

Beechwood Specific Plan

Draft Environmental Impact Report

SCH# 2018061064

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City of El Paso de Robles

1000 Spring Street

Paso Robles, California 93446

prepared by:

Firma Consultants, Inc.

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Volume II

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I. PURPOSE OF THE EIR AND PROJECT SUMMARY

A. INTRODUCTION

This document is an Environmental Impact Report (EIR) that examines the potential effects of approving a Specific Plan and associated General Plan Amendment (GPA) to allow a 911 dwelling unit, master planned residential community with an 8.1 acre public park, 10.1 acres of green open space that includes trails, landscaped amenity and play areas, 10.2 acres of conserved open space, and 47,000 square-feet of mixed-use commercial on a 234.83-acre site.

B. PROJECT SUMMARY

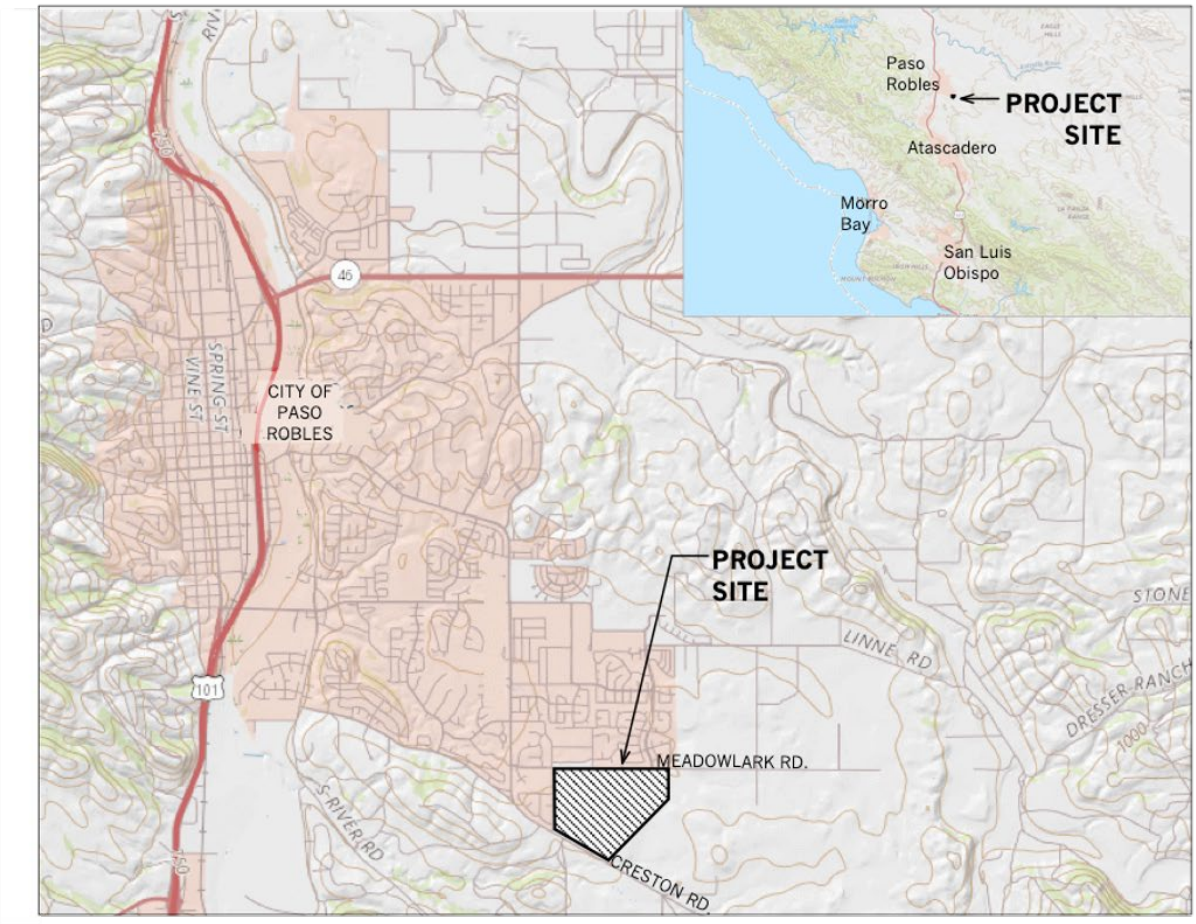
This total area includes a 26.1- acre utility corridor owned by Pacific Gas and Electric Company (PG&E) which will remain undeveloped open space, thus leaving 208.89 acres for the Master Planned Community; a private farmhouse built in 1982 sits on a 2.16 acre lot within the project area but is not a part of the development proposed in the Specific Plan. The Project site is located on the east side of Beechwood Drive, between Meadowlark Road and Creston Road. See Map I-1, Project Location. The following entitlement actions are required:

1. General Plan Amendments (Land Use Element, Housing Element, Parks and Recreation Element)
2. Zoning Code and Map Amendments
3. Specific Plan adoption
4. Development Plan Approval
5. Army Corps of Engineers Section 404 Permit
6. Section 401Regional Water Quality Control Board Certification
7. Section 1603 California Department of Fish and Wildlife Streambed Alteration Permit
8. County of San Luis Obispo Encroachment Permit for improvements to Creston Road in the unincorporated area.
9. Formation of one or more Community Facilities Districts (CFD)

Applications for tentative tract maps, final subdivision maps, oak tree removals, subdivision improvements plans, grading plans, and building permits would be processed subsequently by the City consistent with the Beechwood Specific Plan and Mitigation Monitoring and Reporting Program from the Certified Final Environmental Impact Report.

The Project Land Use Plan is shown on Map I-2. Table I-2, Land Use Summary Table, in Section D provides the breakdown of land use area and residential density by property owner. A list of APNs included in the proposed project are included on Map 1-3 below.

Map I-1 Project Location



map source: esri ArcGIS

PROJECT LOCATION

NORTH

MAP I-1

Map I-2 Proposed Project Land Use Designations



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

map source: RICK Engineering Company, January 2020

PROPOSED PROJECT LAND USE DESIGNATIONS

NORTH

MAP I-2

1. Lead Agency

The City of Paso Robles (City) is the Lead Agency under California Environmental Quality Act (CEQA) for preparation of the Environmental Impact Report (EIR). Lead Agency is defined as the agency that has the primary responsibility to carry out, or approve, the proposed project.

2. Project Land Use History

The 234.8 acre Beechwood Specific Plan site was annexed into the City of Paso Robles on October 21, 2004 by action of the San Luis Obispo County Local Agency Formation Commission (LAFCO). In order to accommodate the orderly development of the property and mitigate potential negative impacts from development, the City amended the General Plan by placing a Specific Plan Overlay on the property, namely, the Beechwood Specific Plan. Policy LU-2G of the General Plan currently limits the total density of the Beechwood Specific Plan to 674 residential dwelling units. Additionally, the existing Specific Plan Overlay designates the Beechwood site as Residential Single-Family (RSF-3) withapproximately 10.0 acres of Neighborhood Commercial (NC) with an additional 10 acres of Residential Multi-Family (20) (RMF-20) to provide 200multi-family dwelling units at 20 units per acre. Consistent with the General Plan designations, the Project area is currently zoned Single Family (R-1) /Planned Development (PD-3) and Apartment (R-5), allowing 674 dwelling units, as specified by the BSP Overlay.

In a period rancging from 2003-2006 the City undertook efforts to begin an EIR for the Olsen Ranch/Beechwood Specific Plan however the report was never completed. In 2013, the City Council authorized the processing of a Specific Plan development project with up to 1,011 residential units and mixed-use development on Creston Road in the project area. The final determination of the project density was to be as determined through the processing and approval of the Specific Plan and the project EIR.

In 2017 the applicants submitted an updated land use plan incorporating 915 dwelling units, less than the 1,011 units authorized by the City Council in 2013.

On May 15, 2018, the City Council authorized the processing of a “preferred project” consisting of 911 dwelling units, to be processed and analyzed in a Project EIR. The reduction by the City Council from 915 units to 911 dwelling units resulted from the number of surplus dwelling units that remained unallocated as of May 15, 2018.

As part of the General Plan amendment authorization, and in accordance with current policies,the Council “reserved” 237 unallocated surplus residential density units for this project. Additional discussion of this topic is in sections IV.L Land Use and Planning and IV.O Population and Housing.

On May 5, 2009 the City Council adopted Resolution 13-057 which calls for Specific Plans to be required on the Chandler Ranch, Olsen Ranch, and Beechwood Area and provides density targets within the City’s buildout population of 44,000 residents.

3. EIR Scoping and Notice of Preparation

A Notice of Preparation (NOP) was mailed on June 25, 2018, to inform other public agencies, interest groups and the public in general (via the City website) of the City’s intent to prepare an EIR for the Beechwood Specific Plan and General Plan Amendment. The NOP provided an

opportunity for those interested in the Proposed Project to comment on the proposed EIR's contents. Additionally, the NOP was sent to the State Clearinghouse, which is responsible for forwarding it to State agencies that might be affected or have responsible agency status.

As recommended by CEQA Guidelines Section 15082(c) (1), a noticed public scoping meeting for the EIR was conducted on April 11, 2018. The City and Applicant jointly conducted a public scoping meeting to present the Project and receive public input on EIR issues. Over 300 comment forms were received as well as email correspondence. In addition, the City invited agencies with regulatory authority to the Scoping Meeting. These included the California Department of Transportation (Caltrans) District 5, California Department of Fish and Wildlife (CDFW), US Fish and Wildlife Service (USFWS), San Luis Obispo County Air Pollution Control District (SLOAPCD) , San Luis Obispo Council of Governments (SLOCOG), Regional Water Quality Control Board (RWQCB), and the Paso Robles Joint Unified School District. Comments were received from the RWQCB, CalTrans and SLOAPCD.

Comments received in response to the NOP and at the scoping meeting were beconsidered in the preparation of this Draft EIR. Each EIR study topic in Section IV includes a section that describes NOP and scoping meeting comments.

