 West)
- U.S. 101 southbound (SR 46 West Off Ramp)
- U.S. 101 southbound (SR 46 West On Ramp)

Therefore, implementation of the project would conflict with established freeway LOS standards resulting in a significant impact.

Mitigation Measures

No mitigation has been identified that would improve mainline and freeway ramp operations at impacted freeway segments under Existing and Near Term Plus Project conditions. Development and implementation of final future improvements to impacted freeway segments would require coordination with and approval from Caltrans.

Significance After Mitigation

Because of the lack of identified mitigation to address this impact and because of uncertainty associated with timing and implementation, identified impacts to freeway segments would be significant and unavoidable.

Threshold 3: Would the project substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact T-5 CONSTRUCTION OF THE PROJECT WOULD NOT RESULT IN A SIGNIFICANT INCREASE IN TRANSPORTATION HAZARDS IN THE AREA WITH THE IMPLEMENTATION OF A TRAFFIC CONTROL PLAN. HOWEVER, THE PROPOSED SHARED PARKING AND BIKE LANES ALONG SCOTT STREET DO NOT MEET REQUIRED STANDARDS AS DEPICTED IN THE PROPOSED SPECIFIC PLAN. THE PROJECT'S IMPACT ON HAZARDOUS DESIGN FEATURES WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

Construction

The Specific Plan describes phased development of the Specific Plan area (refer to Figure 2-11 in Section 2, Project Description). The location and intensity of construction-related traffic and equipment would vary depending on construction phase and location. Increased construction traffic, particularly large haul trucks and other heavy equipment, may disrupt local traffic flows, congest limited turn lane capacities, and generally slow traffic movement. Construction activities may also require temporary or extended closure of traffic lanes in order to accommodate the operation of construction equipment, installation of project improvements such as off-site trenching for utilities, and parking for worker vehicles. Based on preliminary earthwork calculations, no soil is anticipated to be imported to or exported from the Specific Plan area; therefore, the majority of heavy truck trips would occur over relatively short periods of time while equipment is moved to and from the Specific Plan area. Other potential construction-related traffic hazards include parked or queued heavy trucks or equipment which could obstruct roadway visibility and sight distances, impact traffic flows, and interfere or block pedestrian and bicycle flows and facilities.

The city requires the preparation of a Traffic Control Plan for any construction work that may impact traffic or pedestrian and bicycle facilities or result in the closure of an alley or public roadway. Prior to construction, Traffic Control Plans would be reviewed and approved by the city's Emergency Services Department and City Engineer, which would address construction-related emergency access and detour routes for vehicles, bicyclists, and pedestrians. Preparation and implementation of Traffic Control Plans for construction in the Specific Plan area would ensure hazards related to construction traffic and equipment would be less than significant.

Roadway Features

The proposed vehicular circulation plan is shown in Figure 2-7 in Section 2, Project Description. Specific Plan area access points, intersections, and roundabouts would be designed consistent with the City Engineering Standard Details and Specifications as well as the San Luis Obispo County Public Improvement Standards for improvements outside city limits, including the county-maintained portion of Linne Road east of Hanson Road. Compliance with these standards would ensure the proposed access points do not result in new potential circulation hazards.

Within the project site, Airport Road, Linne Road, a section of Niblick Road, and Sherwood Road are designated as arterials in the Circulation Element of the city's General Plan. New and extended roadways within the Specific Plan area would be designed consistent with the city's General Plan Circulation Element Policies and City Engineering Standards and Specifications. Compliance with adopted policies and standards to provide adequate travel lanes on arterial roadways would ensure that the project would not result in potential hazards on internal roadways.

Bicycle and Pedestrian Features

Figure 2-8 in Section 2, Project description shows the proposed multi-modal facilities in the Specific Plan area, which include Class I and II bikeways, and new sidewalks on all local roadways, including bike lanes connecting to Niblick Road and through the proposed private recreational center (“The Overlook”). New bicycle and pedestrian facilities would be designed and constructed consistent with the City Engineering Standards and Specifications. In addition, the project’s proposed bicycle and pedestrian facilities are consistent with the city’s Bicycle and Pedestrian Master Plan, with the exception of Scott Street. Scott Street currently provides Class II bike lanes west of Airport Road. The project would extend the existing bike lanes east of Airport Road through the Specific Plan area to Hanson Road. The Specific Plan describes this facility along Scott Street as an eight-foot shared parking and bike lane, which would not meet applicable city standards for shared parking and bike lanes. Therefore, the project would result in potentially significant design hazards for bicyclists, requiring mitigation.

Mitigation Measures

T-5 Shared Parking and Bike Lane Standard

In locations where shared parking and bike lanes are proposed, a minimum 13-foot lane shall be constructed, consistent with city’s Standard Construction Drawings. A Class II bike lane shall be striped consistent with the Bicycle and Pedestrian Master Plan.

Plan Requirements and Timing. The roadway plans and construction details shall be shown on final design plans and submitted for review by the city prior to approval of final design plans. **Monitoring.** The city shall ensure compliance with arterial roadway lane standards prior to final of grading permits.

Significance After Mitigation

Implementation of Mitigation Measure T-5 as well as compliance with city’s General Plan Circulation Element Policies and City Engineering Standards and Specifications would ensure proposed vehicle and multi-modal circulation facilities would not substantially increase a design hazard and would reduce potential impacts of arterial travel lanes and shared parking and bike lanes to a less than significant level.

Threshold 4: Would the project result in inadequate emergency access?
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Impact T-6 IMPLEMENTATION OF THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The project includes new intersections and roundabouts to access the Specific Plan area, as well as the extension of existing roadways and development of internal roadways, as shown in Figure 2-7 in Section 2.0, *Project Description*.

Although new driveways and access points would be introduced in the Specific Plan area, all site plans, access points, and roadway improvements would be required to be reviewed by the city’s Emergency Services Department, Community Development Department, Engineering Division, and Public Works Department to ensure service accessibility and emergency access would be maintained consistent with applicable standards. The Specific Plan area roadways and access points would be designed and developed consistent with City Engineering Standard Details and

Specifications and California Code of Regulations Title 19 and Title 24 (Public Safety) and the 2016 California Fire Code.

Construction activity in the Specific Plan area could disrupt local traffic flows, congest limited turn lane capacities, and may require temporary or extended closure of traffic lanes which could result in inadequate emergency access during project construction. However, as discussed under Impact T-5, the project would be required to prepare a Traffic Control Plan that would address construction-related emergency access, which would be reviewed and approved by the city's Emergency Services Department. Compliance with applicable regulations, review by city departments, and the preparation of a Traffic Control Plan, would ensure that impacts to emergency access would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

c. Cumulative Impacts

The project's transportation impacts were analyzed under Cumulative Plus Project conditions for the year 2045, which included planned network and land use changes using the city and SLOCOG Travel Demand Models and buildout of the city's General Plan. Figure 4.16-6 shows the weekday peak hour traffic volumes on study area intersections under Cumulative Plus Project conditions.

Cumulative Impacts to Intersections

The TIA estimated the effect of project-generated vehicle trips on intersection LOS under Cumulative Plus Project conditions, which are summarized in Table 4.16-18.

Figure 4.16-6 Cumulative Plus Project Peak Hour Weekday Traffic Volumes

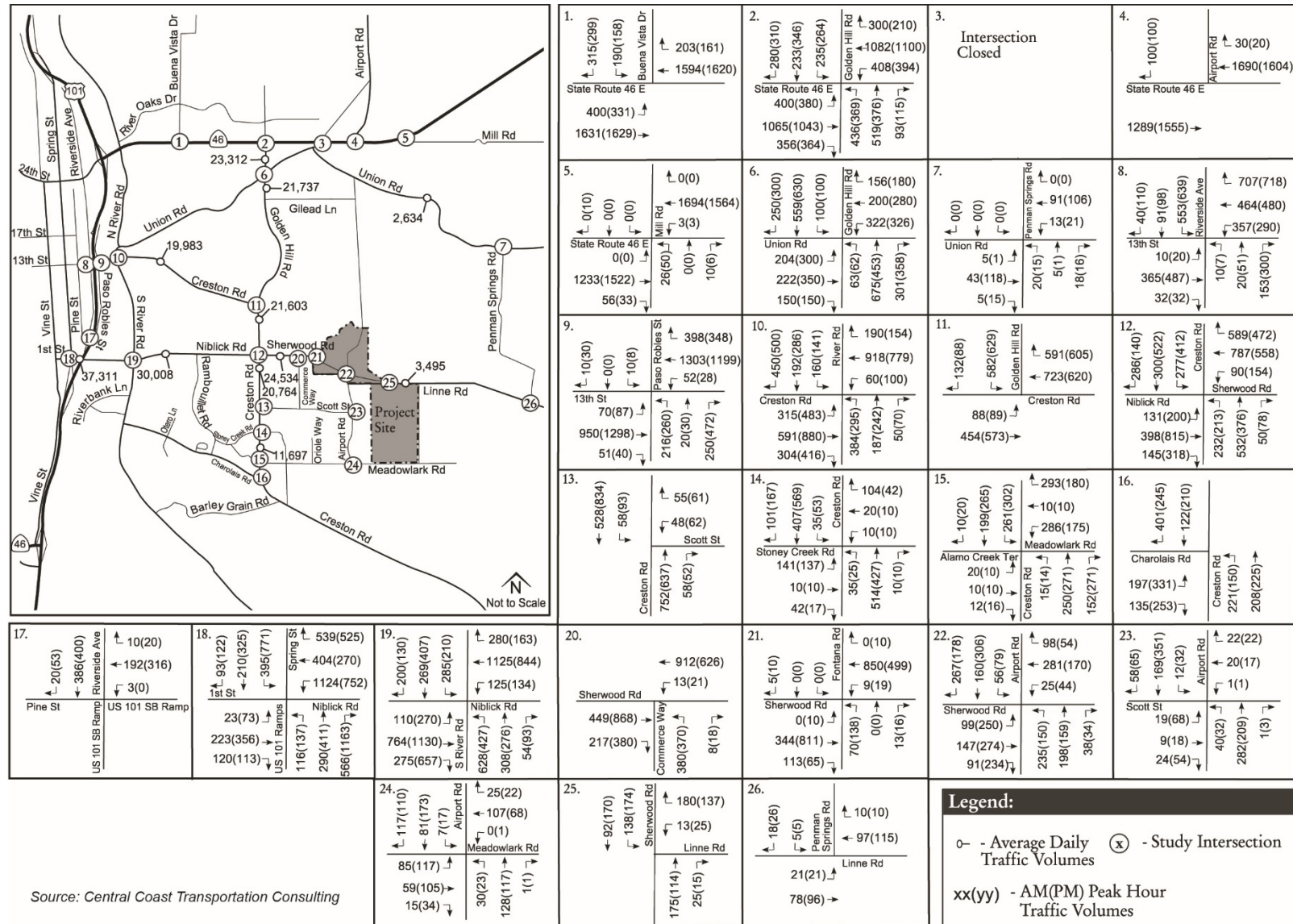


Table 4.16-18 Cumulative and Cumulative Plus Project Intersection Auto Level of Service

Intersection	Peak Hour	Cumulative LOS		Cumulative + Project LOS		Would Mitigation Improve to Pre-Project Levels? ²
		Delay ¹ (sec/veh)	Level of Service	Delay ¹ (sec/veh)	Level of Service	
1. SR 46 East/Buena Vista Drive	AM	27.7	C	29.2	C	-
	PM	19.7	B	20.4	C	-
2. SR 46 East/Golden Hill Road	AM	77.4	E	84.6	F	Yes
	PM	56.7	E	62.7	E	Yes
3. SR 46 East/Union Road	AM	Intersection Closed				
	PM					
4. SR 46 East/Airport Road	AM	0.9 (28.6)	-(D)	0.9 (28.6)	-(D)	N/A ³
	PM	0.8 (24.5)	-©	0.8 (24.7)	-(C)	-
5. SR 46 East/Mill Road	AM	0.4 (35.3)	-(E)	0.4 (35.6)	-(E)	No
	PM	1.4 (73.9)	-(F)	1.4 (75.3)	-(F)	No
6. Golden Hill Road/Union Road	AM	24.8	C	36.8	E	Yes
	PM	28.4	D	39.6	E	Yes
7. Penman Springs Road/Union Road	AM	2.0 (9.7)	-(A)	2.7 (9.6)	-(A)	-
	PM	1.1 (10.0)	-(B)	1.7 (10.0)	-(B)	-
8. 13 th Street/Riverside Avenue	AM	44.6	D	48.7	D	-
	PM	70.7	E	75.7	E	-
9. 13 th Street/Paso Robles Street	AM	16.0	B	16.4	B	-
	PM	27.6	C	28.9	C	-
10. North River Road/Creston Road	AM	27.6	C	29.8	C	-
	PM	27.2	C	28.3	C	-
11. Creston Road/Golde Hills Road	AM	27.5	C	29.7	C	-
	PM	24.8	C	25.8	C	-
12. Creston Road/Niblick Road	AM	42.3	D	52.4	D	-
	PM	33.3	C	38.7	D	-
13. Creston Road/Scott Street	AM	2.7 (38.2)	-(E)	4.0 (52.7)	-(F)	Yes
	PM	6.5 (89.2)	-(F)	11.1 (149.3)	-(F)	Yes
14. Creston Road/Stoney Creek Road	AM	43.9 (> 200)	-(F)	54.9 (> 200)	-(F)	Yes
	PM	14.7 (122.7)	-(F)	20.9 (176.2)	-(F)	Yes
15. Creston Road/Meadowlark Road	AM	36.7	E	64.5	F	Yes
	PM	22.7	C	33.1	D	-
16. Creston Road/Charolais Road	AM	7.9 (24.2)	-(C)	10.2 (32.8)	-(D)	Yes
	PM	11.4 (26.1)	-(D)	18.6 (42.9)	-(E)	
17. Riverside Avenue/Pine Street/U.S. 101 southbound ramp	AM	5.4 (16.4)	-(C)	5.6 (16.6)	-(C)	-
	PM	11.9 (28.3)	-(D)	12.5 (29.5)	-(D)	Yes
18. 1 st Street-Niblick Road/Spring Street	AM	34.3	C	39.9	D	-
	PM	45.7	D	50.9	D	-
19. Niblick Road/ South River Road	AM	45.5	D	60.0	E	-
	PM	40.9	D	47.0	D	-
20. Sherwood Road/Commerce Way	AM	8.5	A	9.5	A	-
	PM	9.3	A	16.2	B	-
21. Sherwood Road/Fontana Road	AM	N/A Future Intersection		1.0 (14.7)	-(B)	-
	PM			3.3 (30.6)	-(D)	-

Intersection	Peak Hour	Cumulative LOS		Cumulative + Project LOS		Would Mitigation Improve to Pre-Project Levels? ²
		Delay ¹ (sec/veh)	Level of Service	Delay ¹ (sec/veh)	Level of Service	
22. Airport Road/Sherwood Road	AM	N/A Future Intersection		13.5	B	-
	PM			28.5	D	-
23. Airport Road/Scott Street	AM	9.7	A	10.4	B	-
	PM	11.6	B	3.6	B	-
24. Airport Road/Meadowlark Road	AM	9.5 (13.4)	- (B)	9.2 (16.0)	- (C)	-
	PM	11.3 (15.3)	- (C)	12.2 (21.0)	- (C)	-
25. Sherwood Road/Linne Road	AM	N/A Future Intersection		4.6	A	-
	PM			4.8	A	-
26. Penman Springs Road/Linne Road	AM	1.1 (9.0)	- (A)	1.6 (9.2)	- (A)	-
	PM	1.1 (9.1)	- (A)	1.7 (9.3)	- (A)	-

¹ Highway Capacity Manual¹ 6th Edition (HCM 6) average control delay in seconds per vehicle (HCM 2000 used for Intersections 1, 11, and 17). For side-street-stop controlled intersections, the worst approach's delay is reported in parenthesis next to the overall intersection delay.

² Discussion of required mitigation measures is included below.

³ The addition of project traffic does not further degrade intersection operation under AM peak hour.

Note: Unacceptable operations (LOS deficiency and/or signal warrants met) shown in bold text. Vehicular queues that exceed existing or planned lengths of turn pockets are identified as deficient. LOS is not a deficiency criterion for signalized intersections according to the City's Transportation Impact Analysis Guidelines.

As shown in Table 4.16-18, the following nine intersections would operate at an unacceptable LOS for Caltrans and city intersections under Cumulative Plus Project conditions:

- State Route 46 East/Golden Hill Road (#2)
- State Route 46 East/Airport Road (#4)
- State Route 46 East/Mill Road (#5)
- Golden Hill Road/Scott Street (#6)
- Creston Road/Scott Street (#13)
- Creston Road/Stoney Creek Road (#14)
- Creston Road/Meadowlark Road (#15)
- Creston Road/Charolais Road (#16)
- Riverside Avenue/Pine Street/U.S. 101 (#17)

As shown in Table 4.16-18, the addition of project traffic would not further degrade State Route 46 East/Airport Road (#4) intersection operation under Cumulative Plus Project conditions during the AM peak hour. Therefore, no improvements are recommended for this intersection. However, implementation of the project under Cumulative Plus Project conditions would impact the remaining eight intersections and impacts would be potentially significant, requiring mitigation.

INTERSECTION MITIGATION MEASURES

Mitigation Measure T-1(a) would reduce cumulative impacts at the following locations:

- Golden Hill Road/Union Road (#6) (fair share funding for construction of a roundabout at this location)
- Creston Road/Scott Street (#13) (installation of a traffic signal at this location)

- Creston Road/Stoney Creek Road (#14) (fair share funding for installation of a traffic signal at this location)
- Creston Road/Meadowlark Road (#15) (fair share funding for installation of a traffic signal and restriping at this location)

Mitigation Measure T-1(b) would reduce cumulative impacts at Creston Road/Charolais Road (#16) through the installation of an all-way stop at this location. In addition to these required mitigation measures, the following mitigation measure has been identified to implement improvements designed to improve level of service at impacted facilities to pre-project levels, or where this performance standard is unable to be met, to improve level of service to the maximum extent feasible:

T-7(a) Fair Share Funding for Cumulative Intersection Operations Improvements

The project shall contribute its equitable share of funding for the following intersection improvements identified in the TIA. Costs above and beyond the project's equitable share shall be addressed through such options as fee credits, reimbursement agreements, or development agreements, based on city requirements.

1. STATE ROUTE 46/GOLDEN HILL ROAD (#2)

Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program for the ultimate improvements on SR 46 East, which include restricting access at this intersection to right-in, right-out.

2. RIVERSIDE AVENUE/PINE STREET/U.S. 101 SOUTHBOUND RAMP (#17)

Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the city's transportation impact fee program for the installation of all-way stop control at the intersection of Riverside Avenue/Pine Street/U.S. 101 Southbound Ramp.

Plan Requirements and Timing. The fair share contribution for required improvements shall be submitted on a per-unit basis prior to final of each building permit. **Monitoring.** The city shall ensure compliance with transportation impact fee payment prior to final of each building permit.

SIGNIFICANCE AFTER MITIGATION

With the implementation of Mitigation Measures T-1(a), T-1(b), T-1(c), and T-7(a), all intersections operating at unacceptable LOS under Cumulative Plus Project conditions as a result of the project, with the exception of State Route 46 East/Mill Road (#5), would operate at pre-project conditions or better, as shown in Table 4.16-18. No feasible mitigation has been identified that would improve operations at State Route 46 East/Mill Road (#5).

Development of mitigation measures and improvements for State Route 46 East/Golden Hill Road (#2) and Riverside Avenue/Pine Street/U.S. 101 Southbound Ramp (#17) would require Caltrans coordination and approval. Because of the lack of available mitigation at State Route 46 East/Mill Road (#5), and because of the uncertainty of timing and implementation of mitigation measures at State Route 46 East/Golden Hill Road (#2) and Riverside Avenue/Pine Street/U.S. 101 Southbound Ramp (#17), cumulative impacts to intersection operations at these locations would be significant and unavoidable at these project area intersections. Cumulative impacts to other project area

intersections would be reduced to a less than significant level with implementation of Mitigation Measures T-1(a), T-1(b), T-1(c), and T-7(a).

Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way, or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures. During construction of transportation system improvements potential issue areas that may be temporarily affected would include air quality, cultural resources, hazards and hazardous materials, water quality, noise and transportation. Construction-related environmental impacts would be mitigated through compliance with city and Caltrans permitting and construction monitoring requirements and standard SLOAPCD dust and diesel emission control measures. Potential long-term impacts of transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way, demolition of existing structures, or displacement of residences.

Cumulative Impacts To Intersection Queues

The TIA estimated the effect of project-generated vehicle trips on intersection queues under Cumulative Plus Project conditions. Table 4.16-19 summarizes the vehicular queuing under Cumulative Plus Project conditions.