EIR SCOPE

Based on the NOP (refer to Appendix A) responses the following issues were identified for study in the EIR:

- Geology and Soils
- Agricultural Resources
- Biological Resources, including wetland resources
- Drainage, Flooding and Storm Water Quality
- Cultural Resources
- Visual Resources
- Transportation
- Noise
- Air Quality and Greenhouse Gases
- Hazards and Public Safety
- Land Use and Planning
- Public Facilities and Utilities
- Growth-Inducing Effects
- Population and Housing
- Global Climate Change, Greenhouse Gasses & Energy

4. Native American Tribal Consultation

Assembly Bill 52 (AB 52) establishes a consultation process with all California Native American Tribes on the Native American Heritage Commission (NAHC) list, including Federal and Non Federal Recognized Tribes. AB-52 defines Tribal Cultural Resources as a site feature, place, cultural landscape, sacred place or object, which is of cultural value to a tribe and is either eligible for the California Register of Historic Resources or a local historic register.

Senate Bill 18 (SB-18) requires that each time a local government considers a proposal to adopt or amend the general plan or specific plan, they are to contact the appropriate tribes identified by the NAHC. If requested by tribes, local governments must consult for the purpose of preserving or mitigating impacts to cultural places.

Early notification of the Proposed Project was provided to tribal representatives in the geographic area who are traditionally and culturally affiliated in San Luis Obispo County including AB 52 and SB 18 notification correspondence. Meetings have been held with tribal representatives and ongoing consultation may occur during review of the draft Beechwood Specific Plan and EIR.

5. Content, Adequacy, and Intended Uses of the EIR Pursuant to CEQA

This EIR has been prepared in accordance with the requirements of CEQA and the State CEQA Guidelines (14 California Code of Regulations, §15000 et seq.) as amended. Section 15151 of the State CEQA Guidelines provides the following standards for EIR adequacy:

> *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 a 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.*

The purposes of this EIR are:

- To serve as an informational document which examines the likely environmental impacts of the proposed project,
- To identify those environmental impacts that could be potentially significant,
- To develop mitigation measures to reduce identified potentially significant impacts to the extent feasible,
- To identify potentially feasible alternatives that could avoid or reduce significant impacts,
- To provide a means for citizens to participate in the decision-making process.

A significant environmental effect is defined in CEQA as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the proposed actions.

While the information in the EIR does not control the City's ultimate discretion on the proposed project, the City must respond to each significant effect identified in the EIR by making certain findings required under CEQA and, if necessary, by adopting a Statement of Overriding Considerations pursuant to Sections 21002.1 and 21081 of CEQA and Section 15093 of the CEQA Guidelines.

Specifically, prior to approving the proposed project, the City is required to certify 1) that the EIR has been completed in compliance with CEQA, 2) that the City Council has reviewed and considered the information in the EIR, and 3) that the EIR reflects the independent judgment of the City. Moreover, CEQA specifies that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each in making the following findings:

- Changes have been made to avoid or substantially reduce the magnitude of the impacts;
- Changes are within another agency's jurisdiction, and such changes have been, or should be, adopted; and/or
- Specific economic, social, or other considerations make infeasible mitigation measures or alternatives that would avoid or substantially reduce the impacts.

Should the City determine that a significant impact is unavoidable and cannot be mitigated, a Statement of Overriding Considerations would be required in connection with the decision to adopt the project.

In order to provide information upon which the City would make the findings set forth above, this EIR categorizes each potential impact into one of three categories:

- **Significant and Unavoidable Impact (Class I Impact):** A significant and unavoidable impact is a significant adverse effect on the physical environment that cannot be avoided or reduced to a less than significant level even if reasonable mitigation measures are incorporated.
- **Significant Impact that Can Be Mitigated or Avoided (Class II Impact):** A significant impact is an impact that could potentially have a substantial adverse impact on the physical environment but can be avoided or reduced to less than a significant level by adopting either mitigation measures or a project alternative.
- **Less than Significant Impact (Class III Impact):** A less than significant impact is an effect that is determined not to have a substantial adverse impact on the physical environment and therefore no mitigation is required.

Impact evaluation criteria are presented for each issue examined in the EIR. The purpose of the criteria is to establish the thresholds required to make a determination if a significant impact will result. This enables those reviewing this document to understand how determinations about impacts were made. In establishing these criteria, the EIR relies to the greatest degree possible on local standards, existing laws, and government regulations.

In this report, information is organized into separate substantive topics to clearly address, analyze and disclose potentially significant impacts. Each topic includes a section in which the significance of the impacts and the probable effectiveness of proposed mitigation measures are discussed.

The purpose of the publication of the draft EIR is to allow the public and applicable agencies to review and comment on the findings of the report.

Section 15204(a) and (c) of the CEQA Guidelines indicates that:

> *(a) In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a "lead agency" to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.*
>
> *(c) Reviewers should explain the basis for their comments, and, should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.*

The Draft EIR is circulated for agency and public review during a 45-day public review period. Comments received by Community Development Department (on the draft EIR) within the review period will be reviewed, and responses to comments will be included in the Final EIR.

The Draft EIR is available for review and download from the City website:

www.prcity.com

Additional copies of the draft EIR and copies of documents incorporated by reference into this draft EIR will be available at the office of the Lead Agency:

City of Paso Robles City Hall
Community Development Department
Darren Nash, City Planner
1000 Spring Street
Paso Robles CA 93446

Comments to the draft EIR should be submitted to the City by US mail or email:

City of Paso Robles City Hall
Attn: Planning
1000 Spring Street
Paso Robles CA 93446

Via email: Planning@PRCity.com

The Final EIR would be prepared and forwarded to the Planning Commission and City Council for consideration under the provisions of CEQA. If the EIR is certified and the project is approved by the City, then the Applicant may proceed with applications for permits on the discretionary actions required for implementation of the BSP.

The mitigation measures identified in the EIR are recommended to be included as project Conditions of Approval and implemented and monitored under a Mitigation Monitoring and Reporting Program (MMRP) to also be adopted by the City.

It is not the purpose of the EIR to recommend any particular course of action be taken by the City. CEQA requires the decision-makers to make informed decisions with knowledge of the potential environmental impacts of the proposed actions, and to balance the potential benefits against the environmental impacts that are likely to result from those actions.

6. Subsequent Discretionary Actions by the City and Responsible Agencies

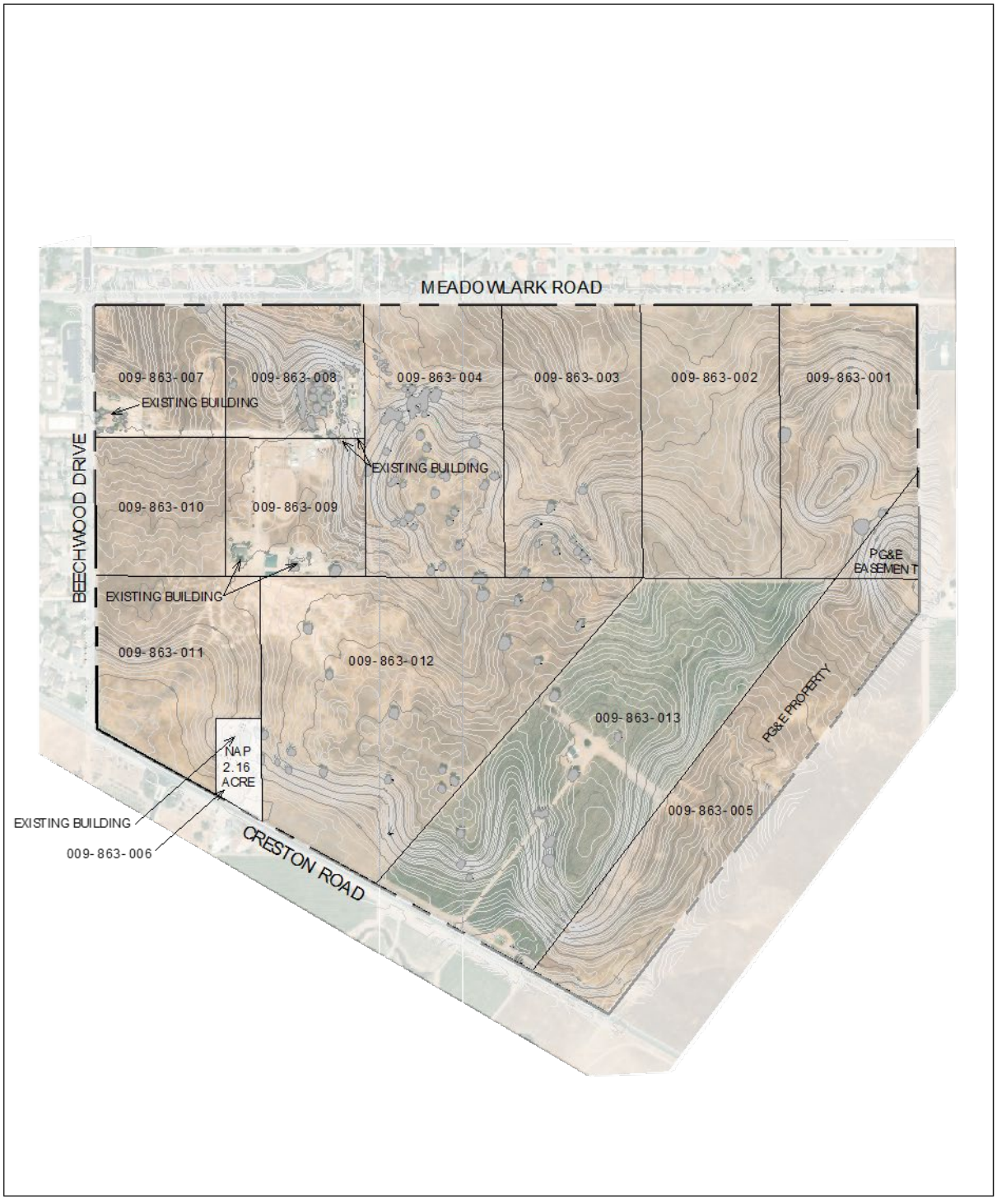
The Final EIR also will be reviewed and relied upon by other agencies to grant discretionary approvals required from those agencies to implement the project. The agencies that may utilize this EIR when acting in a "Responsible Agency" capacity in connection with discretionary authorizations needed to implement the project include:

- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- California Department of Fish and Wildlife (CDFW)
- Regional Water Quality Control Board (RWQCB)
- County of San Luis Obispo (Encroachment permits)
- San Luis Obispo County Air Pollution Control District (SLOAPCD)

C. SITE LOCATION AND PROJECT SCOPE

The proposed Beechwood Specific Plan and General Plan Amendment Project is located at the southeast corner of the City where unincorporated areas of San Luis Obispo County meet the city of Paso Robles. It is located approximately 2.5 miles east from US Route 101. The Project is identified by the following Assessor Parcel Numbers: 009-863-001 through 005 and 007 through 013. See Map I-1 Site Location for the location of the proposed Project and Map I-3 Existing Conditions.

Map I-3 Existing Conditions



map source: RICK Engineering Company, January 2020

The draft Beechwood Specific Plan is available for concurrent review on the City website with the draft EIR during the public review period. The final Project may be modified as a result of the review of the draft EIR, the draft Beechwood Specific Plan, and other considerations.

The EIR Project Description provides an overview discussion of the contents of the Beechwood Specific Plan and General Plan Amendment. The final Specific Plan will comprehensively address the following:

- Ownership and Acreage;
- Specific Plan Vision;
- Proposed land uses;
- Zoning standards and design guidelines;
- Proposed number of dwelling units and amount and type of commercial uses;
- Existing Site Conditions;
- Site Grading Concept;
- Biological Resources;
- Circulation System and Pedestrian and Bicycle Mobility;
- Drainage Facilities and Stormwater Management;
- Water Facilities;
- Sewer Collection Facilities;
- Water Conservation Strategies;
- Communication Facilities, Power, and Gas Infrastructure;
- Community Character;
- Parks and Open Space;
- Project Monumentation;
- Housing Product Diversity and Architectural Themes and Guidelines;
- Density distribution and lot size ranges;
- Commercial Land Uses and Alternatives (potentially replaced with residential use);
- Project Phasing and Shared Infrastructure Financing; and
- Maintenance and implementation.

D. PROJECT OBJECTIVES AND GENERAL PLAN IMPLEMENTATION

Project Objectives constitute a statement of objectives sought by the proponents of the proposed project. The Applicants' documents for the Project state: "The vision of the Beechwood Specific

Plan is to establish a master planned neighborhood that features parks, multi-use pathways, and a variety of housing types and that celebrates the City's heritage through preserving and replanting oak trees native to El Paso de Robles (Pass of the Oaks)." The Project has been designed to meet the needs of City's growing population by providing a mix of residential densities, diverse residential product types, and smaller scale commercial uses with an emphasis on open space trails, on- and off- street bicycle paths, and both active and passive recreation including development of an eight-acre community park.

The Project Objectives should align with and support the City's General Plan goals and policies. The Project Objectives of the BSP are listed below, together with how they relate to the pertinent General Plan goals and policies.

Objective 1: Help meet regional and local workforce housing needs by providing a mix of land uses and housing types for a range of income levels This Guiding Principle includes the following components:

- High quality housing at diverse price points
- Small and large lot single family residences
- Attached for rent and ownership units
- Clustering density in areas with limited constraints

The Project Applicants are proposing a greater number of dwelling units and more diversity in the type of dwelling units than contemplated in the existing General Plan. Therefore, concurrent with the Beechwood Specific Plan, a General Plan Amendment is proposed that would increase the overall number of dwelling units permitted within in the Specific Plan Area from 674 to 911.

A range of lot sizes are proposed that would provide a variety of housing options to accommodate a mix of housing needs and income levels. In addition, the project would provide a variety of multi-family attached units, at different densities and include both for-rent and ownership attached units.

Objective 1 relates to the following General Plan Land Use and Housing Goals, Policies, and Action Items:

- **Policy LU-1A Land Use Categories.** Provide an appropriate mix and diversity of land uses.
- **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-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.
- **Policy H-6.1.** Develop and redevelop neighborhoods and planning areas using compact urban forms that foster connectivity.

- **Action H(5).** Require new specific plans for undeveloped areas (Chandler Ranch, Olsen Ranch, Beechwood Area, and any to follow) to provide a balance of housing opportunities (types and densities) for all income groups.
- **Action H(23).** Require new specific plans for undeveloped areas [including Beechwood Area] to incorporate land use and circulation patterns that use compact urban forms that foster connectivity, walkability, and alternative transportation modes and to incorporate design principles used in the Uptown/Town Centre Specific Plan for these items as well as other energy-saving and environmental quality protection measures, as appropriate to the topography, vegetation, and location in each specific plan area.

Objective 2: Create healthy neighborhoods by providing recreational opportunities and safe walking and biking facilities connected with the rest of the City. This Objective includes the following components:

- Neighborhoods connected by multi-use trail system and bike lanes
- Amenitized green spaces provide areas for active and passive recreation
- New community park offering new recreational facilities and new opportunities for youth and adult sports programs

The proposed Project provides for distinct neighborhoods of different character and building type and density, a community park and smaller pocket parks, natural open space, and community/sub-regional commercial areas, all linked by a coordinated bike and pedestrian system.

An 8.1-acre community park is proposed that would provide for active recreation uses including a multi-purpose athletic field available for a variety of sporting activities for youth and adult sports, a playground, and passive park elements.

The Project proponents will coordinate with the Regional Transit Authority to link future bus service routes and bus stops to the onsite bike and pedestrian network.

Objective 2 relates to the following General Plan Circulation Element Goals and Policies:

- **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.
- **Policy CE-1D Transit.** Improve and expand transit services. Link neighborhoods to transit stops and park-and-ride lots by providing direct bicycle and pedestrian access.

Objective 3: Provide a safe and interconnected circulation network for all modes and abilities. This Objective includes the following components:

- Connecting the Specific Plan area to the adjacent, larger capacity streets and design multiple points of access to these streets from onsite streets to minimize the concentration of vehicles at intersections.
- Traffic calming measures provided to reduce vehicle speeds
- Bike lanes to help ensure safety of cyclists

- Detached multi-purpose pathway system provides safe separation between vehicles and pedestrians

The proposed Project provides for both multiple access points from the project to the major adjacent roadways (Meadowlark Road, Beechwood Drive, Airport Road, and Creston Road) and an internal street system connecting the various neighborhoods. An interconnected street network limits the cul-de-sacs proposed except as necessary to avoid sensitive environmental resources.

Traffic circles are proposed at several intersections with Ridge Road, and a comprehensive bikeway and a detached, meandering multi-purpose pathway and sidewalk system is proposed throughout the proposed Project.

The Project proponents will coordinate with the Regional Transit Authority to implement, at its direction, future bus service routes and bus stops to facilitate use of public transit which will link the onsite bike and pedestrian network to other parts of the City.

Objective 3 relates to the following General Plan Circulation Element Goals, Policies, and Action Items:

- **Policy CE-1F Pedestrian and Bicycle Access.** Provide safe and convenient pedestrian and bicycle access to all areas of the city.
- **Action CE-1A-8.** Construct roundabouts in lieu of traffic signals where appropriate conditions exist to maximize the efficiency of streets, maintain continuous but moderate traffic flow, reduce accident severity, and enhance pedestrian and cyclist activity.
- **Action CE-1A-6.** Implement the City's Traffic Calming Program as funding is available. Neighborhood preservation and context shall be a factor in the consideration of community mobility objectives.
- **Action CE-1A-16.** View all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.
- **Action CE-1A-19.** Transportation improvements shall improve accessibility and promote physical activity.

Objective 4: Protect native oak trees and riparian areas for future generations This Objective includes the following components:

- Preserve the Project's most sensitive resources in open space
- Create new natural habitat through creative use, placement, and integration of required stormwater features
- Careful site planning to minimize impacts to oak trees and to minimize landform alternation
- Stormwater capture provides new opportunities for groundwater recharge
- Implement low water use landscaping and water fixtures in compliance with the City's water conservation ordinances.

The proposed site design clusters higher density development in less sensitive areas while requiring custom lot grading and stepped foundations where necessary in sensitive areas to lessen grading on slopes over 10% and to avoid removing oak trees.

In areas where larger numbers of good or average quality native oak trees exist or where slope gradient exceeds 10%, the project proposes custom graded lots and lots with stepped footings to minimize impacts to trees and reduce landform alteration. These design measures reduce the numbers of good and average quality oak trees to be removed, with the majority of trees proposed to be removed being of poor quality. All impacts to trees and other biological resources will be mitigated in accordance with City guidelines through avoidance where feasible, habitat preservation and enhancement, and impact mitigation.

The Project proposes 18.2 acres of accessible parks and open space, along with 10.2 acres of conserved open space. Additional acreage is devoted to shallow-bottomed water quality basins which will be planted with native vegetation and bio-retention plantings and media.

The Project includes a trail and sidewalk network which connects neighborhoods with the Project's natural features, open space areas, and community and pocket parks.

Objective relates to the following General Plan Land Use and Conservation Goals and Policies:

- **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.
- **Policy C-3A Oak Trees.** Preserve existing oak trees and oak woodlands. Promote the planting of new oak trees.
- **Policy PR-1A Park and Recreation Facilities.** Strive to achieve 7-acres per 1,000 population parkland standards.
- **Policy C-3B Sensitive Habitat.** Incorporate habitats into project design, as feasible, including: oak woodlands, native grasslands, wetlands, and riparian areas.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
- **Policy C-5B Hillsides.** Protect hillsides as a visual amenity, by implementing design standards that call for: a) decreasing density as slope increases; b) limiting the amount of grading; c) providing substantial amounts of landscaping; d) incorporating architectural treatment that enhances the form of the hillside rather than conflicting with it; e) limiting the number of building sites that may be placed on ridgelines; f) preventing development of new buildings that project above the ridgeline unless adequately mitigated with landscaping; g) ensuring sensitive design of development on steep slopes, and on crest of major ridgelines. Considerations for development on steep slopes shall include the following: avoid slope stability hazards by restricting development on slopes of 35% or greater; site-specific visual assessments (with and without the project) to thoroughly evaluate the visual effects of development proposals on slopes of 30% or greater; for new development located on ridges and hills consider providing a substantial building setback

from the edge of the downhill slope and/or screening landscaping, where the slope exceeds 30%.

Objective 5: Provide certainty that phasing, financing, and maintenance of Plan Area infrastructure and services proceed in a manner that serves the interests of the community. This Objective includes the following components:

- Supply all new development that occurs within the Specific Plan area with adequate volumes of potable water by a City operated and maintained system.
- Connect all development with the Specific Plan area to a City operated and maintained wastewater system that has adequate capacity to handle the proposed flows.
- Provide stormwater management strategies that provide opportunities for groundwater recharge.
- Reduce runoff and improve water quality by incorporating innovative storm water management process.
- Ensure existing utility purveyors have adequate infrastructure to accommodate the demand from the Specific Plan area, including solid waste, recycling, electrical, natural gas, cable, telephone, and telecommunications.
- Provide new public services infrastructure that adequately serves the new development as well as any required off-site improvements necessary to meet the demand generated by the buildout of the Project.
- Ensure schools and emergency services are adequate to meet the demands of the Project.