Table 4.16-19 Cumulative and Cumulative Plus Project Intersection Queues

Intersection	Movement	Storage Length (ft)	Peak Hour	⁹ 5th Percentile Queues (ft) ¹		Would Mitigation Improve to Pre-Project Levels? ²
				Cumulative	Cumulative + Project	
1. SR 46 East/Buena Vista Drive ⁴	EBL ³	345	AM	298	298	-
			PM	223	225	-
2. SR 46 East/Golden Hill Road	NBL	160	AM	#382	#461	N/A ⁴
			PM	#289	#334	N/A ⁴
	SBL	140	AM	192	194	N/A ⁴
			PM	200	206	N/A ⁴
	EBL ²	225	AM	#434	#434	N/A ⁴
			PM	#372	#372	N/A ⁴
	WBL ²	125	AM	#439	#445	N/A ⁴
			PM	#360	#390	N/A ⁴
3. SR 46 East/Union Road Intersection Closed						
4. SR 46 East/Airport Road Intersection is right-in right- out under Cumulative conditions						
5. SR 46 East/Mill Road	WBL ²	305	AM	0	0	-
			PM	0	0	-
6. Golden Hill Road/ Union Road Intersection is a roundabout under Cumulative conditions.						

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Intersection	Movement	Storage Length (ft)	Peak Hour	⁹ 5th Percentile Queues (ft) ¹		Would Mitigation Improve to Pre-Project Levels? ²
				Cumulative	Cumulative + Project	
8. 13 th Street/ Riverside Avenue	WBL	125	AM	#419	#419	N/A ⁵
			PM	#358	#358	N/A ⁵
	WBT	295	AM	376	403	Yes
			PM	445	464	Yes
9. 13 th Street/ Paso Robles Street	NBL	130	AM	228	228	N/A ⁵
			PM	246	246	N/A ⁵
	NBR	110	AM	95	99	-
			PM	#415	#418	Yes
	EBL	120	AM	98	98	-
			PM	#122	#122	N/A ⁵
	EBT	295	AM	305	318	Yes
			PM	490	524	Yes
10. North River Road/ Creston Road	NBL	140	AM	#229	#253	Yes
			PM	#175	#189	Yes
	SBL	225	AM	#222	#240	Yes
			PM	#177	#207	-
11. Creston Road/ Golden Hill Road ⁵	EBL	125	AM	#183	#183	N/A ⁵
			PM	#168	#168	N/A ⁵
12. Creston Road/ Niblick Road ⁶	NBL	230	AM	#277	#309	N/A ⁶
			PM	239	254	N/A ⁶
	SBL	245	AM	139	#175	-
			PM	171	221	-
	EBL	150	AM	#190	#190	N/A ⁶
			PM	239	241	N/A ⁶
	WBL	170	AM	110	130	-
			PM	183	196	N/A ⁶
13. Creston Road/ Scott Street	SBL	60	AM	5	8	-
			PM	8	10	-
18. 1 st Street-Niblick Road/ Spring Street	NBL	165	AM	189	189	N/A ⁵
			PM	207	207	N/A ⁵
	NBR	290	AM	75	94	-
			PM	317	#442	No
	SBL	305	AM	256	270	-
			PM	444	#498	No
19. Niblick Road/ South River Road	NBL	150	AM	#398	#430	No
			PM	#235	#253	No
	SBL	110	AM	#373	#415	No
			PM	209	#287	No
	EBL	140	AM	#104	#104	-
			PM	#170	#170	N/A ⁵
	WBL	80	AM	145	#196	No
			PM	#177	#208	No

Intersection	Movement	Storage Length (ft)	Peak Hour	⁹ 5th Percentile Queues (ft) ¹		Would Mitigation Improve to Pre-Project Levels? ²
				Cumulative	Cumulative + Project	
20. Sherwood Road/ Commerce Way	WBL	75	AM	7	13	-
			PM	14	24	-
24. Airport Road/ Meadowlark Road	SBL	50	AM	0	3	-
			PM	3	5	-

¹ Queue length that would not be exceeded 95 percent of the time.

² Discussion of required mitigation measures is included below.

³ Deceleration length of 530 feet has been subtracted from the storage length per the Highway Design Manual for 60 mph.

⁴ Queuing is not a measure of effectiveness for Caltrans intersection

⁵ The addition of project traffic would not degrade the intersection operation

⁶ There is available storage in the existing two-way left turn lanes.

indicates that 95th percentile volume exceeds capacity, queue may be longer.

Bold text indicates queue length longer than storage length.

As shown in Table 4.16-18, the following queue deficiencies at area intersections were determined under Cumulative Plus Project conditions:

- 13th Street/Riverside Avenue (#8)
- 13th Street/Paso Robles Street (#9)
- North River Road/Creston Road (#10)
- Creston Road/Golden Hill Road (#11)
- Creston Road/Niblick Road (#12)
- 1st Street-Niblick Road/Spring Street (#18)
- Niblick Road/South River Road (#19)

Queuing is not a measure of effectiveness at signalized and unsignalized intersections in the Caltrans Guide for the Preparation of Traffic Impact Studies; therefore, queuing impacts are not considered at SR 46 East/Golden Hill Road (#2) for Cumulative Plus Project conditions. The addition of project traffic under Cumulative Plus Project conditions would not further degrade the intersection queue lengths at Creston Road/Golden Hill Road (#11), as shown in Table 4.16-19. In addition, there is available storage in the existing two-way left turn lanes at the Creston Road/Niblick Road (#12) intersection, which would ensure cumulative impacts would remain less than significant. However, for the remaining intersections which exceed the storage capacity under Cumulative Plus Project conditions, impacts would be potentially significant, requiring mitigation.

QUEUING MITIGATION MEASURES

Implementation of Mitigation Measure T-2(a) through T-2(e) would reduce cumulative queuing impacts at the following intersections:

- 13th Street/Riverside Avenue (#8) (implementation of signal optimization including westbound right and northbound right turn overlap phases)
- 13th Street/Paso Robles Street (#9) (implementation of signal optimization and northbound right turn lane extension)
- 1st Street-Niblick Road/Spring Street (#18) (fair share funding for corridor improvements)

- Niblick Road/South River Road (#19) (construction of a dedicated westbound right turn lane and westbound left turn lane extension)

In addition to these required mitigation measures, the following mitigation measure has been identified to implement improvements designed to reduce queues at impacted facilities to pre-project levels, or where this performance standard is unable to be met, to reduce queues to the maximum extent feasible:

T-7(b) Implement Improvements at North River Road/Creston Road (#10)

The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at North River Road/Creston Road. The applicant shall construct lane striping for a dedicated left, through, and right turn lane on the southbound intersection leg.

Plan Requirements and Timing. The required improvements shall be constructed prior to the final of the first building permit.

Monitoring. The city shall ensure compliance prior to final of the first building permit.

Significance After Mitigation

With the implementation of Mitigation Measures T-2(a) through T-2(e), and T-7(b), North River Road/Creston Road (#10) would operate at pre-project conditions or better, as shown in Table 4.16-19. However, the required corridor improvements at 1st Street-Niblick Road/Spring Street (#18) and Niblick Road/South River Road (#19) would not return queues at these facilities to pre-project levels. As a result, cumulative impacts to intersection queues at these facilities would be significant and unavoidable.

Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way, or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures, demolition of any residences or commercial space, or displacement of any residences. During construction of transportation system improvements potential issue areas that may be temporarily affected would include air quality, cultural resources, hazards and hazardous materials, water quality, noise and transportation. Construction-related environmental impacts would be mitigated through compliance with city and Caltrans permitting and construction monitoring requirements and standard SLOAPCD dust and diesel emission control measures. Potential long-term impacts of transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way.

Cumulative Impacts to Roadway Segments

The TIA estimated the impacts of project-added vehicle trips on roadway segments under Cumulative Plus Project conditions. Table 4.16-20 summarizes roadway segment LOS under Cumulative Plus Project conditions.

Table 4.16-20 Cumulative and Cumulative Plus Project Roadway Segment Operations

Street	ID	Segment	Facility Type	Lanes ¹	Cumulative			Cumulative + Project		
					ADT	LOS	Capacity Utilization	ADT	LOS	Capacity Utilization
Union Road	1	Priska Drive to Kit Fox Lane	Arterial	2	2,500	C	14%	2,634	C	15%
Creston Road	2	East of Ferro Lane	Arterial	2*	19,200	D	88%	19,983	D	92%
	3	East of Golden Hill Road	Arterial	4	20,100	A	54%	21,603	A	58%
	4	South of Niblick Road	Arterial	4	20,300	A	54%	20,764	A	56%
	5	North of Meadowlark Road	Arterial	4	11,200	A	30%	11,697	A	31%
Golden Hill Road	6	South of Union Road	Arterial	3	20,400	A	55%	21,737	A	58%
	7	North of Union Road	Arterial	3	22,200	B	59%	23,312	B	62%
Niblick Road	8	East of Spring Street	Arterial	4	34,300	D	92%	37,311	E	100%
	9	East of Quarterhorse	Arterial	4	26,200	C	70%	30,008	D	80%
Sherwood Road	10	East of Creston Road	Arterial	4	18,200	A	49%	24,524	B	66%
Linne Road	11	Poppy Lane to Hanson Road	Arterial	2	2,000	C	11%	3,495	C	20%

* indicates the presence of a raised median or two-way left-turn lane on a two-lane arterial

Source: Paso Robles General Plan Circulation Element (2019), TIA (Appendix I).

As shown in Table 4.16-20, the following project area roadway segments would operate above 90 percent capacity utilization under Cumulative Plus Project conditions:

- Creston Road (east of Ferro Lane)
- Niblick Road (east of Spring Street)

The General Plan identifies less than 100 percent capacity as acceptable. The increase in capacity utilization addition of project traffic under Cumulative Plus Project conditions would not justify the widening of the two roadway segments operating above 90 percent capacity utilization because doing so would support higher vehicle speeds and conflict with the city's multimodal goals (Appendix I). The maximization of signal operations along the corridor and implementation of the city's existing Transportation Demand Management (TDM) measures would minimize capacity impacts along Niblick Road east of Spring Street and Creston Road east of Ferro Lane. However, because these roadway segments would operate just below the city's identified capacity threshold, cumulative impacts to operations along these segments would be significant.

Roadway Segment Mitigation Measures

No mitigation has been identified that would reduce the capacity impacts on the segments of Niblick Road east of Spring Street or Creston Road east of Ferro Lane. Therefore, this cumulative impact would be significant and unavoidable.

Cumulative Impacts to Freeway Operations

The TIA estimated the effect of project-generated traffic on freeway operations under Cumulative Plus Project conditions. Table 4.16-21 summarizes freeway operation LOS under Cumulative Plus Project conditions.

Table 4.16-21 Cumulative and Cumulative Plus Project Freeway Operations

Direction	Location	Segment ID	Segment Type	Peak Hour	Cumulative		Cumulative + Project	
					Density ¹	LOS	Density ¹	LOS
U.S. 101 NB	SR 46 West Off Ramp	1	Diverge	AM	27.7	C	28.2	D
				PM	32.9	D	32.8	D
	SR 46 West On Ramp	2	Merge	AM	28.6	D	29.2	D
				PM	36.9	E	v/c > 1	F
	North of SR 46 West	3	Mainline	AM	25.7	C	26.6	D
				PM	42.1	E	v/c > 1	F
	Spring Street Off Ramp	4	Diverge	AM	32.8	D	33.6	D
				PM	v/c > 1	F	v/c > 1	F
	Paso Robles Street Off Ramp	5	Diverge	AM	21.2	C	21.1	C
				PM	24.7	C	24.7	C
	Paso Robles Street On Ramp	6	Merge	AM	20.5	C	20.6	C
				PM	21.3	C	21.3	C
	South of SR 46 East	7	Mainline	AM	17.1	B	17.1	B
				PM	17.5	B	17.6	B
U.S. 101 SB	SR 46 East Off Ramp	8	Diverge	AM	22.1	C	22.2	C
				PM	22.7	C	22.7	C
	SR 46 East On Ramp	9	Merge	AM	14.5	B	14.7	B
				PM	15.2	B	15.3	B
	North of SR 46 East	10	Mainline	AM	11.0	A	11.3	B
				PM	11.7	C	11.8	B
	North of SR 46 East	11	Mainline	AM	10.6	A	10.7	A
				PM	17.2	B	17.5	B
	SR 46 East Off Ramp	12	Diverge	AM	15.0	B	15.1	B
				PM	22.7	C	22.9	C
	SR 46 East to Riverside Ave/17 th Street ²	13-14	Weave	AM	–	B	–	B
				PM	–	C	–	C
	South of SR 46 East	15	Mainline	AM	14.3	B	14.4	B
				PM	19.1	C	19.2	C
	Riverside Ave/17 th Street On Ramp	16	Merge	AM	21.7	C	21.8	C
				PM	25.7	C	25.7	C
	Riverside Ave/Pine Street Off Ramp	17	Diverge	AM	22.9	C	22.9	C
				PM	27.1	C	27.1	C
	Spring Street On Ramp	18	Merge	AM	27.9	C	28.9	D
				PM	28.8	D	29.5	D
	North of SR 46 West	19	Mainline	AM	37.4	E	40.5	E
				PM	39.0	E	40.9	E
	SR 46 West Off Ramp	20	Diverge	AM	37.6	E	38.9	E
				PM	38.3	E	39.1	E
	SR 46 West On Ramp	21	Merge	AM	31.0	D	31.9	D
				PM	32.4	D	32.9	D

¹ HCM 6 density (passenger cars per mile per lane).

² The Leisch method used for weave section analysis does not report density.

Note: Unacceptable operations shown in **bold** text.

As shown in Table 4.16-21, implementation of the project would worsen operations at eight freeway segments currently operating at an unacceptable LOS, as listed below:

- U.S. 101 northbound (SR 46 West Off Ramp)
- U.S. 101 northbound (SR 46 West On Ramp)
- U.S. 101 northbound (North of SR 46 West)
- U.S. 101 northbound (Spring Street Off Ramp)
- U.S. 101 southbound (Spring Street On Ramp)
- U.S. 101 southbound (North of SR 46 West)
- U.S. 101 southbound (SR 46 West Off Ramp)
- U.S. 101 southbound (SR 46 West On Ramp)

Cumulative impacts at these freeway segments would be potentially significant, requiring mitigation.

FREEWAY OPERATION MITIGATION MEASURES

No mitigation has been identified that would improve mainline and freeway ramp operations at impacted freeway segments under Cumulative Plus Project conditions. Development and implementation of final future improvements to impacted freeway segments would require coordination with and approval from Caltrans. Because of the lack of identified mitigation to address this impact and because of uncertainty associated with timing and implementation, identified impacts to freeway segments would be significant and unavoidable.

Significance After Mitigation

Widening the U.S. 101 mainline to a six-lane facility and adding an additional lane to the U.S. 101 NB Spring Street Off Ramp would improve all freeway segment operations to LOS C or better under Cumulative Plus Project conditions. However, development of mitigation measures and improvements would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation, impacts to freeway segments would be significant and unavoidable under Cumulative Plus Project conditions.

Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way, or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures, demolition of any residences or commercial space, or displacement of any residences. During construction of transportation system improvements potential issue areas that may be temporarily affected would include air quality, cultural resources, hazards and hazardous materials, water quality, noise and transportation. Construction-related environmental impacts would be mitigated through compliance with city and Caltrans permitting and construction monitoring requirements and standard SLOAPCD dust and diesel emission control measures. Potential long-term impacts of transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way.

Other Cumulative Issues

Short-term cumulative transportation impacts would occur if one or more other projects in the vicinity were under construction at the same time as construction activity in the Specific Plan area. As described in Impact T-5, Paso Robles requires the preparation of Traffic Control Plans, which would address construction-related emergency access and detour routes for vehicles, bicyclists, and pedestrians. Preparation and implementation of Traffic Control Plans for construction projects in the Specific Plan area vicinity would ensure short-term traffic impacts related to construction traffic and equipment would not be cumulatively considerable.

As with the proposed project, all site plans, access points, and roadway improvements for new projects in the Specific Plan area vicinity would be required to be reviewed by the city's Emergency Services Department, Community Development Department, Engineering Division, and Public Works Department to ensure service accessibility and emergency access would be maintained consistent with applicable standards. Potential cumulative impacts to emergency access in the Specific Plan area vicinity would not be cumulatively considerable.

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4.17 Utilities/Service Systems

This section analyzes the project's potential impacts to the City of Paso Robles' water supply, recycled water, wastewater conveyance infrastructure system, stormwater control facilities, and solid waste management system. The water supply discussion in this section is based on the Water Supply Analysis (WSA) prepared for the project by Todd Groundwater in August 2019 (refer to Appendix J).

4.17.1 Existing Conditions

a. Water Supply

The City of Paso Robles Water Division provides potable water to residential and non-residential service connections in the City of Paso Robles. The city's water service area is generally coterminous with the city boundaries. The Water Division is responsible for water supply, treatment, distribution, and resource planning.

As discussed in the City of Paso Robles 2015 Urban Water Management Plan (UWMP, 2016a), the city has relied primarily on the Paso Robles Groundwater Basin (Department of Water Resources [DWR] Basin No. 3-4.06) and the Salinas River for its municipal water supply. In recent years, water from Lake Nacimiento has also been used to supplement the groundwater and river water supply. Recycled water is not currently used as a supply source in the City of Paso Robles. The city is currently designing and reviewing a recycled water distribution system that will serve irrigation demands in the city and allow regional recycled water use.

Water Supply Sources

Paso Robles Groundwater Basin

The city operates 13 basin wells that are dispersed across the city east of the Salinas River. All groundwater wells are screened in the Paso Robles Formation along with many nearby rural residential and agricultural wells surrounding the city. The Paso Robles Groundwater Basin has been designated as high priority and critically overdrafted by the state, requiring management under the Sustainable Groundwater Management Act (SGMA). The Paso Robles Groundwater Basin has been informally subdivided into subareas, based on water quality, source of recharge, groundwater movement, and contours on the base of permeable sediments. The city overlies portions of the Atascadero and Estrella subareas (also referred to as "subbasins"), and the Specific Plan area overlies the Estrella subbasin (City of Paso Robles 2016).

Salinas River Wells

The city pumps Salinas River water from river wells pursuant to appropriative surface water rights and a permit issued by the State Water Resources Control Board (SWRCB). The city has eight Salinas River wells and one dedicated Nacimiento water recovery well. This operation allows Nacimiento water to be turned into the Salinas River channel and captured through the recovery well (as distinct from river water). Approximately half of the city's current groundwater supply comes from its shallow Salinas River wells in the Atascadero subarea of the Paso Robles Groundwater Basin (City of Paso Robles 2016).

Nacimiento Water

The City of Paso Robles holds a 6,488 acre-feet per year (AFY) delivery entitlement for Lake Nacimiento water with the San Luis Obispo County Flood Control and Water Conservation District. In order to directly use its Nacimiento supply, the city constructed a 2.4 million gallon per day (mgd) surface water treatment plant which became fully operational in early 2016. The city anticipates operating the plant approximately five to nine months out of the year to serve peak summer demands, yielding approximately 1,120 AFY to 2,017 AFY. Treatment plant operation can be increased to provide up to 2,688 AFY.

In addition to direct deliveries, Nacimiento water can also be utilized by the city through a recovery well. This operation allows Nacimiento water to be turned into the Salinas River channel and captured through the recovery well (as distinct from River water which the city produces pursuant to its water rights permit issued by the SWRCB). According to the 2015 UWMP, the recovery well will be operated at a rate of 400 gallons per minute for five months out of the year, averaging 269 AFY.

In drought years, Nacimiento water can be used to augment surface water and improve water supply reliability. Similar to the operation of the recovery well, Nacimiento water can be routed into the Salinas River channel adjacent to city's river wellfield. This allows the river wells to operate when native supplies are low.

City Water Demands and Supply

Water demand projections for the city in the 2015 UWMP were developed using representative water demand factors, anticipated future conservation and projected water savings, and city General Plan growth assumptions and buildout conditions. Table 4.17-1 shows the city's projected population and water demands through buildout in 2045. These figures represent the water planned to supply projected demands and do not represent the total supply available to the city from each source.

Table 4.17-1 City of Paso Robles Supply and Demand Projections through 2045

	2020	2025	2030	2035	2040	Buildout (2045 or later)
Population	32,300	34,400	37,700	39,900	41,900	44,000
Water Demands (AFY)	7,089	7,575	8,061	8,546	9,032	9,519
Water Supply Sources to Meet Demands (AFY)¹						
Basin Wells	2,600	2,506	2,602	2,124	2,610	2,200
River Wells	3,100	3,500	3,800	4,558	4,558	4,558
Nacimiento Water from Water Treatment Plant	1,120	1,120	1,120	1,120	1,120	2,017 ²
Nacimiento Water from the Recovery Well	269	269	269	269	269	269
Recycled Water for Potable Offset	0	180	270	475	475	475
Total Supply	7,089	7,575	8,061	8,546	9,032	9,519

¹ Supply volumes represent the water planned to supply projected demands, but do not reflect total supply available to the city from each source or limits on the city's groundwater rights.

² The city anticipates operating the plant five to nine months out of the year to satisfy peak season demands (providing 1,120 AFY to 2,017 AFY). If operated year-round the treatment plant can provide up to 2,688 AFY.