Objective 5 relates to the following General Plan Land Use, Safety, and Conservation Goals and Policies:

- **Policy S-1B Disaster Response.** Review/Update the community-wide Multi-Hazard Emergency Response Plan on periodic basis. Addresses heavy search and rescue, major medical response, hazardous material response, interim morgue, emergency shelter, traffic and utility impacts, and debris removal and disposal; and identifies procedures for access, traffic control, emergency evacuations, and security of damaged areas.
- **Policy LU-4B Schools.** Support the public school districts' efforts to ensure that new development mitigated its impacts to public schools, particularly in avoiding overcrowding condition.
- **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.
- **Policy C-1B Sewer Service.** Provide adequate wastewater conveyance and treatment facilities to serve all parcels 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 Low Impact Development (LID) features, so that downstream run-off is limited to pre-

development volumes and velocities before it is conveyed to the Salinas River, Huerhuero Creek, and their tributaries.

- **Policy C-2C Emissions Reduction.** Take steps to reduce creation of air contaminant emissions. Require builders to use appropriate techniques to minimize pollution from construction activities.

- **Action S-1B-3.** Incorporate fire and crime prevention measures in the design and construction of new development via the following: a) Seek Fire and Police Department comments on development applications; b) Adopt the latest version of the Uniform Building and Fire Codes and related building safety codes; c) Implement the Building Security Ordinance; d) Incorporate concepts of "defensible space" (these concepts stress the importance of physical design and surveillance as techniques to deter crime) in reviewing development projects.

- **Action S-1B-4.** Coordinate with emergency services to evaluate the potential vulnerability of wildfire hazards including accumulation of fuels (such as brush, etc.), and implement measures consistent with the Draft Local Hazard Mitigation Plan to reduce the risk from fire hazards.

- **Action LU-2B-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 44KV or greater are excluded from this underground requirement.

- **Action LU-4B.** Facilitate the provision of schools by continuing to work closely with the school districts during the site selection and development process. For example, when development proposals are submitted for large projects triggering needs for additional schools, the districts should determine when parcels would be appropriate school sites, and specify appropriate location, accessibility and land use compatibility standards for schools site selection.

Objective 6: Provide a master planned residential community that exhibits high-quality architecture and incorporates local sustainable landscaping.

- Allow for a broader range of small scale or boutique commercial uses than normally associated with neighborhood commercial to bolster the viability of the BSP's commercial component.

- Permit the flexibility to apply residential mixed use zoning (MU 12) to the commercial areas of the BSP in the event that commercial services demand does not materialize.

- Reduce vehicle trips by providing a variety of commercial servicesavailable to residents of the community and surrounding neighborhoods.

- Permit establishment of live-work units within the BSP's mixed-use commercial designations subject to density limitations and approval of a specific plan amendment to allow for limited residential use with approval of a conditional use permit.

E. CHARACTERISTICS OF THE PROJECT

1. General Plan Amendment

The Project proposes an Amendment to the Land Use Element, Housing Element and Parks and Recreation Element of the General Plan (GPA). The proposed changes are described below.

The Land Use Element currently designates the Project site RSF-3 (Residential Single Family,3 dwelling units per acre), including affordable housing. In addition, the Land Use Element designates for the site 200 multi-family units at a density of 20 dwelling units per acre (RMF 200 @ 20/ac), and approximately 10 acres of Neighborhood Commercial (NC +/-10Ac/site). Under Overlay Designations in Section 4 of the Land Use Element, the Specific Plan Overlay Policy currently limits the site to 674 dwellings units subject to Policy LU-2G. Thus, the proposed land use of Beechwood Specific Plan Overlay is consistent with the underlying RSF-3, RMF, and NC Land Use Designations of the Land Use Element.

The proposed GPA would amend both the underlying land use designations and the Specific Plan Overlay. The Amendment proposes an increase in the dwelling units allowed within the Specific Plan Overlay from 674 to 911. Reflecting the change to the Specific Plan Overlay, the underlying land use designations would be changed to allow the increase in dwelling units. The specific densities proposed within the various ownership and subareas as shown on Table I-2.

The subareas within the plan identified for higher density would be designated Residential Multiple Family-14 (8-14 Du/Ac) and Residential Multiple Family-24 (15-24 Du/Ac), to include an affordable housing component. The Policy LU-2G requirement for 200 multi-family dwelling units at a minimum density of 20 Du/Ac would be amended to require a minimum of 100 multi-family dwelling units at 20 Du/Ac and a minimum of 50 multi-family dwelling units at 8 Du/Ac; consistent with the Housing Element Policy H-1.2 (Action Item 10a). Ten acres designated Neighborhood Commercial would be changed to 5.6 acres of Commercial-Mixed Use, which includes 3.0 acres of steep slopes and Oak trees as open space to the commercial parcels.

In addition, the GPA would include a policy statement allowing the replacement or reduction of the commercial /commercial mix-use area in the event that commercial use as indicated in the Land Use Element and the Beechwood Specific Plan is found to be not viable. The proposed Mix Use-24 designations allows for a variety of commercial, retail, office professional, and multi-family residential uses. Because this designation (Mix-Use 24) designates the maximum residential density of 24 (24 Du/Ac) and the maximum non-residential FAR is 0.2. The replacement of the commercial use with residential use in the Mix Use-24 Land Use may be permitted and approved administratively at the discretion of the Director of Community Development and considered an administrative action not subject to further CEQA review, and is evaluated as part of the proposed project.

See Map I-4 for the existing General Plan Land Use Element Designations and Table I-1following for an acreage summary of proposed land uses.

Table I-1. Land Use Summary

Land Use Description	Acreage1
Single Family Residential-7 (Max. 7 Du/Ac)2	147.3
Multi-Family Residential-14 8-14 (Du/Ac)	12.1
Multi-Family Residential-24 15-24 Du/Ac	6.9
Neighborhood Commercial (Mixed Uses)	5.6
Parks and Open Space - Community Park	8.1
Open Space – Amenitized Green Space	10.1
Open Space - Conservation	10.2
Public Streets and Rights-of-Way (Major Roads)	8.4
Open Space – Undeveloped Utility - PG&E (Fee Parcel)	26.1
Total With Public Streets	**234.8**

[1] Acreages are rounded to the nearest tenth and based upon conceptual Land Use Plan (I-2). Refinements in acreages may occur in subsequent development review and subdivision applications.
[2] Includes all single-family residential land use areas and densities.
[3] Additional park and open space area will be provided with installation of water quality basins and internal private pocket parks within residential development subareas.

2. Specific Plan

PROPOSED LAND USE

The Beechwood Specific Plan is a master-planned community proposing a mix of land uses including detached single-family and attached multi-family residential, commercial mixed use, park, drainage and stormwater quality improvements, and open space uses. In order to provide a variety of both for-sale and rental housing types, a minimum of 100 dwelling units are planned at 20-Du/ac (High Density Residential), and a minimum of 50 units are planned at 8-du/ac (Medium Density Residential). The balance of the proposed density ranges from 3.3 Du/Ac to 15 Du/Ac. The maximum number of dwelling units allowed within the BSP is 911. See Table I-2 for a summary of proposed land use designations by ownership and subarea (2020 Beechwood Specific plan).

Table I-2. Specific Plan Land Use Summary by Ownership

Subarea	Current Owner	Gross Area (acres)	Dwelling Units Allocated per City Council Resolution No. 18-067	Dwelling Units to be Reallocated from Subarea G	Commercial Area (sf)	Gross Density[1] (du/ac)
A	Harrod	9.75	36	2	--	3.7
B	Harrod	19.80	86	3	--	4.3
C Total	Harrod	19.95	82	3	--	4.1
C-1		4.50	48[2]	1	--	10.7
C-2		15.45	34	2	--	2.2

Subarea	Current Owner	Gross Area (acres)	Dwelling Units Allocated per City Council Resolution No. 18-067	Dwelling Units to be Reallocated from Subarea G	Commercial Area (sf)	Gross Density[1] (du/ac)
D	Pensco	19.95	88	3	--	4.4
E	Erskine	19.95	88	3	--	4.4
F	Huebner	19.95	88	3	--	4.4
G	Delucca	9.66	32[3]	N/A	--	3.3
H	Harrod	15.80	54	3	--	3.4
I Total	Erskine	38.02	164	6	7,000	4.3
I-1		32.22	124	5	--	3.9
I-2		4.20	40[3]	1	--	9.5
I-3		1.80	--	--	7,000	--
J Total	Harrod	38.22	193	6	40,000	5.0
J-1		16.55	60	3	--	3.6
J-2		9.70	63[2]	2	--	6.5
J-3		4.67	70[4]	1	--	15.0
J-4		7.30	--	--	40,000	--
--	PG&E	23.78	--	--	--	--
Subtotal Residential		***201.95***	***911[6]***	***--***	***--***	***4.5***
Subtotal Commercial		***9.10***	***--***	***--***	***47,000[7]***	***--***
Total		**234.83**	**911**	**32**	**47,000**	**--**

Notes: sf = square feet; du = dwelling unit; ac = acre

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

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

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

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

[5] As shown on the Land Use Diagram, Subarea G is anticipated to support a Community Park. However, 32 multiple-family residential units are allotted to Subarea G per City Council Resolution No. 18-067. When the community park is expanded to the entire subarea as shown on the Land Use Diagram, the 32 dwelling units will be reallocated proportionally to other subareas based on acreage. Additionally, all 32 units mush take the form of one or more of the following building types: small lot single-family homes (single-family homes on lots less than 40 feet width), duplex, triplex, fourplex, cottage court, townhouse, or multiplex.