Source: City of Paso Robles 2016

The SGMA provides for sustainability of the Paso Robles Groundwater Basin by 2040. If less groundwater is available to the city from the basin than anticipated at that time, the city's water portfolio provides for additional water availability to meet demand (e.g., through increased delivery and treatment of Nacimiento water).

Existing Site Conditions and Water Use

The Specific Plan area is generally undeveloped with the exception of 13 residential units on the Our Town property and three existing rural residential units and associated outbuildings on the northern portion of the Olsen Ranch property. A Pacific Gas and Electric (PG&E) transmission line utility easement crosses a portion of the Olsen Ranch property from the southwest to the northeast. Development in the Specific Plan area currently relies on groundwater from private onsite wells for water supply, with a current estimated water use of 6.4 AFY (Appendix J).

b. Wastewater

Wastewater Collection

The City of Paso Robles owns and operates the Waste Water Treatment Plant (WWTP) and sewer collection infrastructure, which serves a population of approximately 31,000 people. Service is provided by a system of sewer mains that connect to the WWTP located at the north end of the city, near the Salinas River. There are 14 lift stations to pump or lift the waste stream from low lying areas to higher areas, so gravity can carry the flow to the WWTP (City of Paso Robles 2018). The existing city sewer collection infrastructure extends into the neighborhoods west and south of the South Chandler Ranch property, and west of the Olsen Ranch property. The Specific Plan area is not currently served by the city wastewater collection system.

Wastewater Treatment

The WWTP treatment process is as follows: 1) Preliminary treatment consisting of screening and grit removal; 2) Primary treatment consisting of primary sedimentation and primary sludge pumping; 3) Biological (secondary) treatment including secondary sludge pumping and secondary clarification; 4) ultraviolet (UV) light disinfection; and 5) discharge to the Salinas River. The city has a fully equipped water quality laboratory that performs treatment process control and compliance monitoring.

The WWTP has a peak wet weather capacity of 12.7 mgd. The WWTP is currently limited to a permitted discharge of 4.9 mgd (average dry weather design capacity) pursuant to Waste Discharge Requirement (WDR) Order No. R3-2011-0002 (National Pollutant Discharge Elimination System [NPDES] Permit No. CA0047953) issued by the Central Coast Regional Water Quality Control Board (Central Coast RWQCB 2011). According to the city's Wastewater Treatment Plant 2018 Annual Report (2019e), the WWTP's 2018 average dry weather wastewater flow rate was approximately 2.3 mgd. Based on the permitted discharge rate and the 2018 average daily flow rate, the WWTP has excess wastewater capacity of approximately 2.6 mgd. According to the city's 2015 UWMP, wastewater flows at buildout of the city (2045 or later) are projected to be 4,946 AFY or 4.4 mgd.

In 2015, the city completed a major upgrade of its treatment facility. The WWTP produces effluent that has been treated to full tertiary standards. In June 2019 the city completed construction of the Tertiary Treatment Facilities Project at the WWTP, to produce recycled water suitable for unrestricted spray irrigation. A recycled water distribution system is currently in design. The design includes a water delivery system that provides water to the east side of Paso Robles for use as irrigation for golf courses, parks, and vineyards. Final design of the recycled water distribution system is scheduled for completion in 2019 (City of Paso Robles 2019e).

c. Stormwater

The City Public Works Department maintains storm drainage facilities in the city to accommodate stormwater runoff. These lines empty into storm drains or natural drainage courses.

The Specific Plan area encompasses portions of four watersheds within the Neals Spring subwatershed of the Paso Robles Creek watershed. The Preliminary Drainage Report for the project identifies these watersheds as the Northern, Central, Southern, and Southern Off-Site Watersheds, with the Northern Watershed divided into the Easterly and Westerly Subwatersheds. Figure 4.9-1 in Section 4.10, Hydrology and Water Quality, shows the Specific Plan area in the context of these watersheds. Turtle Creek, a natural on-site drainage, is located at the foot of the hilly terrain on the Olsen Ranch Property south of Linne Road. The general flow of surface water from the Olsen Ranch property is from the east to the west. The general flow of surface water from the South Chandler Ranch property is from the north to the south and southwest. Stormwater from the Northern Watershed is directed either to roadside channels along Fontana Road and Linne Road or towards Turtle Creek in the center of the Specific Plan area. Stormwater from the Central and Southern Watersheds is conveyed towards a storm drain system within Running Stag Way that connects to the southwestern Olsen Ranch property boundary.

Turtle Creek is within Federal Emergency Management Agency (FEMA) Flood Hazard Zone A as shown on the Flood Insurance Rate Map (FIRM) Panel No. 06079C0607G.

d. Solid Waste

Solid waste services for the City of Paso Robles are provided by contract with private service providers. Paso Robles Waste Disposal provides solid waste collection service to the city and Pacific Waste Services operates the city-owned Paso Robles Landfill.

Paso Robles Landfill

Solid waste generated in the City of Paso Robles is disposed of at the Paso Robles Landfill located approximately 11 miles east of the Specific Plan area. The landfill is classified by the SWRCB as a Class III waste management unit, approved for discharge of nonhazardous municipal solid waste. Municipal solid waste currently delivered to the Paso Robles Landfill is generated by the residents and businesses of the City of Paso Robles and Templeton. The landfill has a maximum permitted capacity of 6,495,000 cubic yards and a maximum permitted throughput of 450 tons of solid waste per day and 75,000 tons per year, through October 1, 2051. As of December 31, 2017, the landfill had a remaining capacity of 4,216,402 cubic yards or approximately 65 percent of the maximum permitted capacity (CalRecycle 2019).

Solid Waste Generation

Table 4.17-2 provides the annual municipal solid waste disposal rates at the Paso Robles Landfill for fiscal years 2010/2011 through 2016/2017.

Table 4.17-2 Paso Robles Landfill Waste Disposal Rates

Fiscal Year	Gate Acceptance Rate (tons/year)	Recycling Rate (tons/year)	Disposal Rate (tons/year)
2010/2011	39,485	5,122	34,363
2011/2012	36,847	3,621	33,226
2012/2013	39,790	4,046	35,744
2013/2014	44,285	6,963	37,322
2014/2015	43,218	5,246	37,972
2015/2016	45,951	6,868	39,083
2016/2017	47,410	7,285	39,825

Source: Table 1, Updated Joint Technical Document (Report of Disposal Site Information & Report of Waste Discharge) for City of Paso Robles Sanitary Landfill Paso Robles, Pacific Waste Services, Inc. 2017

Over the seven-year period from 2010/2011 through 2016/2017, the average gate acceptance rate reached up to 140 tons per day on a six-day per week basis. The recent 2016/2017 average gate acceptance rate was approximately 152 tons per day on a six-day per week basis. There have been no exceedances of the 450 ton per day or 75,000 tons per year limits at the landfill since the Solid Waste Facility Permit was issued in January 2008.

e. Regulatory Setting

Water Supply

Urban Water Management Planning Act (Water Code Section 10610 et seq.)

The Urban Water Management Planning Act was developed to address concerns regarding potential water supply shortages throughout California. It requires urban water suppliers (providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 AFY of water) to adopt and submit an UWMP at least once every five years to the Department of Water Resources. The city's most recent UWMP was adopted on June 14, 2016, to help guide the city's water management efforts for the following 20 years. The 2015 UWMP was prepared in accordance with the requirements of the Urban Water Management Planning Act (California Water Code Sections 10608 – 10656) and the Water Conservation Act of 2009, commonly referred to as SB X7-7 (California Water Code Sections 10608 - 10608.64). The UWMP details the city's service area, demographics, multi-source water supply, water treatment, water conveyance and distribution facilities, as well as historical and future water demand to serve the buildout of the city consistent with the General Plan

Senate Bill 610

Senate Bill (SB) 610 (Water Code Section 10910 et seq.) amended the Urban Water Management Planning Act (Water Code Section 10610 et seq.) to add Section 10910 et seq., requiring lead agencies to review and consider water supply assessments (WSAs) when evaluating certain development projects to determine if projected water supplies can meet the project's anticipated water demand. Under SB 610, a WSA is needed if a project is not covered by an UWMP and exceeds 500 dwelling units. SB 610 made similar revisions in Government Code Section 66473.7, to ensure that all new subdivisions were either covered under an existing UWMP or prepared a new water supply assessment. SB 610 also requires lead agencies to consider additional factors in the preparation of UWMPs, water supply assessments, and for certain development projects that are otherwise subject to CEQA review. SB 221 requires similar analysis for subdivision maps that meet the threshold review criteria.

Title 22 of the California Code of Regulations (CCR)

The Water Code requires the California Department of Public Health (CDPH) to promulgate water reclamation criteria. In 1975 the CDPH prepared Title 22 regulations (22 CCR Section 60303 et seq.) to satisfy this requirement. Title 22 regulates production and use of recycled water in California by establishing three categories of recycled water: primary effluent, secondary effluent, and tertiary effluent. In addition to defining recycled water uses, Title 22 also defines requirements for sampling and analysis of effluent and specifies design requirements for treatment facilities.

The EPA, SWRCB, RWQCBs, and the Division of Drinking Water (DDW) all have a role in regulating the use of recycled water in the State of California. The SWRCB has adopted Resolution No 77-1 (Policy with Respect to Water Reclamation in California), which empowers the state board and regional boards to encourage and consider funding for water reclamation projects that do not impair water rights or beneficial in-stream uses. The California Department of Health Services (CDHS) determines how recycled water may be used in California and designates the level of treatment required for each of these permitted uses (Title 22, Code of Regulations).

Sustainable Groundwater Management Act

During the 2014 drought the California Legislature passed the Sustainable Groundwater Management Act (SGMA). The primary function of this law was to establish a more uniform statewide program aimed at sustainable groundwater management. Provisions in the law to accomplish this goal included:

- Requiring the development and reporting of data necessary to support sustainable management
- Allowing the state to develop and implement an interim sustainable groundwater management plan until local agencies can assume management of a basin or subbasin/subarea
- Granting the authority to local and regional agencies to develop and implement sustainable groundwater management plans

Specific deadlines for local agencies to manage groundwater basins under a groundwater sustainability plan (GSP) depend on the status of each basin, as defined in the prioritization by the DWR in Bulletin 118. For basins considered subject to critical overdraft, the plan adoption deadline is January 31, 2020. For basins designated as high or medium priority basins, the deadline is January 31, 2022. For other basins (low and very low priority), local agencies are encouraged to manage groundwater under a groundwater sustainability plan, but no specific mandate or deadline for management is established in the SGMA.

The SGMA did not alter existing proprietary rights to groundwater consistent with Section 1200 of the Water Code (addressing certain sub-surface flows associated with riparian waters) and did not affect groundwater in adjudicated basins. The SGMA also recognized the authority of local governments to manage groundwater consistent with their police powers (through local ordinances).

The Paso Robles Groundwater Basin has not been adjudicated. The Paso Robles Groundwater Basin is identified as a high priority basin and identified by DWR as critically overdrafted (City of Paso Robles 2016). Thus, local agencies must complete a groundwater sustainability plan by January 31, 2020. The city is collaborating with the county and other local organizations to form one or more GSAs and develop a GSP for the Paso Robles Groundwater Basin in accordance with the requirements of SGMA.

Paso Robles General Plan Conservation Element

The General Plan Conservation Element includes goals, policies, and action items for the provision and maintenance of public utilities, facilities and services in the city. The following policy and action items are relative to water services and supply in the city:

Policy C-1A: Water Source, Supply, and Distribution. Develop and implement various innovative water provision and conservation programs that help to ensure an adequate supply of water for the city.

Action Item 1. Investigate and implement if feasible, development of supplementary water supplies to provide diversified resources and receive aquifer demand. Supplementary water supplies may include the following: State Water Project; dams and reservoirs on local creeks; Lake Nacimiento water; other water importation; regional conjunctive storage/use agreements; and/or developing water reuse.

Action Item 2. Investigate and implement, if feasible, basin recharge programs through non-traditional methods. Such programs may include the following: storm drainage system

design integrating Low-Impact Development (LID) features to reduce hydromodification from development and other improvements to recharge the ground water aquifer; developing/improving water recharge along historic drainage patterns along/adjacent to creeks and/or rivers; and/or developing recycled wastewater programs including basin recharge.

Action Item 3. Maintain/update the Urban Water Management Plan and implement Best Management Practices as feasible.

Action Item 4. Maintain an updated Water Master Plan and develop needed water production, treatment, storage and distribution facilities as part of the Capital Improvement Plan/Budget. As part of the Water Master Plan or Engineering Standards and Specifications, establish water service standards for new development to include, but not be limited to: minimum pressure; provision of two sources of water to subdivisions and large development projects; use of looped systems.

Paso Robles Municipal Code

Chapter 14.02, Water Conservation and Water Shortage Contingency Plan, of Title 14, Waters and Sewers, of the Paso Robles Municipal Code establishes mandatory and permanent water management requirements in order to: conserve water enable effective water supply planning; assure reasonable and beneficial use of water; prevent water waste, and unreasonable use and methods of use of water; and further the public health, safety, and welfare within the city service area. This chapter also establishes regulations to be implemented during times of declared water shortages, or declared water shortage emergencies. Chapter 14.04 establishes the water rates and regulations for the city service area. Chapter 14.06 provides the minimum requirements for construction, reconstruction, repair, and destruction of water wells, cathodic protection wells, monitoring wells, and other wells of similar type to ensure that that groundwater will not be polluted or contaminated.

Wastewater

The Subdivision Map Act, Government Code Section 66410 et seq.

Title 7, Division 2 of the Government Code (referred to as the Subdivision Map Act) describes general provisions, procedures, and requirements for the division of land including the provision of public services, and roadway and utilities improvements.

Paso Robles General Plan Conservation Element

The General Plan Conservation Element contains the following policy and action items relative to wastewater services and treatment in the city:

Policy C-1B: Sewer Service. Provide adequate wastewater conveyance and treatment facilities to serve all parcels in the City.

Action Item 1. Maintain an updated Sewer Master Plan and develop needed sewer conveyance and treatment facilities as part of the Capital Improvement Plan/Budget.

Action Item 2. Require sewer connection for all new buildings except where topography and/or other physical constraints would make sewer connection unreasonable and sufficient parcel sizes provide for adequate leach systems.

Action Item 3. Require the abandonment of all septic systems at such time that a sewer becomes reasonably available to a parcel.

Action Item 4. The City shall not provide nor permit delivery of City sewer services to areas outside the existing City limits until such areas are annexed.

Action Item 5. Investigate and, if feasible, develop wastewater effluent discharge alternatives including land percolation/evaporation and/or recycling.

Paso Robles Municipal Code

Chapter 14.08, Sewerage System Operations, of Title 14, Waters and Sewers, of the Paso Robles Municipal Code sets uniform requirements for discharges of domestic and industrial waste in the city sewer system. These requirements provide for compliance with the administrative provisions of the clean water regulations, water quality requirements set by the RWQCBs and the applicable effluent limitations, national standards of performance, pretreatment effluent standards, and any other discharge criteria that are required or authorized by state and federal law, and to derive the maximum public benefit by regulating the quality and quantity of wastewater discharged into those systems. Chapters 14.12 and 14.16 specify the applicable sewer rates and sewer main connection requirements for users in the city service area.

Stormwater

Central Coast Post-Construction Stormwater Requirements

The Central Coast RWQCB establishes requirements that prescribe the discharge limits and establish water quality objectives through the Water Quality Control Plan for the Central Coast Basin (Basin Plan, Central Coast RWQCB March 2016). Central Coast RWQCB Resolution R3-2013-0032, which outlines runoff reduction and treatment requirements, is applicable to the Specific Plan area. Resolution R3-2013-0032 outlines stormwater management requirements for development projects in the Central Coast Region and defines post-construction requirements to help maintain water quality and the hydrologic health of the watersheds. These requirements are based on the project's type, size, and regional location.

Paso Robles General Plan Conservation Element

The General Plan Conservation Element contains the following policy and action items relative to stormwater services and infrastructure in the city:

Policy C-1C: Storm Drainage. Provide storm drain systems that efficiently and safely mitigate flood risk, while effectively managing storm water through implementation of LID features, so that downstream run-off is limited to pre-development volumes and velocity before it is conveyed to the Salinas River, Huer Huero Creek, and their tributaries.

Action Item 1. Maintain and update the Storm Water Master Plan. Implement, as feasible, recommended actions and Best Management Practices described in the Master Plan.

Action Item 2. Establish revised development standards as may be appropriate, that include, but are not limited to the following:

- a. For large developments that feature substantial amounts of impervious surfaces, detain water flows to prevent overflow of waterways and inundation of developed areas.

- b. Direct surface water runoff from developed areas to LID storm water features on the development site. The facilities should be designed to both mitigate flood flows while providing safe and efficient low-flow conveyance.
- c. Maintain natural streams to provide, at minimum, flow capacity for 100-year storm conditions.
- d. Conduct floodplain acquisition and promote groundwater recharge to preserve the floodway, protect riparian habitats and to enhance water resource, flood control projects and recharge programs to accommodate increased runoff from new development. These programs should be funded by developers, at rates proportional to the projected increase in runoff associated with their developments.

Paso Robles Municipal Code

Section 14.20.180-250 of Articles III-V, Chapter 14 of the Paso Robles Municipal Code includes regulation of storm water and non-storm water discharges into and from the storm drain system, established construction and post construction storm water management requirements, and provides additional enforcement authority for violations.

Solid Waste

California Integrated Waste Management Act of 1989 (AB 939)

The California Integrated Waste Management Act was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible (Public Resources Code [PRC] Section 40050-40063). Specifically, the Act required cities and counties to adopt a Source Reduction and Recycling Element of their Waste Management Plans to describe actions to be implemented to achieve waste reduction goals (PRC Section 41750).

California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327)

The California Solid Waste Reuse and Recycling Access Act requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, or institutional building, marina, or residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials (PRC Chapter 18). The sizes of these storage areas are to be determined by the appropriate jurisdictions' ordinance. If no such ordinance exists with the jurisdiction, the CalRecycle model ordinance shall take effect (PRC Section 42911).

Construction and Demolition Waste Materials Diversion Requirements (SB 1374)

The Construction and Demolition Waste Materials Diversion Requirements (SB 1374) added Section 42912 to the PRC requiring public agencies to include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste (PRC Section 42912). The legislation also requires that CalRecycle adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills (PRC Section 42912).

Paso Robles General Plan Conservation Element

The General Plan Conservation Element contains the following policy and action items related to solid waste services in the city:

Policy C-1C: Solid Waste. Ensure that the City's landfill maintains sufficient capacity to serve the needs of the City through the year 2025.

Action Item 1. Support and participate in an update to the County Solid Waste Management Plan (reviewed September 2002).

Action Item 2. Reduce the amount of solid waste to be taken to the landfill by implementing the City's Source Reduction and Recycling Program.

Action Item 5. Develop a City-specific solid waste master plan.

4.17.2 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The WSA (Appendix J) provides an evaluation of the water needs for the project and potential impacts to city water supplies. The analysis extends to 2045 and is based on supply and demand projections provided in the City of Paso Robles 2015 UWMP. The 2015 UWMP was adopted in July 2016 and forecasts the city's water supplies through 2045. Where appropriate, information and data from the 2015 UWMP has been used to supplement the information provided in the WSA for the analysis of water supply impacts. The analysis of potential impacts to wastewater collection and treatment facilities is based on an evaluation of existing facilities and the anticipated wastewater flows for the city described in the 2015 UWMP, and the estimated wastewater generated by the project. The Preliminary Drainage Report (January 2019) and the Stormwater Control Plan (February 2019) for the project (refer to Appendix F) provide an evaluation of impacts to stormwater drainage facilities. Impacts to drainage patterns are based in part on the project provision of and compliance with applicable city requirements for stormwater. The project's potential impacts related to stormwater drainage are analyzed in detail in Section 4.10, Hydrology and Water Quality.

Significance Thresholds

In accordance with the city's Initial Study Checklist and Appendix G of the CEQA Guidelines, the project would result in a significant impact to city utilities and/or service systems if it would result in any of the following conditions:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

b. Project Impacts and Mitigation Measures

Threshold 1:	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
Threshold 3:	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact U-1 THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT OR STORMWATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES. IN ADDITION, THE CITY WWTP HAS ADEQUATE CAPACITY TO MEET THE PROJECT'S ANTICIPATED WASTEWATER DEMAND. THEREFORE, IMPACTS TO WATER, WASTEWATER TREATMENT OR STORM WATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS FACILITIES, AND WWTP CAPACITY, WOULD BE LESS THAN SIGNIFICANT (CLASS III).

Water Facilities

Water would be provided to the Specific Plan area for residential and non-residential uses as well as for main flushing and firefighting, through the extension of the existing city infrastructure. New 8-inch potable water mains would extend through the Specific Plan area from Sherwood Road and Fontana Road, Linne Road and Fontana Road, Airport Road and Linne Road, and Parkview Lane and Scott Road. The Specific Plan area would also connect to the city's planned recycled water distribution system at the northwestern boundary of the South Chandler Ranch property within Airport Road. The 10-inch recycled water main would be installed to transport recycled water from the northwest boundary of the Specific Plan area. The project would not require or result in the construction of new water facilities or expansion of existing facilities for water conveyance or treatment beyond the infrastructure designed specifically for the project described above. As described in Impact U-2, the water needs for the Specific Plan area would be met by the city's existing sources and entitlements. Impacts relating to the construction or relocation of water facilities would be less than significant.

Wastewater Treatment Facilities

Wastewater infrastructure would be provided to the Specific Plan area for wastewater collection and conveyance through the extension of the existing city infrastructure. Connection points for South Chandler Ranch would be at the Niblick Road and Fontana Road intersection, as well as the Linne Road and Fontana Road intersection. The northern portion of Olsen Ranch would utilize the existing sanitary sewer system within Parkview Lane. Sanitary sewer flows from both the South Chandler Ranch property and northern portion of Olsen Ranch would discharge into the Commerce Road and Scott Road sanitary sewer system. These systems are currently at capacity. As a Condition of Approval for the project and prior to the Phase 1 development of the South Chandler Ranch and northern Olsen Ranch areas, implementation of the Specific Plan would involve upgrades to the sanitary sewer system, consisting of replacing the existing 12-inch VCP line within Scott Street and Flag Way with an 18-inch PVC main, and replacing the 10-inch VCP line in Commerce Street with a 15-inch PVC main. The southern portion of the Olsen Ranch development would discharge sanitary flows to Running Stag Way and would flow into the Beechwood sanitary sewer lift station.

Conditions of Approval for the project would also require that pumps be upgraded and an approximately 300-foot long segment of gravity sewer downstream of the Beechwood sanitary sewer lift station be upsized to accommodate additional flows.

Wastewater generated by development in the Specific Plan area would feed into the City of Paso Robles wastewater conveyance system and ultimately flow to the city's WWTP. According to the city's 2015 UWMP, wastewater flows at buildout under the General Plan, which includes development of the Specific Plan area, are projected to be 4.4 mgd (approximately 4,946 AFY or 0.11 AFY per capita). Accordingly, wastewater generated by the project has been accounted for in the city's long-range utilities planning and would not result in an exceedance of the WWTP permitted discharge rate of 4.9 mgd. The project would not require or result in the construction of new wastewater facilities or expansion of existing facilities for wastewater conveyance or treatment beyond those designed specifically for the project described above. Therefore, the city has adequate capacity to serve the project's projected wastewater demand in addition to the existing commitments already served by the WWTP.

As discussed in Section 4.17.1(b), the city has completed major upgrades of its treatment facility in 2015 and 2019 and is now capable of producing tertiary quality recycled water. The project would utilize the city's new recycled water system and would connect to the city's system upon development of the connection of Airport Road at the northern boundary of the Chandler Ranch parcel. Specific Plan development would include installation of a 10-inch recycled water main in Airport Road and Niblick Road. Therefore, the project would not result in the need for new or expanded wastewater treatment facilities beyond those necessary for the project, as described above, the construction or relocation of which could cause significant environmental effects. Impacts related to wastewater treatment capacity and facilities would be less than significant.

Stormwater Drainage Facilities

The project would alter the existing drainage pattern in the Specific Plan area through mass grading and would increase the impervious surface area throughout the Specific Plan area. The project includes 14 drainage basins in the Specific Plan area, which are shown on Figure 2-5 in Section 2, Project Description, and described in detail in the Preliminary Drainage Report (January 2019) and the Stormwater Control Plan (February 2019) for the project (refer to Appendix F). The proposed drainage system for the Specific Plan area also includes water quality control features and storm inlets and drains. Refer to Section 4.10, Hydrology and Water Quality, for a discussion of the project's potential impacts related to stormwater drainage. As discussed therein, the proposed detention and existing drainage facilities would meet applicable city requirements and project impacts related to stormwater drainage would be less than significant. The physical impacts of on-site stormwater drainage facilities are evaluated throughout this EIR.

Electric Power, Natural Gas, and Telecommunications Facilities

A PG&E transmission line utility easement crosses a portion of the Olsen Ranch property from the southwest to the northeast. The project does not include any components affecting the existing PG&E transmission lines or utility easement, and the project applicant would be required to contact PG&E for any approvals associated with existing PG&E right-of-way in the Specific Plan area.

Electric power, natural gas, and telecommunications would be provided to the Specific Plan area through the extension of existing off-site electric power, natural gas, and telecommunications facilities. The project would not require or result in the construction of new facilities or expansion of existing facilities beyond those designed specifically for the project. The physical impacts of on-site

development, which includes electric power, natural gas, and telecommunications facilities, are evaluated throughout this EIR. Impacts associated with the construction or relocation or electric power, natural gas, and telecommunications facilities as a result of the project would be less than significant.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold 2: Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact U-2 THE PROJECT WOULD RESULT IN A NET INCREASE IN CITY WATER USE BY 341.7 AFY. THIS LEVEL OF DEMAND CAN BE SUPPORTED BY THE CITY'S EXISTING WATER SOURCES IN BOTH NORMAL AND DROUGHT CONDITIONS. IMPACTS TO WATER SUPPLY WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The Specific Plan area is generally undeveloped with the exception of 13 residential units on the Our Town property and three existing rural residential units and associated outbuildings on the northern portion of the Olsen Ranch property. Development in the Specific Plan area currently relies on groundwater from private onsite wells for water supply, with a current estimated water use of 6.4 AFY. Development of the Specific Plan area with up to 1,293 residential units, consistent with the General Plan residential allocations for the Chandler Ranch and Olsen Ranch properties, is anticipated in the evaluation of city water demand and supply in the city's 2015 UWMP.

The project includes a General Plan Amendment that would reallocate 60 units from the Uptown/Town Centre Specific Plan to the Centex property in the Olsen/South Chandler Specific Plan area. Therefore, the project would allow a maximum density of 1,293 dwelling units in the Specific Plan Area, including the Centex and Our Town properties, as well as a 0.23-acre area developed for commercial/retail uses and a 1.0-acre farmstand area. As detailed in the WSA, the residential and commercial/retail water demands for the project would be met with city water supply. The residential water demands are based on water use rate projections used for future development in the 2015 UMWP (0.2 AFY for single family homes and 0.18 AFY for multifamily units), and the water demand rate for the commercial/retail uses was estimated at approximately 11.3 AFY per acre. Initially potable water would be used for irrigation of community parks, neighborhood open space, the farmstand land, private recreational areas, water quality basins, and the vineyards. Upon development of the North Chandler Ranch property and the extension of Airport Road, recycled water would be used to irrigate the community parks, neighborhood open space, water quality basins, and the vineyards.

The project also includes a school overlay district on the Centex parcel. This property could either be developed as a school or housing. If a school is built on this site, then the total housing in the Specific Plan area may be less than 1,293 units. However, to be conservative, the water supply analysis assumes that an elementary school is included on the site in addition to the planned 1,293 residential units. A seven percent increase in water use was also applied to the proposed water uses included in the project to include unaccounted-for (non-revenue) water in the total water demands. Unaccounted-for water is water that represents main flushing or firefighting, meter error, and leaks. Table 4.17-3 shows the proposed buildout water demands of the project from the WSA.

As shown in Table 4.17-3, at buildout, total potable demand for the residential and non-residential components of the project is estimated to be 578.9 AFY until recycled water connections are

established. Upon availability of recycled water for use, the potable water demand would be reduced to 348.1 AFY, with a total recycled water demand of 230.8 AFY.

Accounting for existing water use in the Specific Plan area of 6.4 AFY, the project would result in a short-term net increase in water use by 572.5 AFY and a long-term net increase in water use by 341.7 AFY, when recycled water would be available to serve the project. In addition, potable water supply needed to serve the Specific Plan area's residential and non-residential water demands is included in the 2015 UWMP, which concludes that the city has the supply available from its water supply portfolio of Nacimiento water, groundwater from the Paso Robles Groundwater Basin, and water from the Salinas River to serve the city, including the Specific Plan area, under normal and drought conditions (Appendix J). Therefore, the city has sufficient water supplies available to serve the Specific Plan area from existing entitlements and resources and impacts to water supply would be less than significant.

Table 4.17-3 Specific Plan Buildout Water Use Projections

			Water Use (AFY) by Source	
			City-Supplied	Recycled
Development Component	Units/Acres	Water Use Rate ¹		
Residential				
Single-family homes	1,125 units	0.2 acre-feet/unit	225.0	0.0
Townhomes	108 units	0.18 acre-feet/unit	19.4	0.0
Apartments	60 units	0.18 acre-feet/unit	10.8	0.0
Residential Subtotal	1,293 units		255.2	0.0
Non-Residential				
Commercial/Retail (building area)	0.23 acres	11.3 AFY/acre	2.5	0.0
Farmstand	1.0 acres	3.0 AFY/acre	3.0	0.0
Pool house ³			3.0	0.0
Overlook recreation center ³			3.5	0.0
Spa ³			5.0	0.0
Club ³			7.5	0.0
Event barn ³			4.4	0.0
Pool service building ³			2.0	0.0
CSA maintenance shed and dog wash ³			0.1	0.0
Elementary school	495 students	12 gallons/day/student (180 days/year)	3.3	0.0
Private recreational areas	17.1 acres	2.0 AFY/acre	34.2	0.0
Community parks	45.3 acres	2.0 AFY/acre	0.0	90.6
Neighborhood open space	33.8 acres	2.0 AFY/acre	0.0	67.6
Water quality basins	5.7 acres	2.0 AFY/acre	0.0	11.4
Vineyards	30.0 acres	1.5 AFY/acre	0.0	45.0
Non-Residential Subtotal			68.5	214.6
Residential and Non-Residential Subtotal			323.8	214.6
Unaccounted-for water ²			24.4	16.2
Total			348.1	230.8

¹ Future demand projections in the 2015 UWMP, including 0.2 AFY for single-family homes and 0.18 AFY for multi-family homes.

² Unaccounted-for (non-revenue) water assumed to be seven percent to be consistent with 2015 UWMP, and includes water used for main flushing or firefighting, meter error, and leaks.

³ Water use projection provided by project applicant.

Source: WSA, Appendix J

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold 4:	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
Threshold 5:	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact U-3 THE PROJECT WOULD NOT RESULT IN EXCEEDANCE OF THE PASO ROBLES LANDFILL PERMITTED DAILY THROUGHOUT OR PERMITTED TOTAL CAPACITY AND WOULD COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS FOR SOLID WASTE. THEREFORE, IMPACTS RELATED TO SOLID WASTE WOULD BE LESS THAN SIGNIFICANT (CLASS III).

At full buildout the project would add an estimated 3,473 new residents (1,293 high-density, medium-density, and low-density dwelling units – 16 existing dwelling units x 2.72 people/unit [Department of Finance 2018]). Based on the CalRecycle 2017 total disposal rate of 5.2 pounds per resident per day for residential uses, these new residents would generate approximately 3,296 tons of solid waste per year or 9.0 tons of solid waste per day (CalRecycle 2019).

As of December 31, 2017, the Paso Robles Landfill had a remaining capacity of 4,216,402 cubic yards or approximately 65 percent of the maximum permitted capacity (CalRecycle 2019). The 2016/2017 average gate acceptance rate at the Paso Robles Landfill was approximately 152 tons per day on a six-day per week basis and accounting for being closed on Christmas day. The project would include demolition of approximately 2,400 square feet of existing buildings. The project would be required to comply with the city's Climate Action Plan "mandatory" measures to reduce greenhouse gas emissions from solid waste disposal, including the requirement to divert a minimum of 65 percent of non-hazardous construction and demolition debris. Solid waste generated by new development operations in the Specific Plan area would increase the recent average gate acceptance rate at the Paso Robles Landfill by approximately 9.0 tons per day for a total throughput at the landfill of approximately 161 tons per day. Therefore, the project would not increase solid waste generation such that the city would exceed the maximum permitted throughput of 450 tons of solid waste per day or remaining capacity of 4,216,402 cubic yards at the Paso Robles Landfill. New development in the Specific Plan area would be required to comply with all federal, state, and local regulations and diversion requirements pertaining to solid waste disposal. Overall, the project would result in a less than significant impact to solid waste services and facilities.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

c. Cumulative Impacts

As discussed in Section 3.3, the cumulative analysis in this EIR is based on the city's cumulative project list. Cumulative development in the city would result in additional residential units and non-residential development.

Water

Cumulative development would be considerable if it would exceed the city's available water supply or result in the need for new or expanded facilities. Additional development in the city as a result of the project, in combination with other cumulative development in the area, would incrementally contribute to the need for new or expanded facilities, the construction of which could cause environmental impacts. As discussed in Impact U-2, the 2015 UWMP concludes that the city has the supply available from its water supply portfolio to serve buildout under the General Plan, which includes development of the project site as well as other identified Specific Plan areas in the city, including the Beechwood Specific Plan area and North Chandler Ranch area. The expansion and/or construction of new facilities to support General Plan buildout, if required, would be subject to independent environmental review and mitigation to avoid, minimize, or reduce identified environmental effects. Therefore, the project's contribution to cumulative impacts to water supply and infrastructure would be less than significant.

Wastewater

Cumulative development would be considerable if it would exceed the city's available wastewater treatment capacity or result in the need for new or expanded facilities. As discussed in Impact U-1, wastewater flows at buildout under the General Plan, which includes development of the project site as well as other identified Specific Plan areas in the city, including the Beechwood Specific Plan area, are projected to be 4.4 mgd (approximately 4,946 AFY or 0.11 AFY per capita). Accordingly, wastewater generated by cumulative development in the city has been accounted for in the city's long-range utilities planning and would not result in an exceedance of the WWTP permitted discharge of 4.9 mgd. The expansion and/or construction of new facilities would be subject to independent environmental review and mitigation to avoid, minimize, or reduce identified environmental effects. Therefore, the project's contribution to this cumulative impact would be less than significant.

Solid Waste

Cumulative development would be considerable if it would: generate solid waste in excess of applicable standards or the capacity of local infrastructure; impair the attainment of solid waste reduction goals; or conflict with management and reduction statutes, and regulations related to solid waste. Cumulative development in the city would increase throughput at the Paso Robles Landfill that could exceed the maximum permitted throughput of 450 tons of solid waste per day or overall permitted landfill capacity. As of December 2017, the Paso Robles Landfill had a remaining capacity of approximately 65 percent. As discussed in Impact U-3, solid waste generated by new development operations in the Specific Plan area would not increase solid waste generation such that the city would exceed the maximum permitted throughput of 450 tons of solid waste per day or remaining capacity of 4,216,402 cubic yards at the Paso Robles Landfill. Cumulative development, including the proposed project, would be required to comply with all federal, state, and local regulations and diversion requirements pertaining to solid waste disposal. Therefore, the project's contribution to this cumulative impact would be less than significant.

Stormwater Drainage and Other Utilities

Refer to Section 4.10, Hydrology and Water Quality, for a discussion of potential cumulative impacts related to stormwater drainage. As discussed therein, the proposed detention and existing drainage facilities would meet applicable city requirements and the project would not substantially

contribute to cumulative impacts related to drainage. Furthermore, the expansion and/or construction of new electric power, natural gas, and telecommunication facilities as a result of cumulative development would be subject to subsequent environmental review and mitigation to avoid, minimize, or reduce identified environmental effects. Therefore, the project's contribution to cumulative impacts to stormwater drainage and other utilities would be less than significant.

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4.18 Effects Found Not to be Significant

This section provides a brief description of effects found not to be significant or less than significant, based on the NOP comments or more detailed analysis conducted as part of the EIR preparation process. Note that a number of impacts that are found to be less than significant are addressed in the various EIR topical sections (Sections 4.1 through 4.17) to provide more comprehensive discussion of why impacts are less than significant, in order to better inform decision makers and the general public.

4.18.1 Aesthetics and Visual Resources

Potential Environmental Effects

- Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Reasons Why Effects Were Not Found Significant

U.S. 101 and SR 46 are both eligible for listing as state scenic highways (Caltrans 2019a), and SLOCOG considers them significant regional corridors (SLOCOG 2019a). While not actually designated, these state highways are eligible for listing and impacts to visual resources within their viewsheds could impair their ability to be designated in the future. The project area is approximately 9 miles from U.S. 101 and approximately 4 miles from SR 46. At these distances, the project would have no impact upon scenic resources visible from these state highways with intervening topography.

4.18.2 Agricultural and Forestry Resources

Potential Environmental Effects

- Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Reasons Why Effects Were Not Found Significant

The Specific Plan area does not contain any designated forest land, timberland, or timberland zoned Timberland Production. Therefore, the project would not result in any impacts with regards to conflict with zoning for forest land or timberland resources and would not result in the loss or conversion of forest land to non-forest use.

The South Chandler Ranch property is zoned Residential Single family (RSF6), Residential Multi Family (RMF9) and Planned Industrial (PM). The Olsen Ranch property is predominantly zoned Residential Single Family (R1 PD3 and R1 PD4), with a portion zoned Residential (R4 PD < 95 units). The Our Town and Centex properties are designated for residential uses. No lands within the

Specific Plan area or City of Paso Robles are enrolled in a Williamson Act contract. According to the City's Purple Belt Action Plan (2009), an Agricultural Cluster development has been approved by the county on 840 acres east of and adjacent to the Chandler Ranch property, with 95 percent or 806 acres required to be held under open space easement and a Williamson Act contract. This land has since been enrolled and is currently under a Williamson Act contract. Future development of the Specific Plan area would be consistent with the underlying zoning. Mitigation Measures AG-2(a), Agricultural Conflict Avoidance Measures, and AG-2(b), Agricultural Fencing, as described in Section 4.2, *Agricultural Resources*, would also serve to avoid or minimize conflicts between new uses and adjacent agricultural operations, including those on adjacent Williamson Act contracted lands. Therefore, the Specific Plan would result in less than significant impacts due to conflict with existing zoning for agricultural use or a Williamson Act contract.

4.18.3 Air Quality

Potential Environmental Effects

- Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Reasons Why Effects Were Not Found Significant

The SLOAPCD CEQA Air Quality Handbook (2012) identifies typical land uses that have the potential to result in odorous emissions and provides recommendations for siting new sensitive land uses in close proximity to these uses. The project includes residential and non-residential development including a Neighborhood Commercial Overlay District that would allow neighborhood commercial uses, a school overlay district that would allow a public elementary school, and community amenities including a community building, a private recreational center, and a pool house. None of these uses are identified by SLOAPCD as uses that typically create objectionable odors. Despite not being identified as a source of odor by SLOAPCD pools are sometimes perceived as a source of odors from pool chemicals; however, the proposed pool house is internal to the Specific Plan area and would not affect adjacent properties outside of the Specific Plan area. In addition, the Specific Plan area is surrounded by residential and light industrial land uses to the west and southwest, and open space and agricultural land uses further to the north, west, and south. None of these land uses include operations listed in the CEQA Air Quality Handbook as potential odor-contributing sources. Therefore, the project would not result in objectionable odors that would affect a substantial number of people.

4.18.4 Biological Resources

Potential Environmental Effects

- Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Reasons Why Effects Were Not Found Significant

The Specific Plan area is adjacent to urban development and is not a known corridor for movement of migratory wildlife. Furthermore, much of the land adjacent to the Specific Plan area contains open habitat suitable for wildlife movement regionally. The Specific Plan area is not within a mapped movement corridor for San Joaquin kit fox (SJKF) and development of the Specific Plan area would not significantly impede the use of wildlife nursery sites. The riparian habitat within the Specific Plan area is intermittent along the northern drainage and does not provide adequate cover to function as a substantial migratory wildlife corridor.

The Specific Plan area is also not located in or part of an area with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.18.5 Geology and Soils

Potential Environmental Effects

- Would the project be located on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Reasons Why Effects Were Not Found Significant

The project would involve residential connections to existing utility services for wastewater and would not require septic tanks or alternative wastewater disposal system. Therefore, the project would result in no impacts related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

4.18.6 Hazards and Hazardous Materials

Potential Environmental Effects

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Reasons Why Effects Were Not Found Significant

The Specific Plan area is located approximately 3 miles south of the Paso Robles Municipal Airport and is outside of the Safety Zones identified in the Airport Land Use Plan (2005). Therefore, this impact would be less than significant.

4.18.7 Hydrology and Water Quality

Potential Environmental Effects

- In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Reasons Why Effects Were Not Found Significant

The project site is located approximately 18 miles northeast of the Pacific Ocean. Elevations on the project site range from approximately 820 to 910 feet above mean sea level (msl), generally sloping downwards towards Aaroe Road, which crosses through the center of the Specific Plan area, south of the South Chandler Ranch property, and north of the Olsen Ranch property. The nearest lakes are Lake Nacimiento, approximately 16 miles northwest of the Specific Plan area, and Santa Margarita Lake/Salinas Reservoir, approximately 19 miles southeast of the Specific Plan area. Due to the proximity and topography between the site and the nearest large bodies of water, tsunami and seiche impacts would be less than significant.