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

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

Table I-3. Development Intent by Land Use / Zoning District

Land Use	Development Intent/Permitted Uses (Primary Uses)
RSF	Provides for single-family dwellings of variable lot sizes ranging from a minimum lot size of 2,720 s.f., including custom graded pads and sloping lots that will utilize stepped foundations to avoid impacts to Oak trees and reduce graded slopes. Also allows for cottage courts and duplex units.
RMF 24 Du/Ac	Provides for high density multi-family development including condominiums and rental apartments up to 24 dwelling units per acre. Includes recreational centers and other usable private open spaces.
RMF 14 Du/Ac	Provides for medium density mulit-family development of duplexes, triplexes, and townhomes including condominiums and rental units. Includes recreational centers and other usable private open spaces.
Commercial – Mixed Use	Provide a variety of commercial, retail and office professional uses including neighborhood serving commercial uses and boutique specialty commercial uses with tourist and light agriculture orientation, such as wine tastingand arts and crafts studios. Allows live-work units with a conditional use permit and dwelling units may not exceed that maximum number of units allowed for the Project.
Open Space – Conservation	Permanently set-aside oak woodlands, flood plains, storm drainage ways, steep slopes, aesthetic and visual open spaces and similar environmentally sensitive habitat areas. Trails, road and utility corridor extensions.
Community Park	Provides for a public park offering active recreation and sports activities. Multi-purpose athletic field, playgrounds, and passive recreation.

For the purposes of final zoning, lot development criteria would be developed as part of the Final Beechwood Specific Plan in the design guidelines and / or implementation section which would rely substantially on the base zones for allowable uses and then add deign flexibility with building type, setbacks, heights, etc.

Residential Development

The development objective for the neighborhoods is to create a mix of attached single-family homes and multi-family (up to 24 DU/Ac) buildings (townhomes, triplex, four-plex styles) along the perimeter of the single-family lot subdivisions. This is sometimes referred to as blended density design, but overall the project will be characterized by a mix of single family residential, medium density residential, and high-density residential zoning. However, the densities will vary throughout the project in order to offer new homes that appeal to a broad range of potential buyers with differing incomes. There is no subsidized housing component being proposed.

Commercial Development

The General Plan Land Use Element indicates that neighborhood commercial should be permitted within the Beechwood Specific Plan Area.The Project includes approximately 5.6 acres of commercial land use along Creston Road, allowing a floor-area ratio of 0.2, which amounts to approximately 47,000 s.f. of commercial floor area.This use is primarily intended as mixed commercial use providing neighborhood serving uses such as convenience shopping needs, neighborhood-scale markets, banks, restaurants, and personal services, but also allowing for a broader variety of commercial uses to serve a larger area such as specialty retail, professional office, and less intensive tourist-related commercial such as wine tasting and arts and crafts studios. Uses within this zone are generally consistent with those of the CP district as identified in Table

21.16.200 of the Zoning code. In addition, the following uses are permitted either outright or permitted conditionally: Additional uses permitted outright: Wine Tasting Rooms; Domestic Violence Center; Employee Housing for 6 or fewer employees; Group Care Homes; Multiple-Family (two or more residential units per lot as a primary land use); Residential Care Facilities (for elderly, handicapped, etc.) for 6 and fewer residents; Supportive Housing; Transitional Housing; Secondhand merchandise (antiques); Bed and breakfast inns; Bus Stations (private). This expanded variety of mixed commercial uses is intended to help insure viability of this commercial district. The land use would allow live-work units with limitations, including limiting the number of units to the Project's maximum number dwelling units and requiring approval of a conditional use permit.

ARCHITECTURAL CHARACTER AND VISUAL QUALITY

In an effort to promote a diversity of residential character within the community, the Specific Plan will identify a set of architectural themes and details that respond to specific types of construction styles and materials. For instance, Craftsman, Spanish Colonial, or California Contemporary and others will be detailed in the Specific Plan as a design guide, or template, from which the owners can choose. The goal is to provide guidance to the developers as they design their units, and the result will be different neighborhoods with differentiated aesthetics but with theme elements common in all the neighborhoods.

Examples of the architectural themes indicated above are shown in Figure I-1 and would apply to both detached single-family homes and multi-family buildings. The themes shown are representative of the variety of architectural styles to be provided in the Project which would be intended to reflect and complement existing architecture in the region and fit the mass and scale of surrounding residential development. The Style Elements that differentiate the architecture styles from one another would be developed in the Development Plan or at the Tentative Tract Map stage. Examples of primary style elements are the type of roof including the pitch, form (e.g. gables, hips and fills), and material, the type of exterior siding materials, window styles, porch design, and building height, form, and massing.

The individual ownership entities recognize that different housing product types are needed to respond to the diverse housing needs of the marketplace. Some buyers may need space to accommodate multigenerational families, others may require less square footage, and yet some may want an apartment unit to rent. In recognition of the dynamics of housing market forces, the Project proposal prescribes the density range of a particular ownership parcel and subarea and the owners will build the product type that they feel suits their development niche.

CIRCULATION PLAN AND PUBLIC STREET CHARACTERISTICS

The project site is bounded by three existing roadways: Creston Road, Beechwood Drive, and Meadowlark Road, and Airport Road; a bifurcated arterial road that terminates at Meadowlark Road. These existing roads are further described below. Refer to Map I-4 for a depiction of the proposed Circulation Plan and Figures I-2 through I-5 for street sections.

Figure I-1 Architectural Styles

Craftsman



Farmhouse



Mediterranean



Multi-Family

Spanish



Monterey



Craftsman



map source: RICK Engineering Company, January 2020

	ARCHITECTURAL STYLES	**FIGURE I- 1**

Map I-4 Circulation Plan



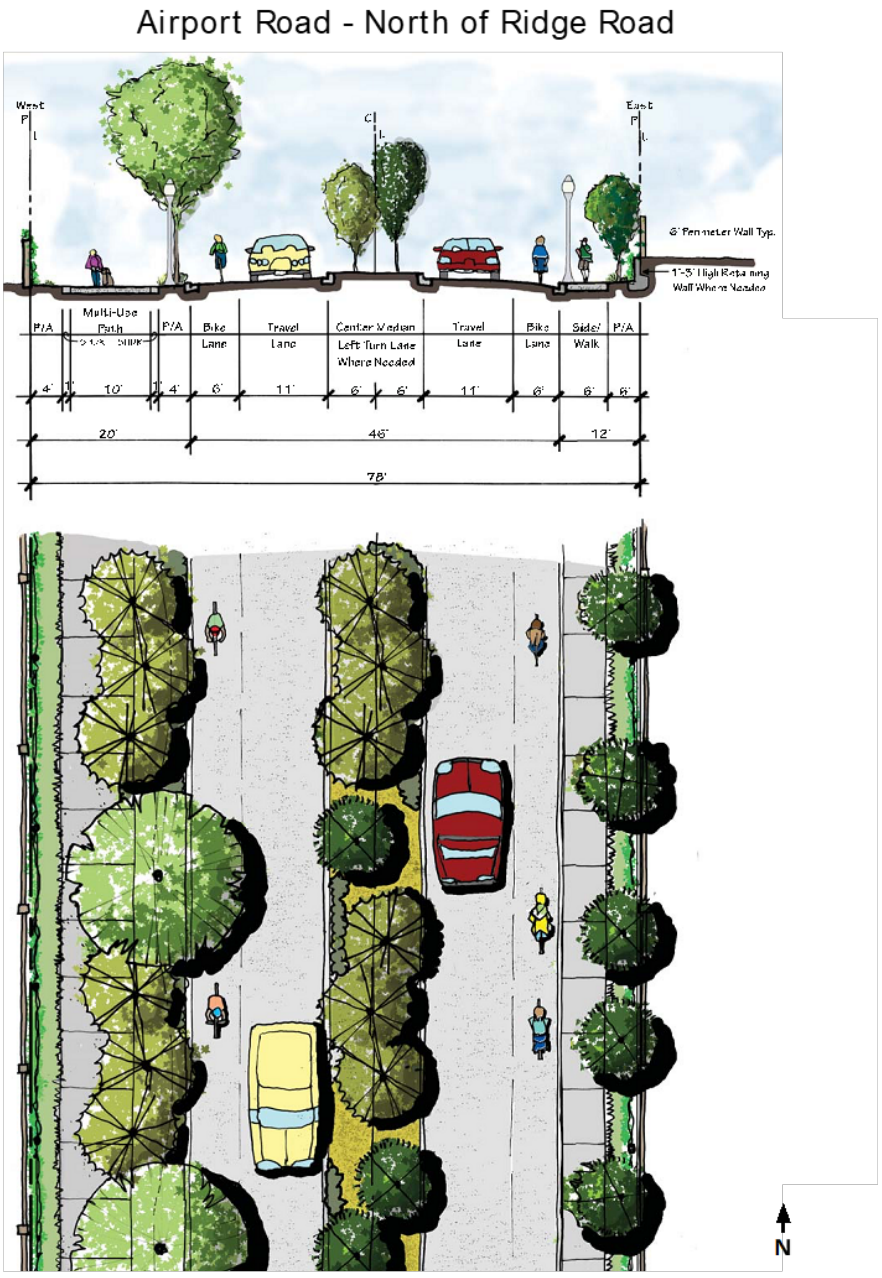
map source: RICK Engineering Company, January 2020