As identified in the General Plan Safety Element (Figure S-7), the areas of the city immediately adjacent to the Salinas River are potentially subject to inundation in the event of unintended releases or surges from the Salinas Dam. The Specific Plan area is located approximately 2 miles east of the Salinas River, and is not located in a dam failure inundation area. Overall, potential impacts associated with flooding as a result of levee or dam failure, or inundation by mudflow, tsunami, or seiche would be less than significant.

4.18.8 Noise

Potential Environmental Effects

- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Reasons Why Effects Were Not Found Significant

The Specific Plan area is located approximately 3 miles south of the Paso Robles Municipal Airport and is outside of the 55 dBA noise contour identified in the Airport Land Use Plan (2005). Therefore, the project would not expose people residing or working in the project area to excessive noise levels from aircraft or other airport uses. This impact would be less than significant.

5 Other CEQA Required Discussions

This section discusses other issues for which CEQA requires analysis in addition to the specific issue areas discussed in Section 4.0, Environmental Impact Analysis. These additional issues include: the potential to induce population growth and/or economic expansion; establishment of a precedent setting action; development or encroachment in an isolated or adjacent area of open space; removal of obstacles to growth; and significant and irreversible impacts on the environment.

5.1 Growth Inducement

Section 15126.2(d) of the State CEQA Guidelines requires that EIRs discuss the potential for projects to induce population or economic growth, either directly or indirectly. CEQA also requires a discussion of ways in which a project may remove obstacles to growth. Generally speaking, a project may be considered growth inducing if it results in one or more of the five conditions identified below:

1. Induces population growth;
2. Induces economic expansion;
3. Establishes a precedent setting action (e.g., an innovation, a radical change in zoning or general plan designation);
4. Results in development or encroachment in an isolated or adjacent area of open space (i.e., being distinct from “infill” development); or
5. Removes an impediment to growth (e.g., the establishment of an essential public service or the provision of new access to an area).

The evaluation below is based on buildout of the project which includes: a proposed Specific Plan; General Plan amendment; Zone Change; multiple tentative tract maps; oak tree removal permit; abandonment of portions of Condict Boulevard, Fontana Road, and Linne Road; Development Agreement; and formation of a Community Facilities District for the 358-acre project site. The project has been designed with a mixture of residential, non-residential, and open space/recreational uses, consistent with the development parameters for the Chandler Ranch and Olsen Ranch Specific Plan areas described in the city’s General Plan Land Use Element, with amendments as described in Section 2, Project Description.

5.1.1 Population Growth

As discussed in Section 2, Project Description, the proposed project would result in up to 1,293 residential units ranging from single-family to multi-family and a Neighborhood Commercial Overlay District that would support up to 39,135 square feet of non-residential use. Development of the project would add an estimated 3,473 residents to the city (1,293 new single family and multi-family dwelling units x 2.72 people/unit - 16 existing units x 2.72 people/unit). When added to the city’s existing population of 31,559, the city’s total population with the project would be 35,032 persons. The Specific Plan is subject to the requirements of Policy LU-1A of the city’s Land Use Element, which describes the development potential of the General Plan, and is intended to provide an

appropriate mix and diversity of land uses in Paso Robles. The General Plan development potential described in Policy LU-1A describes a maximum development potential of 16,818 residential dwelling units in the city. The maximum buildout of the Specific Plan area under the current General Plan land use designations is 1,233, as prescribed by Policy LU-G of the city's General Plan. As described in Section 2, Project Description, the project includes a General Plan Amendment that would reallocate 60 residential units from the Uptown/Town Centre Specific Plan to the Olsen/South Chandler Specific Plan. As such, the proposed project would result in population growth that is consistent with the city's General Plan.

SLOCOG projects that the city will grow by approximately 6,299 new residents and 2,916 housing units by the year 2050. Therefore, population growth that may result from the project would not conflict with local growth management policy or result in exceedance of local and regional growth projections. Potential environmental impacts specific to increasing population are discussed in Section 4.13, Population/Housing. Potential secondary environmental impacts associated with this population growth are analyzed throughout Sections 4.1 through 4.18 of this EIR.

5.1.2 Economic Growth

The proposed project includes residential development and non-residential development. Allowable non-residential uses in the Neighborhood Commercial Overlay may include neighborhood retail, food and beverage sales, and other allowable uses described in Table 21.16.200 of the city's Zoning Code for the CP - Neighborhood Commercial zone. As such, the proposed project would contribute to economic growth by providing additional space for business within the city. Additionally, residential development may indirectly contribute to local economic growth as a result of the additional population increasing demand on the local economy for general goods. Increased demand for economic services would be accommodated by existing businesses in the Paso Robles area and could result in growth for certain types of economic activity related to residential development (such as food service and other retail uses). The physical effects of any new commercial development that occurs in the region would depend upon the size, type, and location of such development. Any environmental impacts relating to new commercial development that would serve the project would be addressed as part of separate environmental review of specific development projects. Therefore, the project would not result in impacts related to substantial economic growth.

5.1.3 Precedent Setting Action

Both the Olsen Ranch property and Chandler Ranch property are identified in the city's General Plan Land Use Element as areas requiring Specific Plans (Policy LU-2G). Following completion of the Olsen Ranch annexation in 2004 and the Linne Road (Our Town) Annexation in 2005, the proposed Specific Plan area is within the city limit. The Olsen-South Chandler Ranch Specific Plan is required to meet performance standards prescribed in the General Plan Land Use Element, including minimum and maximum density requirements. As described in Section 2, Project Description, the project includes a General Plan Amendment that would reallocate 60 residential units from the Uptown/Town Centre Specific Plan to the Olsen/South Chandler Specific Plan. Therefore, future development of the Specific Plan area would result in urban development on two of the Specific Plan areas identified for future development in the General Plan Land Use Element.

The proposed project would require discretionary approvals from the city including the Specific Plan, General Plan amendment, Zone Change, tentative tract maps, oak tree removal permit, roadway abandonments, Development Agreement, and Community Facilities District. The Specific

Plan, as a long-term land use plan, is intended to reduce the potential for uncontrolled growth from specific development proposals and associated environmental impacts of such growth. Since the project would be required to be consistent with the development parameters and what is envisioned for the Specific Plan area in the city's General Plan, it would not set a precedent that would have new growth-inducing impacts in the area. Any growth inducement from the proposed actions would occur within what is planned for the site in the city's General Plan.

5.1.4 Development of Open Space/Vacant Land

Development of open space is considered growth-inducing when it occurs outside urban boundaries or in isolated locations instead of infill areas. The Specific Plan area is located at the eastern edge of the city; however, the city's General Plan has identified several specific plan areas within its boundaries, including the Olsen/South Chandler Ranch Specific Plan area, that are designated for development. Development of the site would occur in an area of the city bordered to the west by existing development and would consist primarily of new residential uses. As shown in the Land Use Plan (refer to Figure 2-5 in Section 2, Project Description), approximately 32 percent, or about 113 acres, of the project area is preserved for recreational and open space uses. The recreational and open space uses would increase the city's supply of dedicated parkland, would be dispersed throughout the other proposed uses within the Specific Plan area. Therefore, the project would not result in the establishment of open space/vacant land in isolated areas that could induce growth at the city's periphery.

5.1.5 Removal of an Impediment to Growth

The project would not result in the removal of an impediment for growth within the City of Paso Robles, as adequate access and services are already available for the adjacent and surrounding areas in the city. The western project boundary is contiguous to urban land uses, while the remainder of the site borders agricultural uses with scattered single-family residences outside of the city limit. The project would facilitate a planned mixture of uses on several of the last remaining large sites and two Specific Plan areas identified in the city's General Plan Land Use Element. As such, the project would reduce the potential for uncontrolled piecemeal growth in the region and reduce the pressure for urban sprawl beyond the existing urban limits. In addition, by focusing development within already urban-designated areas, it is anticipated that implementation of the project would reduce growth pressure in undeveloped areas at the periphery of the city and in the adjacent San Luis Obispo County. This would be expected to reduce the potential for impacts relating to such issues as biological resources, regional traffic, and air quality as compared to development on lands beyond urban boundaries.

As described in Section 2, Project Description, wastewater, potable and recycled water, and stormwater collection would be provided to the Specific Plan area through the extension of the existing city infrastructure (see Section 4.14, Public Services, for further discussion of this topic). Access to the Specific Plan area would be primarily from existing roadways adjacent to the project site. However, the project would also extend Sherwood Road through the Specific Plan area to Aaroe Road (see Section 4.16, Transportation/Traffic, for further discussion of this topic). Roadway improvements included in and anticipated by the project, including the Sherwood Drive extension, and the extension of Airport Drive, are anticipated in the 2012 General Plan Circulation Element, which is currently being updated by the city.

Extending existing city infrastructure to undeveloped areas outside of the Paso Robles city Limit would remove a potential obstacle to development in these areas. Lands to the east and south of

the Specific Plan area outside of the city limit are currently designated for agricultural use by the County of San Luis Obispo General Plan, and are available for such use, or currently in agricultural use with the support of existing infrastructure, including public and private roadways, and private wells. The city does not provide water service to properties beyond the city limits. The Paso Robles Purple Belt Action Plan, adopted by the city in September 2009, is intended to create a basis for an eventual physical boundary for urban growth and development outside the current city boundary. The Specific Plan area is bounded by areas identified as a high priority in the Purple Belt Action Plan. These areas limit the potential for urban development that would require extension of city infrastructure. For these reasons the project would not result in the removal of an impediment to growth under the existing land uses anticipated outside of the city limit.

No additional utility infrastructure or facilities beyond those necessary to accommodate anticipated buildout of Paso Robles consistent with the adopted General Plan would be implemented through this proposed project. Therefore, future development outside of the city limit would still be required to construct any infrastructure required to support such development, and the County of San Luis Obispo as the lead agency would be required to review the potential environmental effects of any such development consistent with the requirements of CEQA. Urban development of County of San Luis Obispo land east of the Specific Plan area would result in potential environmental effects similar to the proposed project, depending on the type and level of construction. Residential development would have the potential to result in significant impacts in such areas as traffic, air quality, noise, biological and cultural resources, and land use compatibility relating to the direct interface with agricultural uses.

Overall, the project would not induce new development outside of the Paso Robles city limit, or otherwise remove any existing impediment to growth.

5.2 Significant Unavoidable Effects

State CEQA Guidelines §15126(b) requires that an EIR identify those significant impacts that cannot be reduced to a less than significant level with the application of mitigation measures. As discussed in Sections 4.3 and 4.15, implementation of the project would result in the following significant and unavoidable impacts:

- Air Quality – Long-term emissions
- Transportation/Traffic – Existing Plus Project, Near-Term Plus Project, and Cumulative Plus Project traffic conditions

5.3 Significant Irreversible Environmental Effects

State CEQA Guidelines §15126.2(c) requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Such significant irreversible environmental changes may include the following:

- Use of non-renewable resources during the initial and continued phases of the project that would be irreversible because a large commitment of such resources makes removal or non-use unlikely;
- Primary impacts and, particularly secondary impacts (such as highway improvement that provides access to a previously inaccessible area) that generally commit future generations to similar uses; or

- Irreversible damage which may result from environmental accidents associated with the project.

Urban development in the Specific Plan area would result in the permanent conversion of open, agricultural lands to residential and non-residential uses. Development facilitated by the project would also require building materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any development in the region and are not unique to the project. The addition of new residential units and non-residential space would irreversibly increase local demand for non-renewable energy resources such as petroleum and natural gas. Increasingly efficient building fixtures and automobile engines, as well as implementation of policies included in the Olsen/South Chandler Ranch Specific Plan are expected to offset the demand to some degree. It is not anticipated that growth facilitated by the project would significantly affect local or regional energy supplies. Section 4.6, Energy, includes a full analysis of potential impacts related to energy resources by construction and operation of the proposed project.

Growth accommodated under the project would require an irreversible commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. These topics are discussed in Section 4.14, Public Services, and Section 4.17, Utilities/Service Systems. Vehicle trips associated with the proposed project would incrementally contribute local traffic and noise levels and regional air pollutant emissions. These topics are discussed in Section 4.3, Air Quality, Section 4.8, Greenhouse Gas Emissions, Section 4.12, Noise, and Section 4.16, Transportation/Traffic. Impacts related to air quality and transportation/traffic were determined to be significant and unavoidable.

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6 Alternatives

As required by Section 15126.6 of the CEQA Guidelines, this EIR examines a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives but would avoid or substantially lessen any of the significant adverse impacts of the project. The State CEQA Guidelines state that “the range of alternatives required in an EIR is governed by a rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant impacts of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project (Section 15126.6[f]). The EIR need not consider every conceivable alternative but must consider a reasonable range of alternatives that will foster informed decision making and public participation (Section 15126.6[a]).

In defining feasibility of alternatives, the CEQA Guidelines state that “among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site” (Section 15126.6).

6.1 Project Objectives

As discussed in Section 2, Project Description, the applicant’s objectives for the project as described in the Draft Specific Plan are to:

1. Provide new residential development that implements General Plan Housing Element and Land Use Element density allocations in the Specific Plan area;
2. Provide residential units to help meet the needs of the City of Paso Robles and address the current state-wide housing shortage;
3. Provide a wide range of housing opportunities for the city that are anticipated by city planning decisions and guidelines;
4. Create a residential community with contextually appropriate architectural styles, landscaping, open spaces, and amenities to provide a variety of housing options for home-buyers;
5. Prioritize pedestrian and bicycle connections both throughout the community and between the Specific Plan area and neighboring communities;
6. Implement a walkable-bikeable neighborhood design that is integrated with parks, open space amenities, and other civic spaces to allow pedestrians, bicycles, and vehicles to travel safely and efficiently; and
7. Preserve natural features of the Specific Plan area, incorporating recreational amenities such as a park and trail system to encourage active and passive recreation.

6.2 Significant and Unavoidable Impacts of the Project

The project would result in significant and unavoidable impacts to air quality and transportation/traffic.

Air Quality

Development in the Olsen/South Chandler Ranch Specific Plan Area would generate long-term operational air pollutant emissions that would exceed San Luis Obispo Air Pollution Control District (SLOAPCD) daily emissions significance thresholds for ROG + NO_x, DPM, and PM₁₀. Mitigation Measure AQ-1, which would incorporate mobile source emissions reduction measures into proposed Specific Plan, and Mitigation Measure AQ-3, which would incorporate SLOAPCD's standard land use emissions reduction measures into the Specific Plan, would collectively reduce impacts to regional air quality. Overall, implementation of required mitigation would reduce long-term emissions of diesel particulate matter (DPM) below the SLOAPCD's daily significance threshold but would not reduce emissions of ozone precursors or particulate matter below the SLOAPCD's daily significance thresholds. As a result, the long-term impacts to regional air quality of the Specific Plan would be significant and unavoidable.

All other potential air quality impacts, which include consistency with SLOAPCD's 2001 Clean Air Plan, temporary emissions during project construction, and localized concentrations of toxic air contaminants, would be reduced to a less than significant level with incorporation of Mitigation Measures AQ-1, AQ-2(a) through AQ-2(g), and AQ-4.

Transportation and Traffic

Under Existing Plus Project, Near-Term Plus Project, and Cumulative Plus Project conditions, several study area intersections would operate at unacceptable levels of service (LOS) based on the city's adopted LOS standards and applicable Caltrans LOS standards. Under each of these scenarios, the volume of traffic at several intersections would exceed the available storage capacity. In addition, under these scenarios, multiple freeway segments would operate at unacceptable LOS. Therefore, under Existing Plus Project, Near-Term Plus Project, and Cumulative Plus Project conditions, the project would conflict with the city's established measures of effectiveness for the performance of the circulation system and LOS standards and vehicle queuing standards. Implementation of the mitigation measures described in Section 4.16, Transportation/Traffic, would improve LOS and reduce queuing impacts at several impacted intersections to pre-project levels. However, the uncertainty of timing and implementation of mitigation at intersections within state right-of-way that would require Caltrans coordination and approval limits the feasibility of required mitigation and would result in significant and unavoidable transportation impacts at the following intersections:

- State Route 46 East/Union Road (#3) under Existing and Near Term Plus Project conditions
- State Route 46 East/Airport Road (#4) under Near Term Plus Project conditions
- State Route 46 East/Golden Hill Road (#2) under Cumulative Plus Project conditions
- State Route 46 East/Mill Road (#5) under Cumulative Plus Project conditions
- Riverside Avenue/Pine Street/U.S. 101 Southbound Ramp (#17) under Cumulative Plus Project conditions

In addition, infrastructural constraints, including the lack of availability of width to accommodate additional lanes on the Niblick Road bridge and right-of-way constraints at the Niblick Road/South River Road intersection limit the feasibility of required mitigation and result in significant and unavoidable queuing impacts at the following intersections:

- Creston Road/Niblick Road under Existing, Near-Term, and Cumulative Plus Project conditions
- 1st Street-Niblick Road/Spring Street under Near-Term and Cumulative Plus Project conditions
- Niblick Road/South River Road under Existing and Near-Term Plus Project conditions

Available mitigation would not return queues at the following facilities to pre-project levels, resulting in significant and unavoidable queuing impacts:

- 13th Street/Riverside Avenue under Existing, Near-Term, and Cumulative Plus Project conditions
- 13th Street/Paso Robles Street under Existing, Near-Term, and Cumulative Plus Project conditions
- 1st Street-Niblick Road/Spring Street under Existing, Near-Term, and Cumulative Plus Project conditions
- Niblick Road/South River Road under Existing, Near-Term, and Cumulative Plus Project conditions

In addition, development and implementation of final future improvements to impacted freeway segments would require coordination with and approval from Caltrans. Due to the uncertainty of timing and implementation, identified impacts to freeway segments would be significant and unavoidable under Existing, Near-Term, and Cumulative Plus Project conditions.

Therefore, potential impacts identified for Existing Plus Project, Near-Term Plus Project, and Cumulative Plus Project conditions may not be feasibly mitigated to a less than significant level. As a result, impacts associated with transportation and circulation would remain significant and unavoidable. Project-level and cumulative impacts to other project area intersections and segments would be reduced to a less than significant level with implementation of Mitigation Measures T-1(a), T-1(b), T-1(c), T-2(a) through T-2(e), T-7(a), and T-7(b).

6.3 Alternatives Analysis

This discussion focuses on alternatives to the project, including alternatives which were considered and rejected, as well as the CEQA-required “no project” alternative. Alternatives have been selected for their ability to provide a reasonable range of options that comply with the City’s General Plan and substantially reduce or eliminate the one or more of the adverse impacts associated with the Specific Plan, while still meeting basic project objectives. The alternatives are intended to help decision makers and the public understand the general implications of revising or eliminating certain components of the proposed project. Consistent with the CEQA Guidelines (§15126.6[e]), the “no project” analysis discusses the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistency with available infrastructure and community services.

This analysis includes only on-site alternatives, on the basis that off-site alternatives are not available that would attain the basic objectives of the project, and because the site was specifically identified in the General Plan Land Use Element as including two Specific Plan areas.

As required by Section 15126.6(c) of the CEQA Guidelines, the selection of alternatives for this EIR included a screening process to determine a reasonable range of alternatives, which could reduce significant effects but also feasibly meet project objectives. Alternatives that do not clearly provide any environmental advantages compared to the project, do not meet basic project objectives, or do not achieve overall lead agency policy goals, have been eliminated from further consideration. The factors that may be considered when addressing the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

The following alternatives were considered but eliminated from further analysis by the City of Paso Robles due to one or more of these factors:

- Development of the Olsen Ranch property only
- Development of the South Chandler Ranch property only

These alternatives would limit new development to either the South Chandler Ranch property or the Olsen Ranch property, rather than providing a combined Specific Plan that directs future development on both properties as well as the Centex and Our Town properties that connect the South Chandler Ranch property and the Olsen Ranch property. However, these alternatives would fail to achieve most of the basic project objectives related to providing new residential development to implement General Plan Land Use Element goals, providing a range of housing opportunities, and developing the Specific Plan area with integrated pedestrian and bicycle connections and neighborhood design, including contextually appropriate architectural styles, landscaping, open spaces, recreational opportunities, and other amenities. As a result of these considerations, this alternative was considered and rejected, consistent with CEQA Guidelines Section 15126.6(c).

The following three alternatives are evaluated in this EIR:

- Alternative 1: No Project, Existing Zoning
- Alternative 2: General Plan Density
- Alternative 3: Reduced Density Project, Vehicle Trip Reducing

As required by CEQA, this section also includes a discussion of the “environmentally superior alternative” among those studied.

Table 6-1 provides a summary comparison of the potential buildout characteristics of the proposed project and each of the alternatives considered. Detailed descriptions of the alternatives are included in the impact analysis for each alternative. The potential environmental impacts of each alternative are analyzed in Sections 6.4 through 6.6.

Table 6-1 Comparison of Project Alternatives' Buildout Characteristics

Feature	Proposed Project	Alternative 1: No Project, Existing Zoning	Alternative 2: General Plan Density	Alternative 3: Reduced Density Project, Vehicle Trip Reducing
Specific Plan Area	357.7 acres	357.7 acres	357.7 acres	357.7 acres
Maximum Residential Buildout	1,293 units	891 units ¹	1,233 units	250 units ²
Maximum Non-Residential Buildout	9,800 sf Neighborhood Commercial; 29,335 sf Recreation/Open Space Amenities; School Site Overlay	750,000 sf Planned Industrial ³	9,800 sf Neighborhood Commercial; 29,335 sf Recreation/Open Space Amenities; School Site Overlay	9,800 sf Neighborhood Commercial; 29,335 sf Recreation/Open Space Amenities; School Site Overlay ⁴
General Plan Amendment Required?	Yes <ul style="list-style-type: none"> Integrate combined planning areas and modify land use designations reallocate residential units from Uptown/Town Centre Specific Plan Revise high-voltage power line setbacks 	No	Yes <ul style="list-style-type: none"> Integrate combined planning areas and modify land use designations Revise high-voltage power line setbacks 	Yes <ul style="list-style-type: none"> Integrate combined planning areas and modify land use designations

¹ 673 allocated dwelling units on the Olsen Ranch property, 72 allocated dwelling units on the Centex property and 146 allocated dwelling units on the Our Town property.

² Refer to Appendix K.

³ Estimated based on 86 acres of Planned Industrial zoning.

⁴ Non-residential uses proportionally reduced to be consistent with reduction in residential density.

6.4 Alternative 1: No Project, Existing Zoning

6.4.1 Description

Consistent with the CEQA Guidelines (§15126.6[e]), the “no project” alternative reflects the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistency with available infrastructure and community services. Therefore, this alternative assumes that none of the proposed entitlements are implemented, and the Specific Plan area is developed consistent with the current zoning. As a result, this alternative assumes the development of approximately 86 acres (750,000 square feet) of light industrial and service commercial uses on the South Chandler Ranch property, 673 residential units (578 single-family units and 95 multi-family units) on the Olsen Ranch, 72 single-family residential units on the Centex property, and 146 residential units (19 single-family units and 127 multi-family

units) on the Our Town property. In total, this alternative would result in up to 750,000 square feet of light industrial and service commercial development and up to 891 residential units.

6.4.2 Impact Analysis

Alternative 1 differs from the proposed Olsen/South Chandler Ranch Specific Plan primarily by being consistent with the current zoning for the Specific Plan area, resulting in light industrial and service commercial uses on the South Chandler Ranch property and residential uses on the Olsen Ranch, Our Town, and Centex properties. Thus, the primary effect of this alternative would be a reduction in traffic and associated impacts to the transportation system, and potential new impacts associated with industrial development in the Specific Plan area. A brief summary of other CEQA issues under this alternative is presented at the end of this discussion.

Air Quality

Alternative 1 would result in industrial land uses on the South Chandler Ranch property and reduced residential development density on the Olsen Ranch property. As discussed below under *Transportation/Traffic*, this alternative would generate approximately 60,570 daily vehicle miles traveled (VMT) ($75,712 \text{ VMT} \times 0.8$), a reduction of approximately 20 percent compared to the proposed project. Therefore, buildout of this alternative would increase the city's daily VMT to 1,397,841 ($1,337,271 + 60,570$) by 2025, an increase of approximately 4.5 percent (City of Paso Robles 2011). This alternative would accommodate approximately 2,424 new residents, which would increase the city's forecast 2025 population to approximately 36,738 residents ($34,314 + 2,424$), an increase of approximately 7.1 percent (San Luis Obispo Council of Governments 2017).¹ Therefore, the growth in VMT under this alternative (4.5 percent) would not exceed the growth in population (7.1 percent) and would be consistent with the 2001 CAP assumptions for VMT. However, this alternative would not include provisions to improve local and regional public transit or strategies to promote telecommuting and would therefore be inconsistent with SLOACPD's 2001 CAP, similar to the proposed project. Implementation of Mitigation Measure AQ-1 would be required to achieve consistency with the 2001 CAP; therefore, this alternative's impacts related to consistency with the 2001 CAP would be similar to those of the proposed project.

The scale and intensity of construction activities under this alternative would be generally similar to the proposed project; and implementation of Mitigation Measures AQ-2(a) through AQ-2(g) would be required to reduce air pollutant emissions generated by construction to below SLOAPCD daily and quarterly thresholds for ROG + NO_x. As a result, construction-related air quality impacts would be similar to those of the proposed project.

Because this alternative would result in fewer residential units, operational air pollutant emissions associated with residential land uses would decrease in comparison to the proposed project. However, because this alternative would allow for a different mix of land uses than the project, specifically including potential light industrial uses on the South Chandler Ranch property, this alternative's potential criteria air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod). Table 6-2 and Table 6-3 show estimated daily and annual criteria pollutant emissions. As shown therein, overall daily and annual ROG + NO_x emissions from this alternative would be greater than those of the proposed project while daily and annual emissions of fugitive dust, daily DPM emissions, and daily CO emissions would be lower than those of the

¹ Using the City's average rate of 2.72 people per household, Alternative 1 would accommodate an estimated 2,424 new residents ($891 \text{ residential units} \times 2.72 \text{ people per household}$) (DOF 2018a).

proposed project. As with the proposed project, daily criteria air pollutant emissions would exceed SLOAPCD thresholds for ROG + NO_x, fugitive dust, and DPM, and annual criteria air pollutant emissions would exceed the SLOAPCD threshold for ROG + NO_x. Mitigation Measures AQ-1 and AQ-3 would be required to reduce operational air quality impacts to the extent possible. However, mitigation would not reduce operational air pollutant emissions to below SLOAPCD thresholds. As such, this alternative would not avoid the significant and unavoidable air quality impact identified in this EIR for the project as proposed.

Table 6-2 Estimated Alternative 1 Operational Daily Air Pollutant Emissions

Emission Source	Emissions (lbs/day) ¹			
	ROG + NO _x (combined)	Fugitive PM ₁₀ (dust)	DPM ²	CO
Area and Energy Sources	68.5	< 0.1	1.2	80.4
Mobile Sources	89.4	62.9	0.6	190.4
Total Emissions	149.7	62.9	1.8	270.8
SLOAPCD Daily Threshold	25	25	1.25 ³	550
Threshold Exceeded?	Yes	Yes	Yes	No
Proposed Project Emissions	133.2	72.1	1.9	313.0
Change from Project Emissions	16.5	(9.2)	(0.1)	(42.2)

() denotes a negative number.

ROG = reactive organic gases, NO_x = oxides of nitrogen, PM₁₀ = particulate matter measuring 10 microns or less in diameter, DPM = diesel particulate matter, CO = carbon monoxide

¹ Daily emissions are based on the highest emissions for summer and winter operational conditions for buildout year 2024 conditions. Totals may not sum due to rounding.

² DPM estimates were derived from the "PM₁₀ Exhaust" output from CalEEMod. This estimate represents a worst case scenario because it includes all PM₁₀ exhaust.

³ The SLOAPCD-recommended DPM significance threshold applies to on-site emission sources (i.e., area and energy sources).

Source: Appendix K

Table 6-3 Estimated Alternative 1 Operational Annual Air Pollutant Emissions

	Emissions (tons/year)	
	ROG + NO _x (combined)	Fugitive PM ₁₀ (dust)
Alternative 1 Annual Emissions	24.3	9.0
SLOAPCD Annual Threshold	25	25
Threshold Exceeded?	No	No
Proposed Project Annual Emissions	22.3	10.3
Change from Project Emissions	2.0	(1.3)

() denotes a negative number.

ROG = reactive organic gases, NO_x = oxides of nitrogen, PM₁₀ = particulate matter measuring 10 microns or less in diameter

Source: Appendix K

Depending on the types of industrial and manufacturing processes and the intensity of distribution activities, this alternative could result in greater toxic air contaminant emissions than the proposed project. However, compliance with SLOAPCD's permitting requirements and Rules 218, 219, 308, 412, and 701 would ensure potential impacts would remain less than significant. Similar to the proposed project, this alternative would require demolition of existing on-site structures, which

would result in potential impacts associated with asbestos-containing materials and lead-based paint, requiring implementation of Mitigation Measure AQ-4. Therefore, this alternative would result in similar air quality hazard impacts as the project.

Alternative 1 would result in development of light industrial uses, which may include odor-generating activities. Because it is not known at this time what specific activities would occur in the Specific Plan area, these uses could result in objectionable odors at sensitive land uses on and adjacent to the Specific Plan area. As such, Alternative 1 may result in greater impacts associated with new sources of objectionable odors in comparison to the project, and additional mitigation may be required depending on the nature and scale of odor-generating activities.

Overall, because Alternative 1 would result in greater operational air pollutant emissions of ROG + NO_x and would include land uses that may generate objectionable odors, this alternative would result in greater impacts to air quality than the proposed project.

Transportation/Traffic

Alternative 1 would maintain the current industrial zoning on the South Chandler Ranch property which corresponds to approximately 750,000 square feet of building area. New residential units are permitted under the current zoning on the Olsen Ranch property, Our Town property, and Centex property) which would allow up to 891 residential units. As summarized in Table 6-4, this alternative would result in approximately 20 percent fewer vehicle trips and VMT when compared to the proposed project. Similar to the project, vehicle trips generated by this alternative would exceed LOS thresholds and queues at area intersections and freeway segments. Therefore, this alternative would not avoid the significant and unavoidable transportation impacts identified for the project. Overall, this alternative would result in less severe impacts to the transportation network. However, development under this alternative would continue to exacerbate unacceptable operations at multiple locations and would not eliminate any significant transportation impacts.

Table 6-4 Alternative 1 Vehicle Trip Generation in Comparison to Proposed Project

Land Use	Size ¹	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Proposed Project								
Residential	1,293 DU	10,847	214	651	865	697	410	1,107
Shopping Center/Health & Fitness	29,411 sf	1,052	19	16	35	57	49	106
Elementary School	495 students	936	179	153	332	40	44	84
Total Trips		12,835	412	820	1,232	794	503	1,297
Alternative 1: No Project, Existing Zoning								
Residential	891 DU	7,612	143	439	582	473	277	750
Industrial/Service Commercial	750,000 sf	2,677	243	57	300	63	237	300
Total Trips		10,289	386	496	882	536	514	1,050
Change from Proposed Project		-20%	-6%	-40%	-28%	-32%	-2%	-19%

¹ DU = Dwelling Unit, sf = square feet of gross leasable area

Other Environmental Topics

Aesthetics and Visual Resources

Alternative 1 would involve industrial development on the South Chandler Ranch property and residential development on the Olsen Ranch property that would alter existing views of the Specific Plan area from surrounding public viewpoints to a more developed condition. Potential impacts to visual scenic resources would be similar in comparison to the project since the Specific Plan area would be developed primarily with urban uses, which would involve tree removal and mass grading over generally the same area as the project and within sight from surrounding roadways. New land uses under this alternative would be generally consistent with existing urban development to the west of the Specific Plan area but would represent a conversion of the existing rural character of the Specific Plan area. Urbanization of the Specific Plan area under Alternative 1 has been anticipated since preparation of the General Plan. As a result, aesthetic impacts would be similar to the project.

Agricultural Resources

Alternative 1 would result in industrial land uses on the South Chandler Ranch property and a reduced residential development density on the Olsen Ranch property. Residential land uses on the Our Town and Olsen Ranch properties would still be located adjacent to agricultural uses outside of the Specific Plan area, and industrial land uses on the South Chandler Ranch property could conflict with agricultural uses located east of the Specific Plan area. Because the potential remains for conflicts with agricultural uses, Mitigation Measures AG-2(a) and AG-2(b) would be required to minimize the potential for long-term agricultural land use conflicts. Overall, this alternative would have a similar impact on agricultural resources in comparison to the project.

Biological Resources

Alternative 1 would result in a similar overall development footprint and intensity in the Specific Plan area. Because the extent of site disturbance would be similar, potential impacts to special status wildlife species, riparian habitats, state and federally protected wetlands, and protected trees would remain potentially significant, and the mitigation measures that would avoid or minimize these effects, would be similar to the proposed project.

Cultural Resources and Tribal Cultural Resources

Alternative 1 would result in a similar overall development footprint and intensity in the Specific Plan area. This alternative may result in removal of the existing Olsen and Goulart ranchsteads on the Olsen Ranch property, similar to the project. As described in Section 4.5, Cultural Resources and Tribal Cultural Resources, these structures do not meet the eligibility criteria for listing in the California Register of Historic Resources or otherwise constitute historical resources. This alternative would have a similar potential to impact previously undiscovered cultural resources and tribal cultural resources and would result in similar mitigation requirements in comparison to the proposed project. Therefore, impacts to cultural resources under this alternative would be similar to the project.

Energy

Alternative 1 would result in industrial land uses on the South Chandler Ranch property and a reduced residential development density on the Olsen Ranch property. The scale and intensity of construction activities under this alternative would be generally similar to those under the proposed

project; therefore, this alternative would consume similar quantities of gasoline and diesel fuels during construction activities. Because this alternative would result in fewer residential units, operational energy usage associated with residential land uses would decrease as compared to the proposed project. However, because this alternative would allow for a different mix of land uses than the project, including up to 750,000 square feet of light industrial development on the South Chandler Ranch property, this alternative's potential energy consumption was estimated using CalEEMod. As shown in Table 6-5, this alternative would result in increased diesel fuel, electricity, and natural consumption and decreased gasoline consumption as compared to the project. Overall, operational energy consumption would be greater than that associated with the project.

Table 6-5 Alternative 1 Operational Energy Usage

Source	Alternative 1	Proposed Project	Change in Energy Consumption
Vehicle Trips			
Gasoline	1,055,246 gallons	1,295,321 gallons	(240,075 gallons)
Diesel	212,572 gallons	73,913 gallons	138,659 gallons
Built Environment			
Electricity ¹	9,315,668 kWh	5,357,411 kWh	3,958,257 kWh
Natural Gas Usage	41,493,640 kBtu	34,735,812 kBtu	6,757,828 kBtu

kWh = kilowatt-hours, kBtu = thousand British thermal units

() denotes a negative number.

¹ Includes a 50 percent reduction in residential energy use with installation of on-site residential solar PV systems (California Energy Commission 2019f)

See Appendix K for fleet mix, VMT, electricity consumption, and natural gas consumption values.

This alternative would be constructed in accordance with the latest iteration of CALGreen, which would require the use of energy-efficient and water-efficient fixtures and appliances and the installation of solar photovoltaic systems on all low-rise residential buildings, which would reduce the potential for the unnecessary and inefficient consumption of energy, similar to the proposed project. In addition, tenants of light industrial land uses would not be anticipated to utilize energy in a manner that is wasteful or unnecessary as a business practice to ensure cost efficiency.

Portions of the Specific Plan area are within 0.25 mile of bus stops for the San Luis Obispo County Regional Transit Authority Paso Express Routes A and B, and vehicles driven by future residents, employees, and visitors of development under this alternative would be subject to increasingly stringent federal and state fuel efficiency standards, minimizing the potential for the inefficient consumption of vehicle fuels, similar to the proposed project. As a result, vehicle fuel consumption resulting from the project would not be wasteful, inefficient, or unnecessary. Overall, energy impacts associated with this alternative would be greater than those of the proposed project because of increased overall energy consumption but would remain less than significant.

Geology/Soils

Alternative 1 would result in industrial land uses on the South Chandler Ranch property and a reduced residential development density on the Olsen Ranch property. Development under this alternative would have the same general footprint as the proposed project and, thus, would result in less than significant impacts related to seismic ground shaking, liquefaction, and landslides,

similar to the proposed project. Lower residential density on the Olsen Ranch property would result in increased flexibility locating structural development, potentially allowing future development to more easily avoid geotechnical hazards identified during application review. However, any development in the Specific Plan area would result in potential soil erosion and loss of topsoil associated with mass grading, as well as potential hazards associated with expansive soils, and potential loss of subsurface paleontological resources. Mitigation Measures GEO-2, GEO-3, GEO-4(a), and GEO-4(b) would be required to minimize the potential for impacts to paleontological resources and related to geologic hazards. Overall, this alternative would result in similar impacts to geology and soils in comparison to the project.

Greenhouse Gas Emissions

Alternative 1 would result in industrial land uses on the South Chandler Ranch property and a reduced residential development density on the Olsen Ranch property. The scale and intensity of construction activities under this alternative would be generally similar to those under the proposed project; therefore, this alternative would generate a similar volume of GHG emissions from construction activities. Because this alternative would result in fewer residential units, operational GHG emissions associated with residential land uses would decrease as compared to the proposed project. However, because this alternative would allow for a different mix of land uses than the project, including up to 750,000 square feet of light industrial development on the South Chandler Ranch property, this alternative's potential GHG emissions were estimated using CalEEMod. Table 6-6 shows the estimated GHG emissions associated with this alternative for year 2024 and 2030. As shown therein, GHG emissions per service person would be greater than those of the proposed project in both year 2024 and 2030. In addition, GHG emissions per service person would exceed the threshold for year 2030 by approximately 0.1 MT of CO₂e per year. Therefore, impacts related to GHG emissions would be greater than those associated with the project. Additional mitigation, such as the installation of additional solar photovoltaic systems on light industrial uses or the installation of electric vehicle chargers, would be required to reduce GHG emissions associated with this alternative to a less than significant level.

Table 6-6 Alternative 1 Combined Annual GHG Emissions

Emission Source	Alternative 1 Emissions (MT of CO ₂ e per year)	
	2024	2030
Construction¹	842.7	842.7
Operational		
Area	20.3	20.3
Energy ²	4,125.3	3,502.3
Mobile		
CO ₂ and CH ₄	8,268.8	6,928.3
N ₂ O ³	76.2	60.5
Solid Waste ⁴	456.7	383.7
Water ⁵	379.5	376.1
Total Alternative 1 Emissions	14,169.5	12,113.9
Service Population ⁶	3,579	3,579
Alternative 1 Emissions per Service Person	4.0	3.4
Threshold	4.0	3.3
Threshold Exceeded?	No	Yes
Proposed Project Emissions per Service Population	3.0	2.6
Change from Project Emissions	1.0	0.8

MT = metric tons, CO₂e = carbon dioxide equivalents, CO₂ = carbon dioxide, CH₄ = methane, N₂O = nitrous oxide

¹ This analysis assumes that construction emissions would be the same as those of the proposed project because the scale and intensity of construction activities would be similar to the project.

² Includes adjustments to account for the California Renewable Portfolio Standards requirements and a 50 percent reduction in residential energy use due to the requirements of the 2019 Building Energy Efficiency Standards.

³ Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using guidance from CARB and the EMFAC2017 Emissions Inventory for the SLOAPCD region for the project's operational year (2024) and the next milestone GHG reduction target year (2030) using the EMFAC2011 categories (California Air Resources Board 2019g and 2019h; see Appendix K for calculations).

⁴ Based on an average annual waste diversion/recycling rate of 50 percent based on statewide averages.

⁵ Includes the use of low-flow water fixtures and water-efficient irrigation systems, per current building code requirements.

⁶ Using the City's average rate of 2.72 people per household, Alternative 1 would accommodate an estimated 2,424 new residents (891 residential units x 2.72 people per household) (California Department of Finance [DOF] 2018a). Using the SLOAPCD's average employment generation rate for general light industry land uses of 1.54 employees per 1,000 square feet, Alternative 1 would accommodate approximately 1,155 employees (750,000 square feet x 1.54 employees per 1,000 square feet) (SLOAPCD 2012a).

Source: Appendix K

This alternative would not include implementation of all the "mandatory" GHG reduction measures in the city's CAP, similar to the proposed project. Therefore, this alternative would be required to implement Mitigation Measure GHG-2 to achieve consistency with the city's CAP, and impacts related to consistency with GHG emission reduction plans would be similar to those of the proposed project. Overall, this alternative would result in greater GHG emissions impacts compared to the proposed project.

Hazards and Hazardous Materials

Potential impacts associated with the wildfire hazards under Alternative 1 would be similar to the project. This alternative would not result in the potential for dry cleaners in close proximity to residential properties. However, because this alternative would result in industrial land uses on the South Chandler Ranch property consistent with the existing land use designation for that property,

there would be an increased potential for impacts associated with the presence, transport, and use of hazardous materials. Overall, this alternative would have an increased impact related to hazards and hazardous materials in comparison to the project.

Hydrology and Water Quality

Alternative 1 would involve a similar overall development footprint as the project. Therefore, this alternative would result in a similar amount of grading in the Specific Plan area. In addition, grading for this alternative would be required to comply with applicable city requirements to maintain adequate drainage and water quality standards. Therefore, potential impacts to water quality and hydrologic conditions under this alternative would be similar to the proposed project.

Land Use/ Policy Consistency

Alternative 1 would result in industrial land uses on the South Chandler Ranch property and a reduced residential development density on the Olsen Ranch property, consistent with the existing zoning. This alternative would not result in any amendments to the General Plan and would not result in the mitigation requirements for the project to maintain consistency with the General Plan. As a result, this alternative would result in reduced impacts to land use and policy consistency, in comparison to the proposed project.