CIRCULATION PLAN

NORTH

MAP I-4

Figure I-2 Circulation Sections



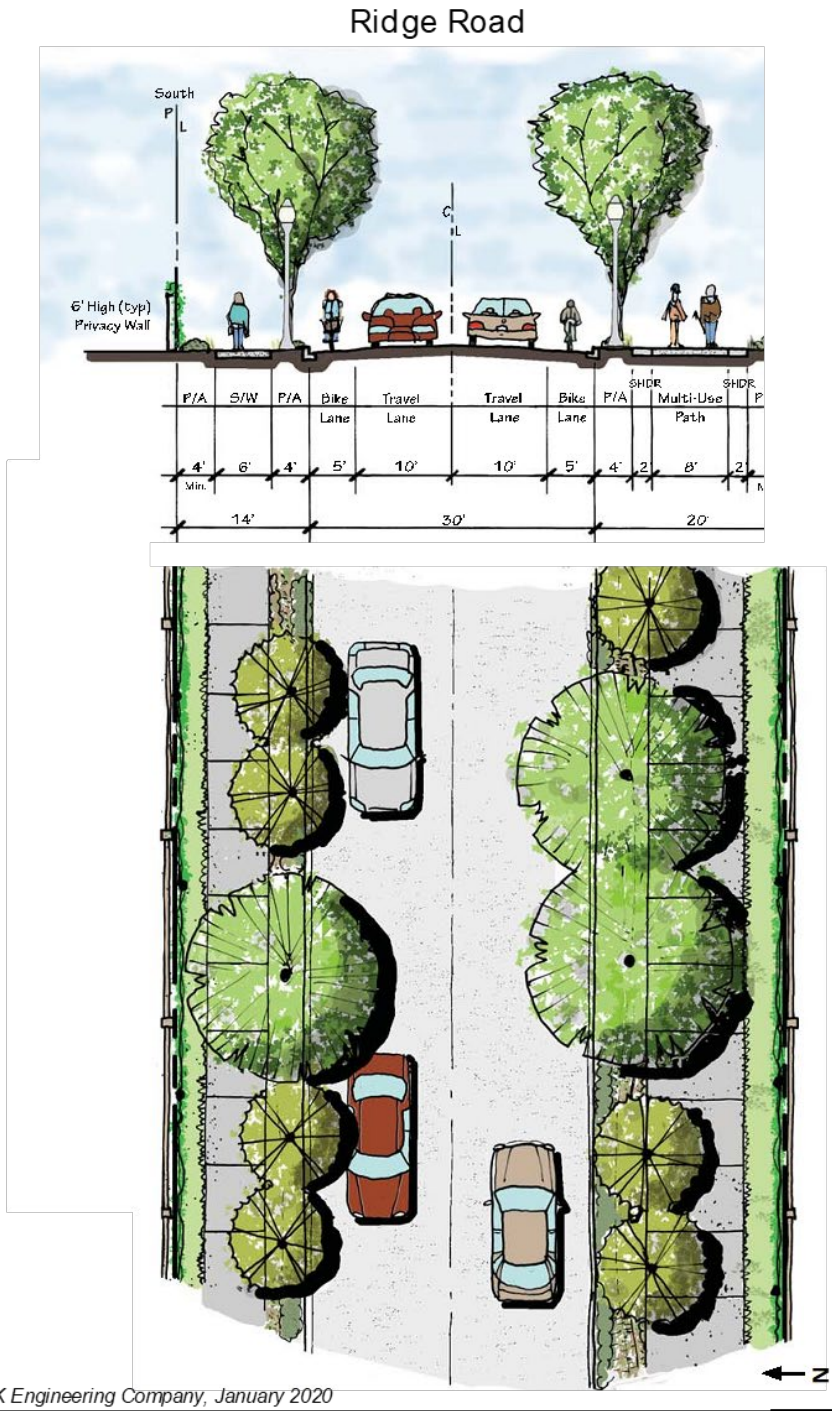
map source: RICK Engineering Company, January 2020

CITY OF EL PASO DE ROBLES

CIRCULATION SECTIONS

FIGURE I-2

Figure I-3 Circulation Sections

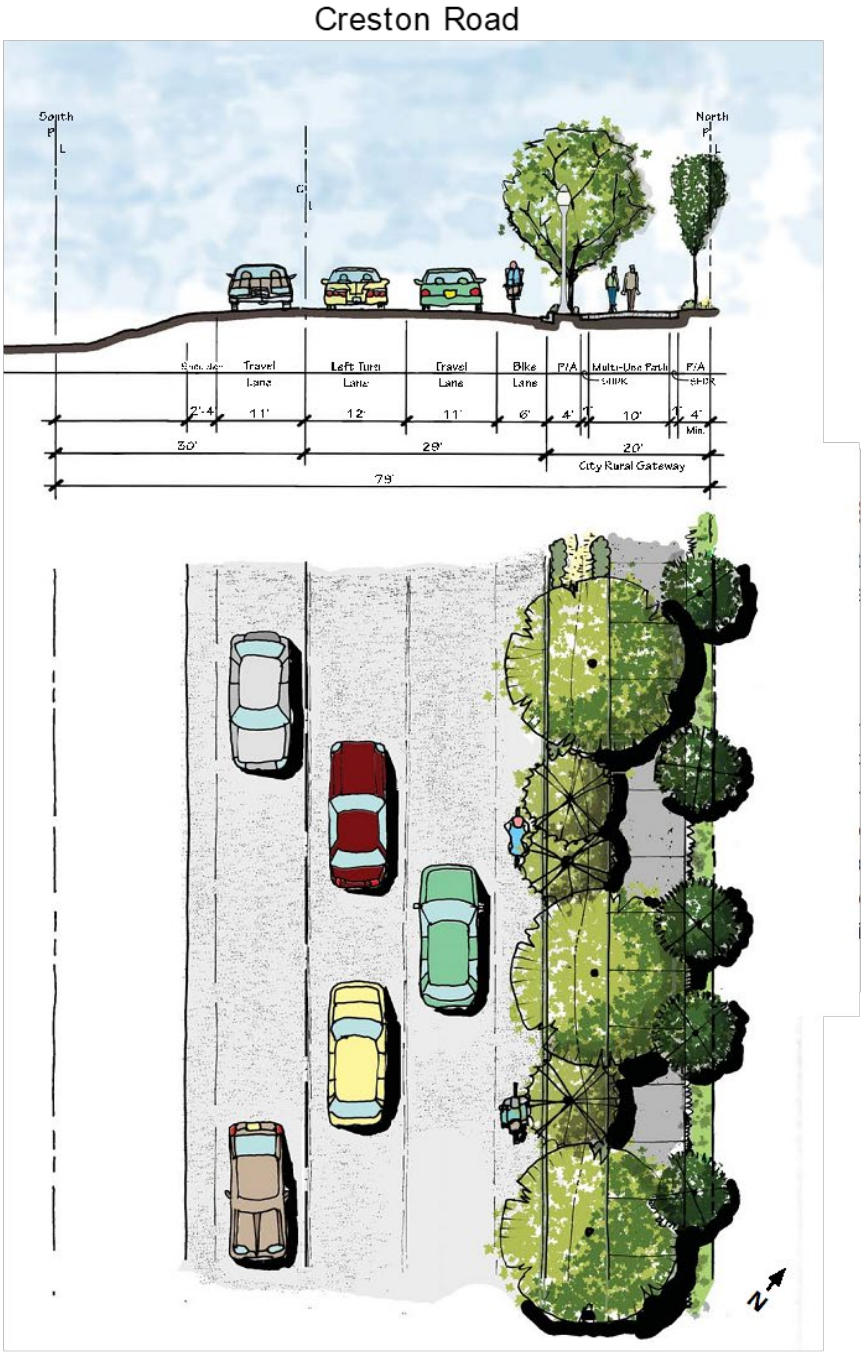


map source: RICK Engineering Company, January 2020

CIRCULATION SECTIONS

FIGURE I- 3

Figure I-4 Circulation Sections

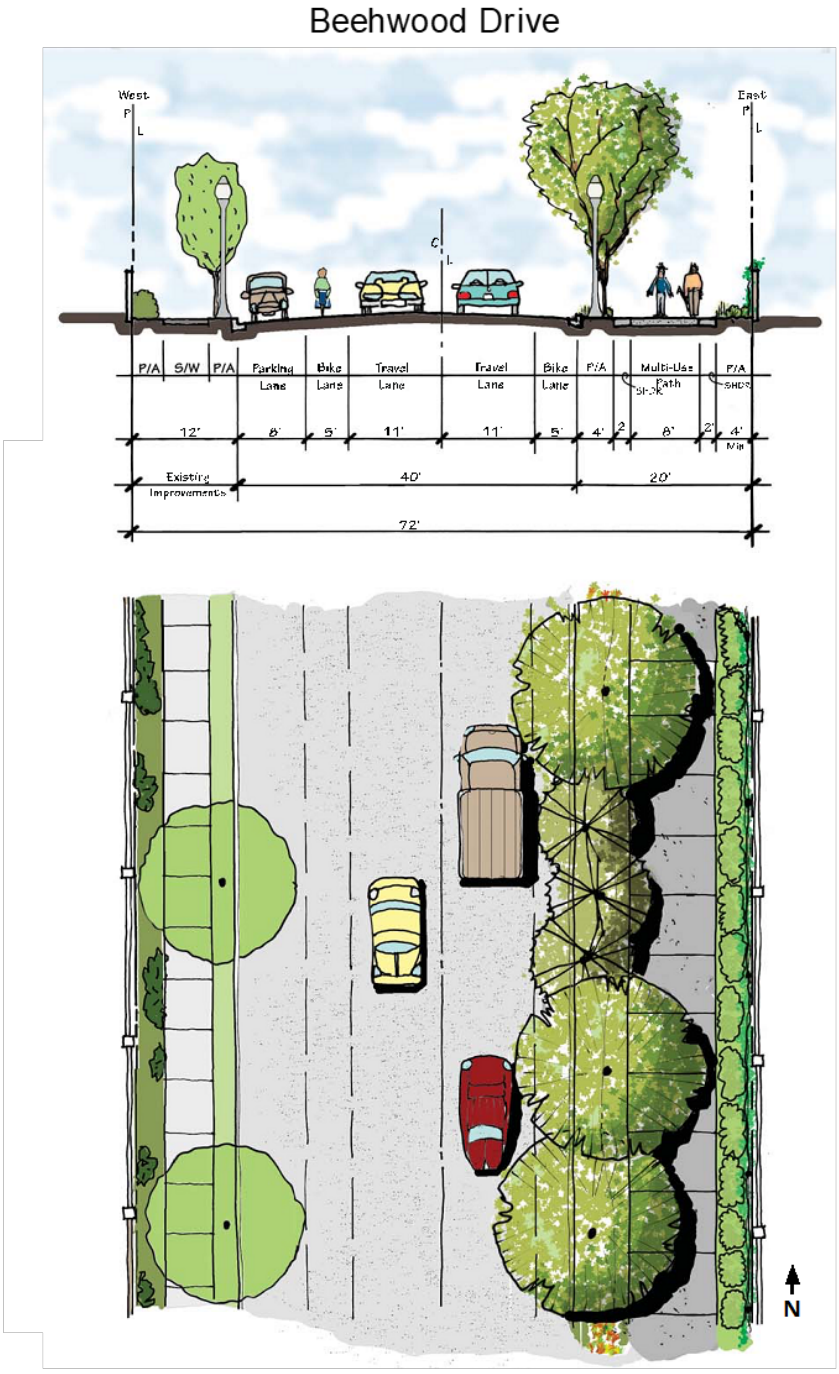


map source: RICK Engineering Company, January 2020

CIRCULATION SECTIONS

FIGURE I-4

Figure I-5 Circulation Sections



map source: RICK Engineering Company, January 2020

CITY OF EL PASO DE ROBLES

CIRCULATION SECTIONS

FIGURE I-5

Creston Road, which runs along the southern boundary of the site, is an arterial that connects the city with the rural county areas to the east. The project will be conditioned to improve this major road in accordance with the findings of the traffic report and proposed mitigations from the EIR. Improvements along the north side of Creston Road would include additional right-of-way and pavement width to provide for adequate travel and turn lanes, a bike lane, and curb and gutter. Final design criteria and mitigations would be determined by the EIR.

The existing Creston Road right-of-way and improvements are located within the unincorporated County. As such, the final design of Creston Road shall be coordinated with and approved by the County and an encroachment permit obtained for all work within the County's jurisdiction.

Beechwood Drive, which which bounds the site along its western boundary, would be widened from Creston Road to Meadowlark Road along the project frontage, providing on-street parking and other improvements near the intersection with Meadowlark Road.

Meadowlark Road is a collector road located on the northern boundary of the site. The project would include speed reduction measures, and traffic calming, to reduce existing high vehicle speeds. Traffic calming may include traffic circles/mini-roundabouts, curb extensions, chicanes, medians, striping, or other measures. Reduction in overall the roadway width will also create additional right of way area (behind the new curb line along the project frontage), and is intended to be used for water quality and detached multi-use pathway purposes.

Airport Road is a collector road located perpendicular to and north of Meadowlark Road that intersects the Project area. Airport Road associated with the project, and would be extended through the site from Meadowlark Road to Creston Road. This new section of Airport Road will be designed to provide left-turn lanes into the new residential subdivisions and will also include bicycle lanes to ensure safe passage for cyclists as well as a multi-use pathway on the west side intended to provide safe and efficient pedestrian travel. A sidewalk on the east side of Airport Road adjacent to the planned commercial use area will also be constructed, providing enhanced pedestrian access from the residential areas of the Project to the commercial corner at Creston Road and Airport Road.

Ridge Road extends within the interior of the Project site, along the east/west ridge of the project. This residential street will extend from Airport Road on the east, to Beechwood Drive on the west. This road will generally meander around existing oak trees and be lined with a meandering multi-use pathway along the northside and stormwater quality features. The new neighborhoods on either side of this collector will access Ridge Road at or in between one of two traffic circles where speeds will be reduced and safety increased.

The internal, neighborhood streets, will be narrow in width as well. The goal is to limit the vehicle speed within the blocks of new homes, provide a more intimate streetscape, and limit the amount of runoff that is generated by impervious surfaces.

Streetscape Character

The streetscape character is schematically illustrated in Figures I-2 and I-6. The illustrations depict the relationships of street elements such as sidewalks, trails, bikeways, medians, street trees, shrubs, and ground covers. The streetscape character is a vital element to the overall land use plan and is intended to bind the various neighborhoods and uses together with common elements noted above. The streetscape character includes common elements for the various classifications of roadways

within the Project such as the Ridge Road (collector), the extension of Airport Road (arterial), and the internal local residential streets. Those common elements include an articulated stucco wall detail, common tree and native vegetation planting palate, detached multi-use pathways, and water quality basins and related stormwater control features. Walls, including the heights of walls along perimeter streets and the larger interior streets will be minimized to avoid isolating the new neighborhoods from the surrounding community. Walls will be incorporated where necessary for sound attenuation, adequate security and community identity and aesthetics. See Map I-6 for the Conceptual Wall Plan.

This streetscape character will be incorporated into the half-width street widening improvements along Creston Road, Meadowlark Road, and Beechwood Drive. All of the project roadways will have bike lanes with the exception of the internal residential streets. However, all internal streets are designed to provide access to the multipurpose pathways at multiple locations throughout the project through the provision of sidewalks.

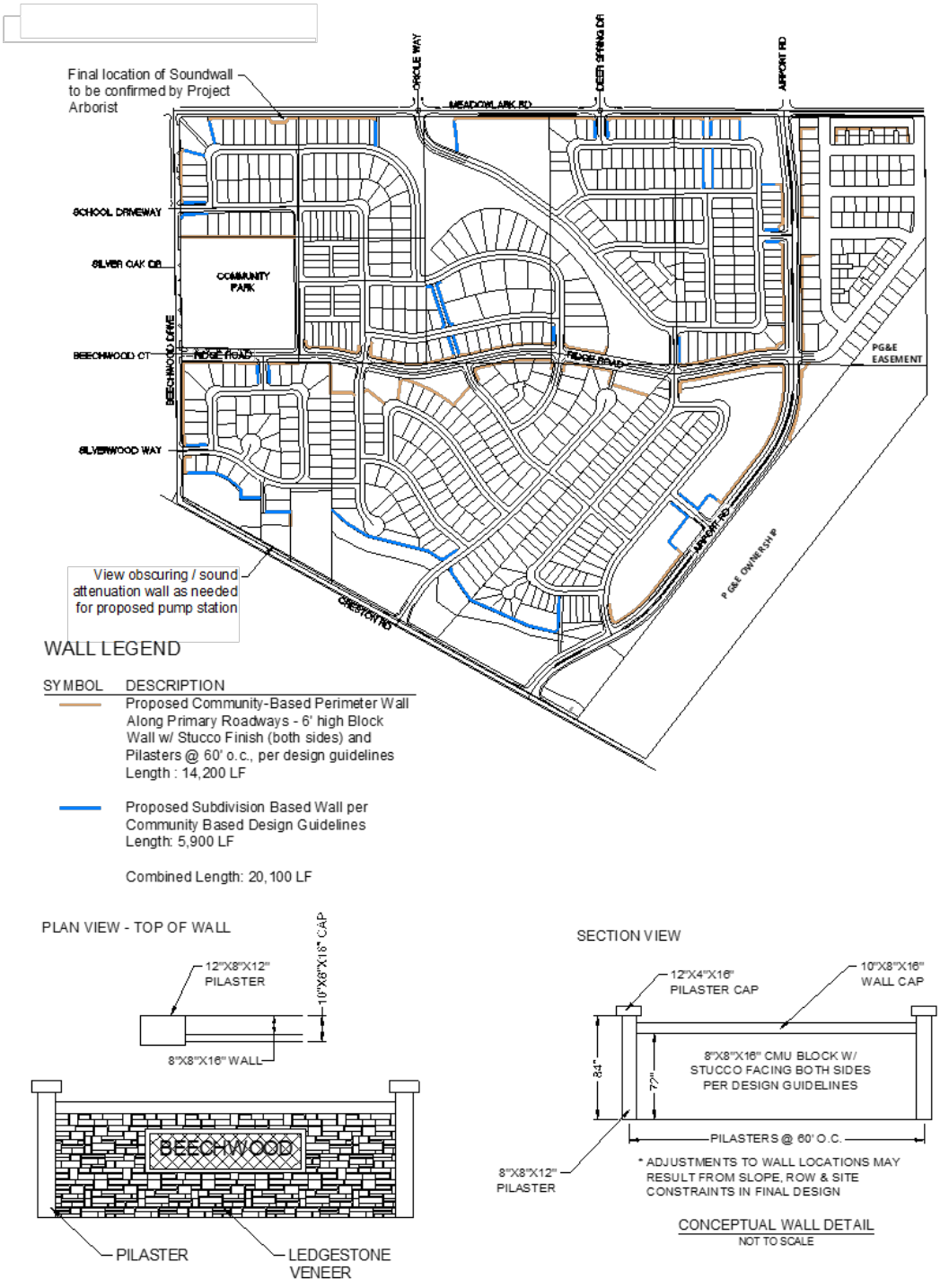
Street trees, shrub and ground cover species used within the streetscape will reflect the existing character of surrounding neighborhoods and Paso Robles at large, to the extent they are listed on the City's approved lists, are drought resistant and consistent with the City's Landscape and Irrigation Ordinance (Water Efficient). Street trees shall be located along all interior local residential streets within the parkway of the public right-of-way or within an easement adjacent to the public sidewalk where sidewalks are contiguous to the curb, of sufficient width to accommodate the trees. All street trees shall be maintained by a homeowners association through the Project CC & R's.

Project monumentation will be utilized to create a sense of arrival into the new neighborhoods at prominent intersections along the major streets. This monument-style signage will utilize a common architectural theme and designs will consist of aesthetically compatible construction materials, specialty lighting and landscaping.

Bicycle and Pedestrian Circulation

Pedestrian and bicycle paths are an integral component of the Project's circulation system. The goal is to make it easy for residents within the various neighborhoods to visit each other and access services without having to use a vehicle. This will be accomplished by constructing a network of interconnected on-street bikeways and off-street multi-use pathways along the streets and through the open space that will facilitate easier and more enjoyable non-vehicular travel. The project design will feature approximately 3-miles of detached multi-use pathways that will bisect the project site and completely ring the property on all frontages. This is in addition to standard sidewalks that will be provided within each of the neighborhoods. The 8-foot wide pathways, which are located within extra-wide parkways, will link the neighborhoods together and provide an easy and convenient means to visit friends without having to use a vehicle. There are also dedicated open space areas and neighborhood parks for the residents to enjoy along with biologically and visually enhanced wetlands and drainage runoff cleansing areas. These drainage features will be located at intersections and along roadways where they will provide additional visual enhancement to the streetscape. Refer to Map I-4, the proposed Circulation Plan, for the bicycle network and Map I-2, the proposed Land Use Plan, for the pedestrian network of sidewalks and pathways.

Map I-5 Perimeter Wall Plan



map source: RICK Engineering Company, January 2020

PERIMETER WALL PLAN

NORTH

MAP I-5

LANDFORM MODIFICATION/ SITE GRADING CONCEPT

The site's rolling topography will require the project to be integrated into the natural landform. While the grading scheme and storm water management strategies will be based on working with the existing slopes, where cuts and do fills occur, the earth form is proposed to be contour-graded so that the slopes will appear rounded and natural in character. This technique of grading the slopes will give the site a softened and more natural appearance and provide a better backdrop for the revegetation effort that will further enhance the graded areas. Grading of approximately 470,000 cubic yards (C.Y.s) of cut and fill is proposed for the project with up to 20,000 c.y. of import required for the project, pending final adjustment for soil shrinkage and bulking. Areas of deeper cuts up to 18 feet and fills up to 19 feet are required, although these areas are in a few isolated locations within the project site. Retaining walls are proposed in select areas ranging between three feet and 10 feet to reduce grading into sensitive resources.