Noise

Alternative 1 would result in industrial land uses on the South Chandler Ranch property and a reduced residential development density on the Olsen Ranch property. The scale and intensity of construction activities under this alternative would be similar to the proposed project because the buildout intensity would be generally similar. Therefore, this alternative would result in similar construction noise and vibration levels in comparison to the proposed project. Mitigation Measures N-3 and N-4 would continue to be required to ensure construction noise and vibration would result in less than significant noise impacts. However, because this alternative would allow for a different mix of land uses than the project, including up to 750,000 square feet of light industrial development on the South Chandler Ranch property, impacts associated with operational stationary sources of noise would be potentially greater than the proposed project, requiring implementation of Mitigation Measure N-2.

As discussed above, this alternative would result in approximately 20 percent fewer vehicle trips compared to the proposed project. The anticipated reduction in traffic under this alternative would incrementally reduce traffic noise in comparison to the project, and this impact would remain less than significant. Because noise impacts associated with this alternative would be greater in some respects (operational stationary sources) and less in some respects (transportation), overall noise impacts are determined to be similar in comparison to the project.

Population and Housing

Alternative 1 would result in industrial land uses on the South Chandler Ranch property and a reduced residential development density on the Olsen Ranch property, which would result in fewer new dwelling units and residents in the region in comparison to the proposed project. Overall, this alternative would have a reduced impact related to population growth in comparison to the project. Development under this alternative would result in the displacement of three existing rural residential units on the northern portion of Olsen Ranch property, similar to the project. However, the addition of 891 residential units would replace any displaced residences.

Public Services

Alternative 1 would result in up to 750,000 square feet of light industrial and service commercial development and up to 891 residential units, which would result in fewer new residents in the region in comparison to the proposed project. Impacts to public services including police, fire, school, and library services would be incrementally reduced as a result of the reduction in new residents when compared to the project. However, the industrial and service commercial components of this alternative may require special police and fire response considerations that could result in the need for additional facilities or personnel, depending on the specific uses developed within the Planned Industrial zone on the South Chandler Ranch property. Development under this alternative would be required to pay the Community Facilities District Special Tax as well as state-mandated impact mitigation fees, which would minimize or avoid potential impacts on public services. Because public services impacts associated with this alternative would be greater in some respects (potential need for special police and fire response considerations) and less in some respects (reduction in new residents requiring police, fire, school, and library services), overall public services impacts are determined to be similar in comparison to the project.

Recreation

Alternative 1 would preserve less area for recreational and open space uses within the Specific Plan area in comparison to the proposed project but would also generate fewer residents reliant on parkland and recreations facilities in the city. Applicants for developments in the Specific Plan area under Alternative 1 would be required to pay city parkland development fees (Quimby Act fees) in accordance with the city's Development Impact Fee program. Overall, impacts to parks and recreational facilities under this alternative would be less than significant, similar to the project.

Utilities and Service Systems

Development under Alternative 1 is estimated to require approximately 822.7 acre-feet of water per year (see CalEEMod results in Appendix K). The water demand for this alternative would be approximately 42 percent greater than proposed project's estimated water demand of 578.9 acre-feet of water per year. Therefore, impacts to the water supply and water infrastructure under this alternative would be greater than the proposed project and may require mitigation to avoid impacts to the city's water supply and treatment facilities.

Based on a standard conservative estimate that wastewater generation is 90 percent of indoor water demand, this alternative would result in increased wastewater generation in comparison to the proposed project. Therefore, impacts related to wastewater capacity and treatment under this alternative would be greater than the proposed project and may require mitigation to avoid impacts to the city's wastewater treatment services and facilities.

This alternative would result in mass grading and development of the majority of the Specific Plan area, similar to the project. This alternative would be required to provide stormwater drainage facilities and comply with all applicable city and state requirements for stormwater runoff. This alternative would not include any components affecting the existing PG&E transmission lines or utility easement, and applicants for development in the Specific Plan area under this alternative would be required to contact PG&E for any approvals associated with existing PG&E rights-of-way. As for the project, electric power, natural gas, and telecommunications would be provided to development under this alternative through the extension of existing off-site electric power, natural gas, and telecommunications facilities. This alternative would not require or result in the

construction of new electric power, natural gas, and telecommunications facilities or expansion of existing facilities beyond those designed specifically for future development.

Overall, impacts to utilities and service systems under this alternative would be greater than the project, and may require mitigation for potential impacts associated with water supply and wastewater treatment services and facilities.

6.5 Alternative 2: General Plan Density

6.5.1 Description

This alternative assumes that the Specific Plan area is developed consistent with the existing General Plan Land Use Element density allocations. Therefore, this alternative would result in a maximum of 1,233 residential units in the Specific Plan area, alongside similar non-residential amenities and infrastructure to the proposed project (including the Neighborhood Commercial Overlay District, the School Overlay District, the farmstand, poolhouse, parks and open spaces).

6.5.2 Impact Analysis

Alternative 2 differs from the proposed Olsen/South Chandler Ranch Specific Plan primarily by being consistent with the existing General Plan Land Use Element density allocations, not reallocating 60 units from the Uptown/Town Centre Specific Plan to the Olsen/South Chandler Specific Plan. Thus, the primary effect of this alternative would be a very slight reduction in traffic and associated impacts to the transportation system, air quality, greenhouse gas emissions, and energy consumption. A brief summary of other CEQA issues under this alternative is presented at the end of this discussion.

Air Quality

Alternative 2 would result in 60 fewer residential units than the proposed project; otherwise, buildout intensity would be the same as the project. As discussed below under *Transportation/Traffic*, this alternative would generate approximately 72,684 daily VMT ($75,712 \text{ VMT} \times 0.96$), a reduction of approximately 4 percent compared to the proposed project. Therefore, buildout of this alternative would increase the city's daily VMT to 1,409,955 ($1,337,271 + 72,684$) by 2025, an increase of approximately 5.4 percent (City of Paso Robles 2011). This alternative would accommodate approximately 3,354 new residents, which would increase the city's forecast 2025 population to approximately 37,668 residents ($34,314 + 3,354$), an increase of approximately 9.8 percent (San Luis Obispo Council of Governments 2017).² Therefore, the growth in VMT under this alternative (5.4 percent) would not exceed the growth in population (9.8 percent) and would be consistent with the 2001 CAP assumptions for VMT. However, this alternative would not include any additional provisions to improve local and regional public transit or strategies to promote telecommuting and would therefore be inconsistent with SLOACPD's 2001 CAP, similar to the proposed project. Implementation of Mitigation Measure AQ-1 would be required to achieve consistency with the 2001 CAP; therefore, this alternative's impacts related to consistency with the 2001 CAP would be similar to those of the proposed project.

² Using the City's average rate of 2.72 people per household, Alternative 2 would accommodate an estimated 3,354 new residents ($1,233 \text{ residential units} \times 2.72 \text{ people per household}$) (DOF 2018a).

The scale and intensity of construction activities under this alternative would be similar to the proposed project because buildout intensity would be generally similar. Implementation of Mitigation Measures AQ-2(a) through AQ-2(g) would be required to reduce air pollutant emissions generated by construction to below SLOAPCD daily and quarterly thresholds for ROG + NO_x. As a result, construction-related air quality impacts would be similar to those of the proposed project.

Because the land use mix under this alternative would be substantially similar to the proposed project, the analysis of operational air pollutant emissions qualitatively evaluates the difference in estimated emissions based on the reduction in residential density. This alternative would result in approximately five percent fewer residential units than the proposed project. Therefore, operational air pollutant emissions from area, energy, and mobile sources associated with residential land uses would incrementally decrease in comparison to the proposed project. However, operational emissions would still exceed SLOAPCD thresholds for ROG + NO_x and fugitive PM₁₀ due to the size and intensity of development under this alternative. Implementation of Mitigation Measures AQ-1 and AQ-3 would be required to reduce operational air quality impacts to the extent possible. However, mitigation would not reduce operational air pollutant emissions to below SLOACPD thresholds. As such, this alternative would not avoid the significant and unavoidable air quality impact identified in this EIR for the project as proposed.

Similar to the proposed project, this alternative would require demolition of existing on-site structures, which would result in potential impacts associated with asbestos-containing materials and lead-based paint, requiring implementation of Mitigation Measure AQ-4. Therefore, this alternative would result in similar air quality hazard impacts to the project.

Overall, because Alternative 2 would result in incrementally reduced operational air pollutant emissions but would require similar mitigation to the proposed project, this alternative would result in similar impacts to air quality.

Transportation/Traffic

Alternative 2 would develop the Specific Plan area consistent with the existing General Plan Land Use Element density allocations. This alternative would result in a maximum of 1,233 residential units in the Specific Plan area, alongside similar non-residential amenities and infrastructure to the proposed project. As summarized in Table 6-7, this alternative would generate slightly fewer daily, AM peak hour, and PM peak hour trips when compared to the proposed project. Overall, this alternative would result in approximately 4 percent fewer vehicle trips and VMT when compared to the proposed project. Similar to the project, vehicle trips generated by this alternative would exceed LOS thresholds and queues at area intersections and freeway segments. Therefore, this alternative would not avoid the significant and unavoidable transportation impacts identified for the project. Because this alternative would not avoid any of the mitigation requirements of the project or eliminate any significant impacts, and because the decrease in vehicle trips under this alternative would be incremental in comparison to the project, this alternative would result in similar overall impacts to the transportation network in comparison to the project.

Table 6-7 Alternative 2 Vehicle Trip Generation in Comparison to Proposed Project

Land Use	Size ¹	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Proposed Project								
Residential	1,293 DU	10,847	214	651	865	697	410	1,107
Shopping Center/Health & Fitness	29,411 sf	1,052	19	16	35	57	49	106
Elementary School	495 students	936	179	153	332	40	44	84
Total Trips		12,835	412	820	1,232	794	503	1,297
Alternative 2: General Plan Density								
Residential	1,233 DU	10,393	208	631	839	679	399	1,078
Shopping Center/Health & Fitness	29,411 sf	1,052	19	16	35	57	49	106
Elementary School	495 students	936	179	153	332	40	44	84
Total Trips		12,381	406	800	1,206	776	492	1,268
Change from Proposed Project		-4%	-1%	-2%	-2%	-2%	-2%	-2%

¹ DU = Dwelling Unit, sf = square feet of gross leasable area

Other Environmental Topics

Aesthetics and Visual Resources

Alternative 2 would involve urban development on the South Chandler Ranch and Olsen Ranch properties that would alter existing views of the Specific Plan area from surrounding public viewpoints to a more developed condition. Potential impacts to visual scenic resources would be similar in comparison to the project since the Specific Plan area would be developed primarily with urban uses, which would involve tree removal and mass grading over generally the same area as the project and within sight from surrounding roadways. New land uses under this alternative would be generally consistent with existing urban development to the west of the Specific Plan area but would represent a conversion of the existing rural character of the Specific Plan area. Urban development of the Specific Plan area has been anticipated since preparation of the General Plan. As part of the city's 2014 update of the General Plan Land Use Element, these properties were assigned industrial and residential growth potentials. Overall, aesthetic impacts would be similar to the project.

Agricultural Resources

Due to the similar overall development footprint and density in the Specific Plan area, potential impacts to agricultural resources under Alternative 2, as well as the mitigation measures that would avoid or minimize these effects, would be similar to the project.

Biological Resources

Alternative 2 would result in a similar overall development footprint and density in the Specific Plan area. Because the extent of residential and non-residential development would be similar, potential impacts to special status wildlife species, riparian habitats, state and federally protected wetlands, and protected trees would remain potentially significant, and the mitigation measures that would avoid or minimize these effects, would be similar to the proposed project.

Cultural Resources and Tribal Cultural Resources

Alternative 2 would result in a similar overall development footprint and density in the Specific Plan area. This alternative may result in removal of the existing Olsen and Goulart ranchsteads on the Olsen Ranch property, similar to the project. As described in Section 4.5, Cultural Resources and Tribal Cultural Resources, these structures do not meet the eligibility criteria for listing in the California Register of Historic Resources or otherwise constitute historical resources. This alternative would have a similar potential to impact previously undiscovered cultural resources and tribal cultural resources and would result in similar mitigation requirements in comparison to the proposed project. Therefore, impacts to cultural resources under this alternative would be similar to the project.

Energy

Alternative 2 would result in 60 fewer residential units than the proposed project; otherwise, buildout intensity would be the same as the project. The scale and intensity of construction activities under this alternative would be similar to the proposed project because buildout intensity would be generally similar. Therefore, this alternative would consume similar quantities of gasoline and diesel fuels during construction activities. Because this alternative would result in approximately five percent fewer residential units than the proposed project, operational energy usage would decrease incrementally as compared to the project. Overall, energy impacts would be less than significant, similar to the proposed project.

Geology/Soils

Alternative 2 would somewhat reduce the overall development intensity within the Specific Plan area but the reduction in residential density would be minimal and would not change the potential development footprint or anticipated locations of structures within the Specific Plan area. Any development in the Specific Plan area would result in potential soil erosion and loss of topsoil associated with mass grading, as well as potential hazards associated with expansive soils, and potential loss of subsurface paleontological resources. Mitigation Measures GEO-2, GEO-3, GEO-4(a), and GEO-4(b) would be required to minimize the potential for impacts to paleontological resources and related to geologic hazards. Overall, this alternative would result in similar impacts to geology and soils in comparison to the project.

Greenhouse Gas Emissions

Alternative 2 would result in 60 fewer residential units than the proposed project; otherwise, buildout intensity would be the same as the project. The scale and intensity of construction activities under this alternative would be similar to the proposed project because the buildout intensity would be generally similar. Therefore, this alternative would generate similar levels of GHG emissions from construction activities. Because this alternative would result in approximately 5 percent fewer residential units than the proposed project, total operational GHG emissions from

area, energy, and mobile sources would decrease incrementally as compared to the project. However, the total population accommodated by this alternative would also be less than that accommodated by the proposed project; therefore, although overall GHG emissions would decrease, GHG emissions per service person would remain similar to the project because total GHG emissions and population would decrease by a proportional amount. As such, impacts related to GHG emissions would be similar to those associated with the project and would remain less than significant.

Similar to the proposed project, this alternative would not include implementation of all the “mandatory” GHG reduction measures in the city’s CAP. Therefore, Alternative 2 would be required to implement Mitigation Measure GHG-2 to achieve consistency with the city’s CAP, and impacts related to consistency with GHG emission reduction plans would be similar to the proposed project.

Hazards and Hazardous Materials

Alternative 2 would involve the same land use types and a similar development intensity when compared to the proposed project. Therefore, potential impacts associated with the presence, transport and use of hazardous materials, and wildfire hazards under this alternative, as well as the mitigation measures that would avoid or minimize these effects, would be similar to the project.

Hydrology and Water Quality

Alternative 2 would involve a similar overall development footprint as the project. Therefore, this alternative would result in a similar amount of grading in the Specific Plan area. In addition, the final grading plan for this alternative would be required to comply with applicable city requirements to maintain adequate drainage and water quality standards. Therefore, potential impacts to water quality and hydrologic conditions under this alternative would be similar to the proposed project.

Land Use/Policy Consistency

Alternative 2 would somewhat reduce the overall development density within the Specific Plan area and would not require the requested General Plan Amendment to reallocate residential units from the Uptown Specific Plan area to the Olsen/South Chandler Ranch Specific Plan area. Overall, this alternative would be consistent with applicable city policies and standards, and the land use strategy in SLOCOG’s 2014 Regional Transportation Plan/Sustainable Communities Strategy and would result in similar potential land use impacts in comparison to the proposed project.

Noise

Alternative 2 would result in 60 fewer residential units than the proposed project; otherwise, buildout intensity would be the same as the project. The scale and intensity of construction activities under this alternative would be similar to the proposed project because the buildout intensity would be generally similar. Therefore, this alternative would result in similar construction and operational noise and vibration levels in comparison to the proposed project. Mitigation Measures N-2, N-3, and N-4 would continue to be required to ensure construction noise and vibration and stationary sources of noise would result in less than significant noise impacts. As discussed above, this alternative would result in approximately 4 percent fewer vehicle trips compared to the proposed project. However, the incremental reduction in traffic would not result in an audible decrease in traffic noise in comparison to the project. Overall, noise impacts associated with this alternative would be similar to the project.

Population and Housing

Alternative 2 would somewhat reduce the overall development density within the Specific Plan area, which would result in fewer new dwelling units and residents in the region in comparison to the proposed project. Overall, this alternative would have a similar impact on population growth in comparison to the project. Development under this alternative would result in the displacement of three existing rural residential units on the northern portion of Olsen Ranch property, similar to the project. However, the addition of 1,233 residential units would replace any displaced residences.

Public Services

Impacts to public services including police, fire, school, and library services would be incrementally reduced as a result of the reduction in new residents when compared to the project. Development under this alternative would be required to pay the Community Facilities District Special Tax as well as state-mandated impact mitigation fees, which would minimize or avoid potential impacts on public services. Overall, impacts to public services under this alternative would be less than significant, similar to the project.

Recreation

Alternative 2 would preserve a similar area for recreational and open space uses within the Specific Plan area in comparison to the proposed project and would generate fewer residents reliant on parkland and recreational facilities in the city. Therefore, Alternative 2 would reduce demand and associated impacts on city parks and recreational facilities. Applicants for developments in the Specific Plan area under this alternative would be required to pay city parkland development fees (Quimby Act fees) in accordance with the city's Development Impact Fee program. Overall, impacts to parks and recreational facilities under this alternative would be less than significant, similar to the project.

Utilities and Service Systems

Alternative 2 would somewhat reduce the overall development density within the Specific Plan area, which would result in fewer new dwelling units and residents that would be dependent on city utilities and service systems in comparison to the proposed project. Similar to the proposed project, this alternative would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. Water demand would be reduced under this alternative in comparison to the project and could be supported by the city's existing water sources in both normal and drought conditions. This alternative would not result in exceedance of the Paso Robles Landfill permitted daily throughout or permitted total capacity and would comply with all applicable federal, state, and local regulations for solid waste. Overall, impacts to city utilities and service systems under this alternative would be less than significant, similar to the project.

6.6 Alternative 3: Reduced Density Project, Vehicle Trip Reducing

6.6.1 Description

This alternative assumes that the number residential units would be decreased to reduce the severity of the project's potential transportation impacts. The transportation analysis (Appendix I) identified 500 residential units as the number of new residential units that would trigger the need for additional turn lanes at the intersection of Creston Road and Niblick Road under Near Term Plus Project conditions. To evaluate a project that would reduce transportation impacts while providing a similar mix of residential and non-residential land uses to the proposed project, 250 new residential units in combination with corresponding non-residential improvements consistent with the proposed Specific Plan, was identified as the appropriate reduced density alternative. Therefore, this alternative would result in a maximum of 250 residential units in the Specific Plan area, alongside similar non-residential amenities and infrastructure to the proposed project (including the Neighborhood Commercial Overlay District, the School Overlay District, the farmstand, poolhouse, parks and open spaces).

6.6.2 Impact Analysis

Alternative 3 differs from the proposed Olsen/South Chandler Ranch Specific Plan primarily by reducing the potential number of new residential units to minimize potential traffic impacts while continuing to provide a similar mix of future land uses in the Specific Plan area. Thus, the primary effect of this alternative would be a reduction in traffic and associated impacts to the transportation system, air quality, greenhouse gas emissions, and energy consumption. A brief summary of other CEQA issues under this alternative is presented at the end of this discussion.

Air Quality

Alternative 3 would result in a maximum of 250 residential units in the Specific Plan area, alongside similar non-residential amenities and infrastructure to the proposed project. As discussed below under *Transportation/Traffic*, this alternative would generate approximately 24,985 daily VMT ($75,712 \text{ VMT} \times 0.33$), a reduction of approximately 66 percent compared to the proposed project. Therefore, buildout of this alternative would increase the city's daily VMT to 1,362,256 ($1,337,271 + 24,985$) by 2025, an increase of approximately 1.9 percent (City of Paso Robles 2011). This alternative would accommodate approximately 680 new residents, which would increase the city's forecast 2025 population to approximately 34,994 residents ($34,314 + 680$), an increase of approximately 2.0 percent (San Luis Obispo Council of Governments 2017).³ Therefore, the growth in VMT under this alternative (1.9 percent) would not exceed the growth in population (2.0 percent) and would be consistent with the 2001 CAP assumptions for VMT. However, this alternative would not include any additional provisions to improve local and regional public transit or strategies to promote telecommuting and would therefore be inconsistent with SLOACPD's 2001 CAP, similar to the proposed project. Implementation of Mitigation Measure AQ-1 would be required to achieve consistency with the 2001 CAP; therefore, this alternative's impacts related to consistency with the 2001 CAP would be similar to those of the proposed project.

³ Using the City's average rate of 2.72 people per household, Alternative 3 would accommodate an estimated 680 new residents ($250 \text{ residential units} \times 2.72 \text{ people per household}$) (DOF 2018a).

The scale and intensity of construction activities under this alternative would be substantially less than those under the proposed project due to the approximate 80 percent reduction in residential units under this alternative. Therefore, construction-related air pollutant emissions would be proportionally reduced, and as a result would not exceed SLOAPCD daily and quarterly thresholds for ROG + NO_x, fugitive dust, and DPM. Nonetheless, SLOAPCD requires any project with grading areas greater than 4.0 acres or that are within 1,000 feet of any sensitive receptor to implement standard fugitive dust mitigation measures. Therefore, implementation of Mitigation Measure AQ-2(g) would be required. Overall, construction-related air quality impacts would be less than those of the proposed project.

Because the mix of land uses under this alternative would be similar to the proposed project, the analysis of operational air pollutant emissions qualitatively evaluates the difference in estimated emissions based on the reduction in residential density. This alternative would result in approximately 80 percent fewer residential units than the proposed project. Therefore, operational air pollutant emissions from area, energy, and mobile sources associated with residential land uses would decrease by approximately 80 percent in comparison to the proposed project while operational emissions from non-residential land uses would remain the same. Table 6-8 summarizes generalized estimates of air pollutant emissions under this alternative based on the assumption that the 80 percent reduction in residential units would result in a corresponding 80 percent reduction in area and energy source criteria air pollutant emissions and that the 66 percent reduction in VMT under this alternative (see *Transportation/Traffic* below) would result in a corresponding 66 percent reduction in mobile source criteria air pollutant emissions.

Table 6-8 Estimated Operational Daily Air Pollutant Emissions

Emission Source	Emissions (lbs/day) ¹			
	ROG + NO _x (combined)	Fugitive PM ₁₀ (dust)	DPM	CO
Area and Energy Sources ¹	16.6	< 0.1	0.3	22.1
Mobile Sources ²	16.6	23.8	0.2	66.8
Alternative 3 Emissions	33.2	23.8	0.5	88.9
SLOAPCD Daily Threshold	25	25	1.25	550
Threshold Exceeded?	Yes	No	No	No

¹ Area and energy source emissions are calculated based on an 80 percent reduction in the proposed project's daily criteria air pollutant emissions, which corresponds with the reduction in residential density.

² As discussed under *Transportation/Traffic* below, this alternative would reduce VMT by approximately 66 percent as compared to the project. Therefore, the project's mobile source emissions are reduced by 66 percent to correspond with this reduction in VMT.

As shown in Table 6-8, with this alternative, operational emissions of ROG + NO_x would still exceed the SLOAPCD daily threshold, but emissions of fugitive PM₁₀ and DPM would not exceed the daily thresholds. Implementation of Mitigation Measures AQ-1 and AQ-3 would be required to reduce operational air quality impacts to the extent possible. As shown in Table 4.3-10 in Section 4.2, *Air Quality*, these two mitigation measures would reduce ROG + NO_x emissions from the proposed project by approximately 9.5 percent. Assuming a similar percentage reduction would occur under this alternative, mitigated ROG + NO_x emissions under Alternative 3 would be approximately 30.0 pounds per day, which would still exceed the SLOAPCD threshold of 25 pounds per day. Therefore, although overall criteria pollutant emissions would decrease, this alternative would not avoid the significant and unavoidable air quality impact identified in this EIR for the project as proposed.

Similar to the proposed project, this alternative may require demolition of existing on-site structures, which would result in potential impacts related to asbestos-containing materials and lead-based paint, requiring implementation of Mitigation Measure AQ-4. Therefore, this alternative would result in similar air quality hazard impacts to the project.

Overall, because Alternative 3 would result in reduced construction and operational air pollutant emissions, this alternative would result in reduced impacts to air quality as compared to the proposed project.

Transportation/Traffic

Alternative 3 would develop the Specific Plan area with a similar mix of residential and non-residential land uses to the proposed project, reducing the number of residential units to reduce local transportation impacts. This alternative would result in a maximum of 250 residential units in the Specific Plan area, alongside similar non-residential amenities and infrastructure to the proposed project. As summarized in Table 6-9, this alternative would generate fewer daily, AM peak hour, and PM peak hour trips when compared to the proposed project. Overall, this alternative would result in approximately 66 percent fewer vehicle trips and VMT when compared to the proposed project. The anticipated reduction in vehicle trips would avoid significant impacts at the following locations (refer to Appendix I):

- Creston Road/Stoney Creek Road (#14) under Existing and Near Term Plus Project Conditions;
- Creston Road/Meadowlark Road (#15) under Existing, Near Term, and Cumulative Plus Project Conditions; and
- Creston Road/Charolais Road (#16) under Existing, Near Term, and Cumulative Plus Project conditions.

This would eliminate the need for applicable portions of Mitigation Measures T-1(a) and T-1(c), but would not eliminate the need for any other required transportation mitigation measures. Similar to the project, vehicle trips generated by this alternative would exceed LOS thresholds and queues at the remaining impacted intersections and freeway segments in the study area. Therefore, this alternative would avoid some but not all of the significant and unavoidable transportation impacts identified for the project. Overall, this alternative would result in less severe impacts to the transportation network. However, development under this alternative would continue to exacerbate unacceptable operations at multiple locations and would also result in significant and unavoidable impacts.

Table 6-9 Alternative 3 Vehicle Trip Generation in Comparison to Proposed Project

Land Use	Size ¹	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Proposed Project								
Residential	1,293 DU	10,847	214	651	865	697	410	1,107
Shopping Center/Health & Fitness	29,411 sf	1,052	19	16	35	57	49	106
Elementary School	495 students	936	179	153	332	40	44	84
Total Trips		12,835	412	820	1,232	794	503	1,297
Alternative 3: Reduced Density Project, Vehicle Trip Reducing								
Residential	250 DU	2,416	46	136	182	154	91	245
Shopping Center/Health & Fitness	29,411 sf	1,052	19	16	35	57	49	106
Elementary School	495 students	936	179	153	332	40	44	84
Total Trips		4,404	244	305	549	251	184	435
Change from Proposed Project		-66%	-41%	-63%	-55%	-68%	-63%	-66%

¹ DU = Dwelling Unit, sf = square feet of gross leasable area

Other Environmental Topics

Aesthetics and Visual Resources

Alternative 3 would involve development on the South Chandler Ranch and Olsen Ranch properties that would alter existing views of the Specific Plan area from surrounding public viewpoints to a more developed condition. However, in comparison to the proposed project, development under this alternative would provide a reduced residential density. As such, potential impacts to visual scenic resources would be incrementally reduced in comparison to the project since development at a reduced density would have reduced massing and excavation/grading in the Specific Plan area, resulting in less substantial visual obstructions than the proposed project. Nevertheless, the reduced development under this alternative would still require mass grading of the Specific Plan area and tree removal, resulting in an overall alteration of the existing rural character to a more urbanized condition. As a result, overall aesthetic impacts would be reduced, but would still require mitigation, similar to the project.

Agricultural Resources

Alternative 3 would reduce the overall development density within the Specific Plan area, which would reduce the potential for conflicts between residential and off-site agricultural uses. However, because the potential layout of future uses within the Specific Plan area under this alternative are speculative, the potential remains for conflicts with agricultural uses, and Mitigation Measures AG-2(a) and AG-2(b) would be required to minimize the potential for long-term agricultural land use

conflicts. Overall, this alternative would have a reduced impact on agricultural resources in comparison to the project.

Biological Resources

Alternative 3 would result in a similar overall development footprint in the Specific Plan area with lower overall development density due to the reduced number of residential units included in this alternative. This alternative would have a similar potential to impact special status wildlife species, riparian habitats, state and federally protected wetlands, and protected trees and would result in similar mitigation requirements in comparison to the proposed project. However, due to the reduced residential development density anticipated under this alternative, avoiding biological resources, such as Turtle Creek and existing oak trees in the Specific Plan area would be easier under this alternative in comparison to the project. While impacts to biological resources would remain potentially significant, and the mitigation measures that would avoid or minimize these effects would be similar to the proposed project, the overall impact potential to these resources in the Specific Plan area would be less than the proposed project.

Cultural Resources and Tribal Cultural Resources

Alternative 3 would result in a similar overall development footprint in the Specific Plan area with lower overall development density due to the reduced number of residential units included in this alternative. This alternative may result in removal of the existing Olsen and Goulart ranchsteads on the Olsen Ranch property, similar to the project. As described in Section 4.5, Cultural Resources and Tribal Cultural Resources, these structures do not meet the eligibility criteria for listing in the California Register of Historic Resources or otherwise constitute historical resources. This alternative would have a similar potential to impact previously undiscovered cultural resources and tribal cultural resources and would result in similar mitigation requirements in comparison to the proposed project. However, due to the reduced development density anticipated under this alternative, impacts to cultural resources would be less than those of the project.

Energy

Alternative 3 would result in a maximum of 250 residential units in the Specific Plan area, alongside similar non-residential amenities and infrastructure to the proposed project. The scale and intensity of construction activities under this alternative would be less than those under the proposed project; therefore, this alternative would consume less gasoline and diesel fuels during construction activities. Because this alternative would result in approximately 80 percent fewer residential units than the proposed project, operational energy usage would decrease proportionally as compared to the project, while operational energy usage from non-residential land uses would remain the same. Overall, energy impacts would be less than those of the proposed project and would remain less than significant.

Geology/Soils

Alternative 3 would reduce the residential development density within the Specific Plan area. Development under this alternative would have the same general footprint as the proposed project and, thus, would result in less than significant impacts related to seismic ground shaking, liquefaction, and landslides, similar to the proposed project. Lower residential density on the Olsen Ranch property would result in increased flexibility locating structural development, potentially allowing future development to more easily avoid geotechnical hazards identified during application

review. However, any development in the Specific Plan area would result in potential soil erosion and loss of topsoil associated with mass grading, as well as potential hazards associated with expansive soils, and potential loss of subsurface paleontological resources. Mitigation Measures GEO-2, GEO-3, GEO-4(a), and GEO-4(b) would be required to minimize the potential for impacts to paleontological resources and related to geologic hazards. Overall, this alternative would result in reduced impacts to geology and soils in comparison to the project.

Greenhouse Gas Emissions

Alternative 3 would result in a maximum of 250 residential units in the Specific Plan area, alongside similar non-residential amenities and infrastructure to the proposed project. The scale and intensity of construction activities under this alternative would be less than those under the proposed project; therefore, this alternative would generate fewer GHG emissions from construction activities. Because this alternative would result in approximately 80 percent fewer residential units than the proposed project, total operational GHG emissions from area, energy, and mobile sources would decrease proportionally as compared to the proposed project. However, the total population accommodated by this alternative would also be less than that accommodated by the project; therefore, although overall GHG emissions would decrease, GHG emissions per service person would remain similar to those under the proposed project because total GHG emissions and population would decrease by a proportional amount. As such, impacts related to GHG emissions would be similar to those associated with the project and would remain less than significant.

Similar to the proposed project, this alternative would not include implementation of all the “mandatory” GHG reduction measures in the city’s CAP. Therefore, Alternative 3 would be required to implement Mitigation Measure GHG-2 to achieve consistency with the city’s CAP, and impacts related to consistency with GHG emission reduction plans would be similar to the proposed project.

Hazards and Hazardous Materials

Alternative 3 would involve the same land use types when compared to the proposed project. Therefore, potential impacts associated with the presence, transport and use of hazardous materials, and wildfire hazards under this alternative, as well as the mitigation measures that would avoid or minimize these effects, would be similar to the project.

Hydrology and Water Quality

Because of the reduced density associated with Alternative 3, this alternative would involve a reduced development footprint, reduced excavation/grading requirements, and fewer new impermeable surfaces in comparison to the project. As with the proposed project, the final grading plan for this alternative would be required to comply with applicable city requirements to maintain adequate drainage and water quality standards. Therefore, potential impacts to water quality and hydrologic conditions under this alternative would be reduced in comparison to the proposed project.

Land Use/Policy Consistency

Alternative 3 would reduce the overall development density within the Specific Plan area and would not require the requested General Plan Amendment to reallocate residential units from the Uptown Specific Plan area to the Olsen/South Chandler Ranch Specific Plan area. The reduced development potential would also potentially eliminate the need for the requested General Plan Amendment to reduce the buffer distances associated with high-voltage power lines. However, the potential layout

of future uses within the Specific Plan area under this alternative are speculative; therefore, this General Plan Amendment may still be required for this alternative. Overall, this alternative would be consistent with applicable city policies and standards, and the land use strategy in SLOCOG's 2014 Regional Transportation Plan/Sustainable Communities Strategy and would result in similar potential land use impacts in comparison to the proposed project.

Noise

Alternative 3 would result in a maximum of 250 residential units in the Specific Plan area, alongside similar non-residential amenities and infrastructure to the proposed project. The scale and intensity of construction activities under this alternative would be less than those under the proposed project. As a result, this alternative would result in less construction noise and vibration in comparison to the proposed project. However, construction activity may still occur near existing residential units and other noise-sensitive receptors. Therefore, Mitigation Measures N-3 and N-4 would continue to be required to ensure construction noise and vibration would result in less than significant noise impacts. Because this alternative would include fewer residential units, but similar non-residential amenities and infrastructure to the proposed project, impacts associated with operational stationary sources of noise would be similar to the proposed project, requiring implementation of Mitigation Measure N-2.

As discussed above, this alternative would result in approximately 66 percent fewer vehicle trips compared to the proposed project. The anticipated reduction in traffic under this alternative would incrementally reduce traffic noise in comparison to the project, and this impact would remain less than significant. Overall, noise impacts associated with this alternative would be reduced in comparison to the project.

Population and Housing

Alternative 3 would reduce the overall development density within the Specific Plan area, which would result in fewer new dwelling units and residents in the region in comparison to the proposed project. Overall, this alternative would have a reduced impact related to population growth in comparison to the project. Development under this alternative would result in the displacement of three existing rural residential units on the northern portion of Olsen Ranch property, similar to the project. However, the addition of 250 residential units would replace any displaced residences.

Public Services

Impacts to public services including police, fire, school, and library services would be incrementally reduced as a result of the reduction in new residents when compared to the project. Development under this alternative would be required to pay the Community Facilities District Special Tax as well as state-mandated impact mitigation fees, which would minimize or avoid potential impacts on public services. Overall, impacts to public services under this alternative would be less than significant, and reduced compared to the project.

Recreation

Alternative 3 would preserve a similar amount of area for recreational and open space uses within the Specific Plan area as the proposed project and would generate substantially fewer residents reliant on parkland and recreational facilities in the city. Accordingly, this alternative would improve the city's overall parkland ratio, reducing associated impacts on city parks and recreational facilities in comparison to the project. Applicants for developments in the Specific Plan area under

Alternative 3 would also be required to pay city parkland development fees (Quimby Act fees) in accordance with the city's Development Impact Fee program. Overall, impacts to parks and recreational facilities under this alternative would be less than significant, and reduced compared to the project.

Utilities and Service Systems

Alternative 3 would substantially reduce the overall development density within the Specific Plan area, which would result in fewer new dwelling units and residents that would be dependent on city utilities and service systems in comparison to the proposed project. Similar to the proposed project, this alternative would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. Water demand from new residents would be substantially reduced under this alternative in comparison to the project and could be supported by the city's existing water sources in both normal and drought conditions. This alternative would not result in exceedance of the Paso Robles Landfill permitted daily throughout or permitted total capacity and would comply with all applicable federal, state, and local regulations for solid waste. Overall, impacts to city utilities and service systems under this alternative would be less than significant, and reduced compared to the project.

6.7 Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires that an analysis of project alternatives identify an environmentally superior alternative among the alternatives evaluated in the EIR. In general, the environmentally superior alternative as defined by CEQA should minimize adverse impacts to the project site and its surrounding environment. In some cases, an alternative will avoid one or more impacts identified for a project but introduce other new significant impacts. Therefore, selection of the environmentally superior alternative requires an overall assessment of the changes in the number and type of significant impacts.

This section evaluates the impact conclusions for the Olsen/South Chandler Specific Plan and the three alternatives under consideration. It then identifies the environmentally superior alternative for each issue area. In accordance with the CEQA Guidelines Section 15126.6, if the No Project Alternative is identified as the Environmentally Superior Alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

For the purposes of this analysis, the three project alternatives have been compared within each issue area to the proposed project, and a determination has been made as to whether the alternative would result in less impact, a similar impact, or a greater impact in comparison to the proposed project. Table 6-10 summarizes the environmental advantages and disadvantages associated with the proposed project and the analyzed alternatives.

Table 6-10 Alternative Impact Comparison to the Olsen/South Chandler Ranch Specific Plan

Issue	Proposed Project Impact Classification	Alternative 1: No Project, Existing Zoning	Alternative 2: General Plan Density	Alternative 3: Reduced Density Project, Vehicle Trip Reducing
Major Topics (EIR identifies significant and unavoidable impacts)				
Air Quality	Less than Significant with Mitigation Incorporated	Greater	Similar	Less
Transportation and Traffic	Significant and Unavoidable	Less	Similar	Less
Other Environmental Topics (EIR identifies impacts that are less than significant with or without mitigation)				
Aesthetics and Visual Resources	Less than Significant with Mitigation Incorporated	Similar	Similar	Less
Agricultural Resources	Less than Significant with Mitigation Incorporated	Similar	Similar	Less
Biological Resources	Less than Significant with Mitigation Incorporated	Similar	Similar	Less
Cultural Resources and Tribal Cultural Resources	Less than Significant with Mitigation Incorporated	Similar	Similar	Less
Energy	Less than Significant	Greater	Similar	Less
Geology/Soils	Less than Significant with Mitigation Incorporated	Similar	Similar	Less
Greenhouse Gas Emissions	Less than Significant with Mitigation Incorporated	Greater	Similar	Similar
Hazards and Hazardous Materials	Less than Significant with Mitigation Incorporated	Greater	Similar	Similar
Hydrology and Water Quality	Less than Significant with Mitigation Incorporated	Similar	Similar	Less
Land Use/Planning	Less than Significant with Mitigation Incorporated	Less	Similar	Similar
Noise	Less than Significant with Mitigation Incorporated	Similar	Similar	Less
Population and Housing	Less than Significant	Less	Similar	Less
Public Services	Less than Significant	Similar	Similar	Less
Recreation	Less than Significant	Similar	Similar	Less
Utilities and Service Systems	Less than Significant	Greater	Similar	Less
Overall		3 Less, 9 Similar, 5 Greater	0 Less, 17 Similar, 0 Greater	14 Less, 3 Similar, 0 Greater

Based on the comparison shown in Table 6-10, the Reduced Density Project, Vehicle Trip Reducing Alternative (Alternative 3) would result in the fewest adverse environmental effects in comparison to the proposed project. Alternative 3 would result in a maximum of 250 residential units in the Specific Plan area, 1,043 fewer residential units than the proposed project, alongside similar non-residential amenities and infrastructure to the proposed project. This substantial reduction in new residential units would result in reduced impacts to multiple environmental resources, including air quality, greenhouse gas emissions, transportation, and biological and cultural resources. Therefore, Alternative 3 would be the environmentally superior alternative. However, Alternative 3 would be inconsistent with the city's Housing Element and would fail to provide a range of housing types and affordabilities. Alternative 3 would also fail to meet several of the basic project objectives identified in Section 2, Project Description, and 6.1, Project Objectives, above. The project objectives include providing new residential development that implements General Plan Land Use Element density allocations in the Specific Plan area and helps meet the needs of the City of Paso Robles and address the current State-wide housing shortage, providing a range of housing opportunities anticipated by city planning decisions and guidelines, creating a residential community that provides amenities for future residents, and prioritizing pedestrian and bicycle connections throughout the Specific Plan area. The reduction of 1,043 residential units in comparison to the proposed project would fail to provide housing that would meet the associated project objectives and would not meet the General Plan Land Use Element density allocations in the Specific Plan area. The reduced residential density would provide large lot rural estate development which may be unaffordable to local workforce and would eliminate the higher density rental and workforce housing identified as a community need in the Housing Element.

The General Plan Density Alternative (Alternative 2) would meet most of the basic project objectives. However, this alternative would not provide a substantially environmentally superior project. As shown in Table 6-10, Alternative 2 would have similar environmental effects in comparison to the proposed project for all of the issues areas evaluated in this EIR, while providing 60 fewer new residential units and similar non-residential amenities and infrastructural improvements to the project.

The No Project, Existing Zoning Alternative (Alternative 1) would result in increased physical environmental impacts when compared to the project for several issue areas, including air quality, energy greenhouse gas emissions, hazards and hazardous materials, and utilities and service systems. Alternative 1 would also fail to meet several basic project objectives, including providing non-residential amenities for future residents and prioritizing pedestrian and bicycle connections throughout the Specific Plan area. The rental apartments and townhouse products would be eliminated in Alternative 1, which would be inconsistent with the city's Housing Element goals. While Alternative 1 would reduce significant transportation impacts at three intersections in the study area, the combined transportation system impacts of this alternative would remain significant and unavoidable. Alternative 1 would not avoid any other significant impacts of the project or eliminate the need for any other required mitigation measures, while providing 402 fewer new residential units, no rental housing no workforce housing, and no specific non-residential amenities or infrastructure improvements.

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