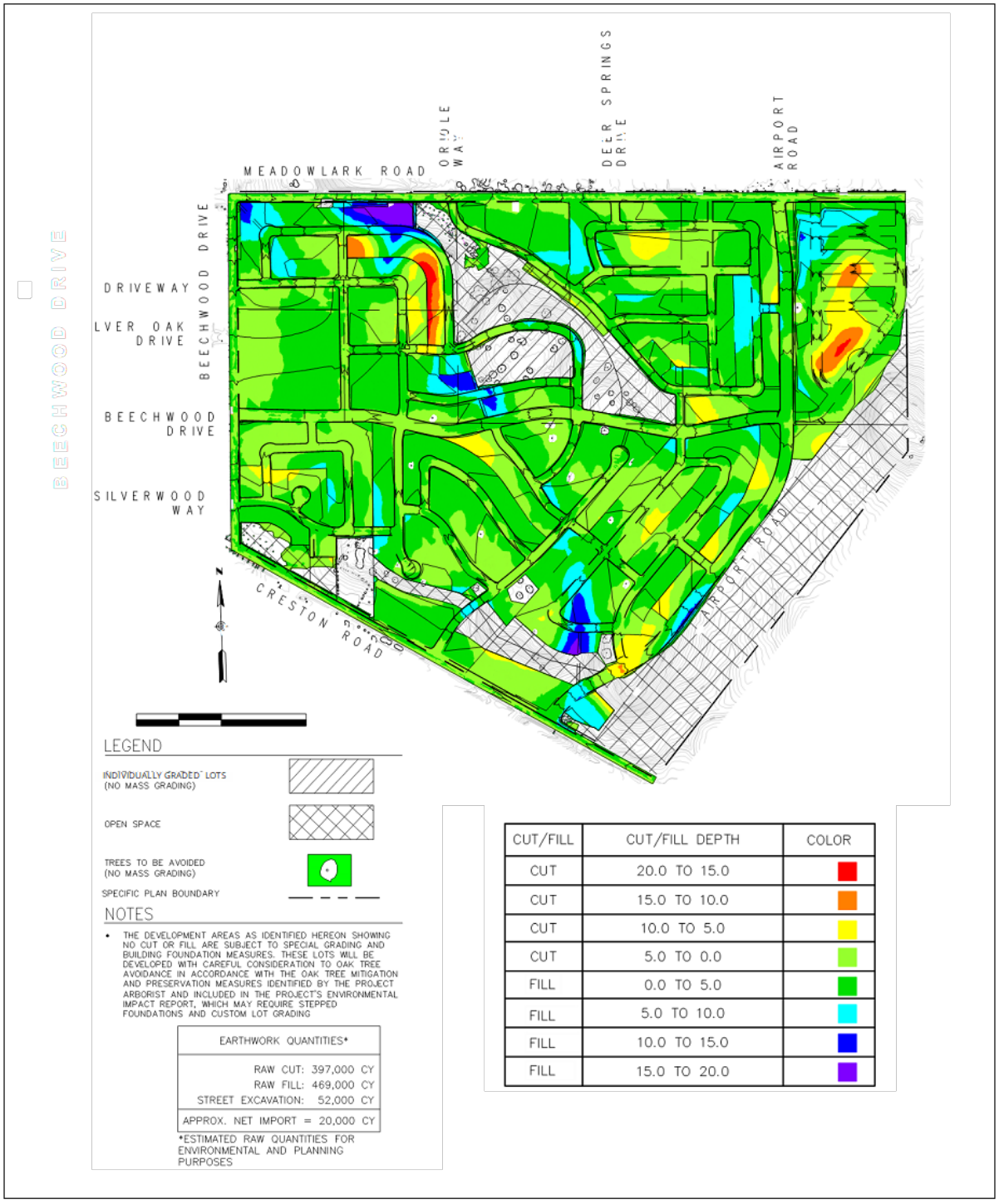
The majority of the lots will be graded to provide building pads that will accommodate concrete slab foundations. The new lots will generally step up or down from one another from one to three feet along the street frontage. Design of street gradient would be intended to slow runoff will minimize erosion and provide more opportunity to incorporate water quality treatment in the street design. In addition, two areas within the Project are proposed for custom graded lots and stepped foundations to reduce impacts to Oak trees and to further reduce the amount of grading and graded slope heights. Map IV-2 in Visual Resources section IV-F shows a graphic of proposed cut and fill on the site. Figures I-6 and I-7 show landform cross section of the proposed earthwork.

DRAINAGE AND STORMWATER QUALITY MANAGEMENT

The authority to oversee implementation of clean water policies, as established through the Federal Clean Water Act, has been delegated to the States, and administration of the program at the local level rests with the City of Paso Robles with oversight provided by the Regional Water Quality Control Board. Because of its importance from an environmental quality perspective, stormwater runoff conveyance, treatment and storage significantly influences the subdivision design process. The Beechwood Specific Plan will provide a stormwater design that will integrate Low Impact Development features with stormwater collection, treatment, and detention in order to protect the beneficial uses of downstream waterways. One specialized component of this integrated stormwater design will be application of measures implemented to protect and enhance the existing and new wetland features within the project. The Project will design all of the stormwater facilities in compliance with City and regulatory agency requirements. The benefit to the project from these facilities, aside from treating polluted stormwater, will be the added managed open space in the neighborhoods.

A wetland mitigation program is being proposed to expand the existing wetland along Creston Road at the intersection with Beechwood Drive. This low lying area has the ready-made qualities for expansion of wetland vegetation and for replacement of some of the existing wetlands that will be impacted during construction. While there are existing wetland areas along Meadowlark Road that will be expanded and enhanced, the Creston Road wetland enhancement will increase its size and function. The existing wetlands along Meadowlark Road will be expanded and enhanced. The additional wetland area will be created near the center of the site to mitigate for the re-alignment of approximately 1,000 feet of an existing drainage feature and associated wetland area. See the proposed Water Quality Basin Plan, Map I-7 and I-8, and Jurisdictional Waters Impacts and Mitigation Plan, I-9.

Figure I-6 Proposed Grading Plan



map source: RICK Engineering Company, January 2020

PROPOSED GRADING PLAN

NORTH

FIGURE I-7

Map I-6 Water Quality Basins



map source: RICK Engineering Company, January 2020

WATER QUALITY BASINS

NORTH

MAP I-6

Figure I-7 Water Quality Basins



A Channel Restoration



B Linear Bioretention



C Residential Bioretention



D Biofiltration/Channel Restoration Swale



E Regional Bioretention Basin



F Regional Bioretention Basin



G Bioretention Bulb-Out



H Street Bioretention Planters



I Street Bioretention



J Bioretention Bulb-Out



K Residential Bioretention Planters



L Channel Restoration

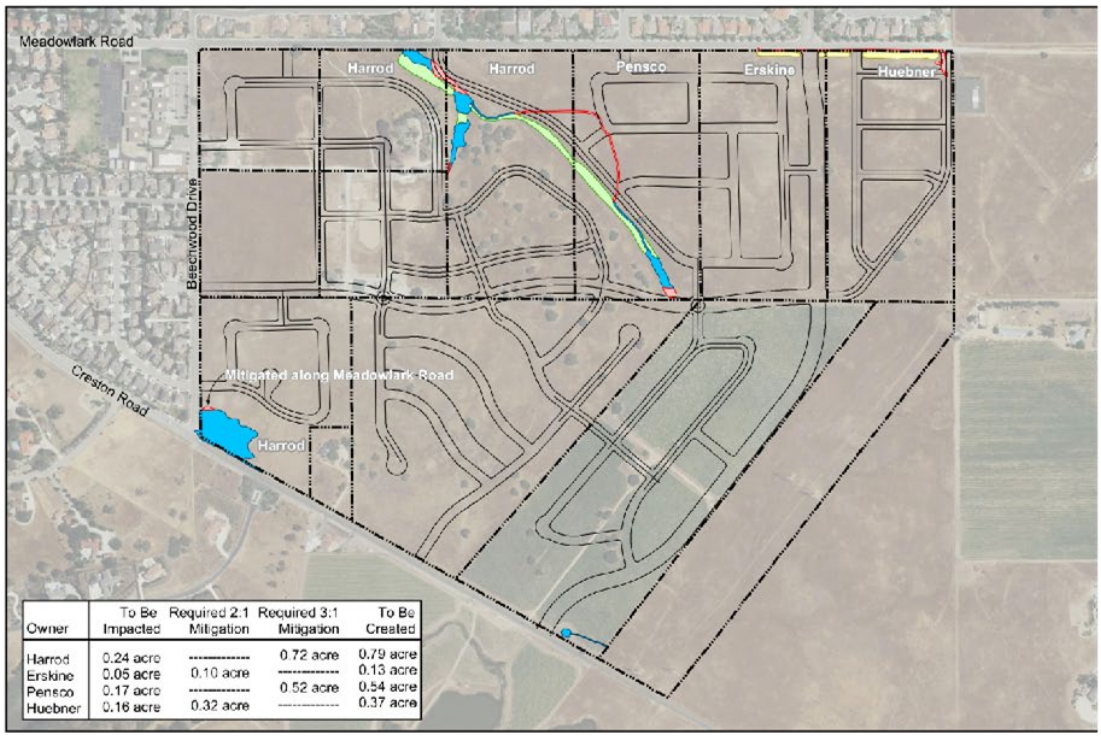


M Bioretention Adjacent to Natural Channel

map source: RICK Engineering Company, September 2018

WATER QUALITY BASINS **FIGURE I- 8**

Map I-7 Jurisdictional Waters and Mitigation Measures



map source: RICK Engineering Company, September 2018

JURISDICTIONAL WATERS & MITIGATION MEASURES

NORTH

MAP I- 7

PUBLIC UTILITY INFRASTRUCTURE

The required infrastructure to accommodate the long-term land development within the Specific Plan area are presented on various maps throughout this Project Description, and as indicated below. These plans were prepared in order to determine the general costs of development and the fiscal impacts to the City related to long-term maintenance.

Improvements associated with buildout of the Specific Plan area that are needed to address public services to the project include:

- Extension of wastewater collection lines and construction of a sewer lift station and force main to serve all or portions of Subareas I-2, I-3, J-1 and J-4.
- Extension of City water main lines and construction of a water pressure booster station to serve portions of Subareas I and J.
- Accommodation for future recycled water
- Installation of dry utilities (i.e., gas, electric, cable TV, telephone, fiber optic) throughout the Project area.
- Widening, extension and/or improvement of public roads including road segments and intersection(s) discussed under Circulation.
- Installation of storm water collection and conveyance systems throughout the Specific Plan area.

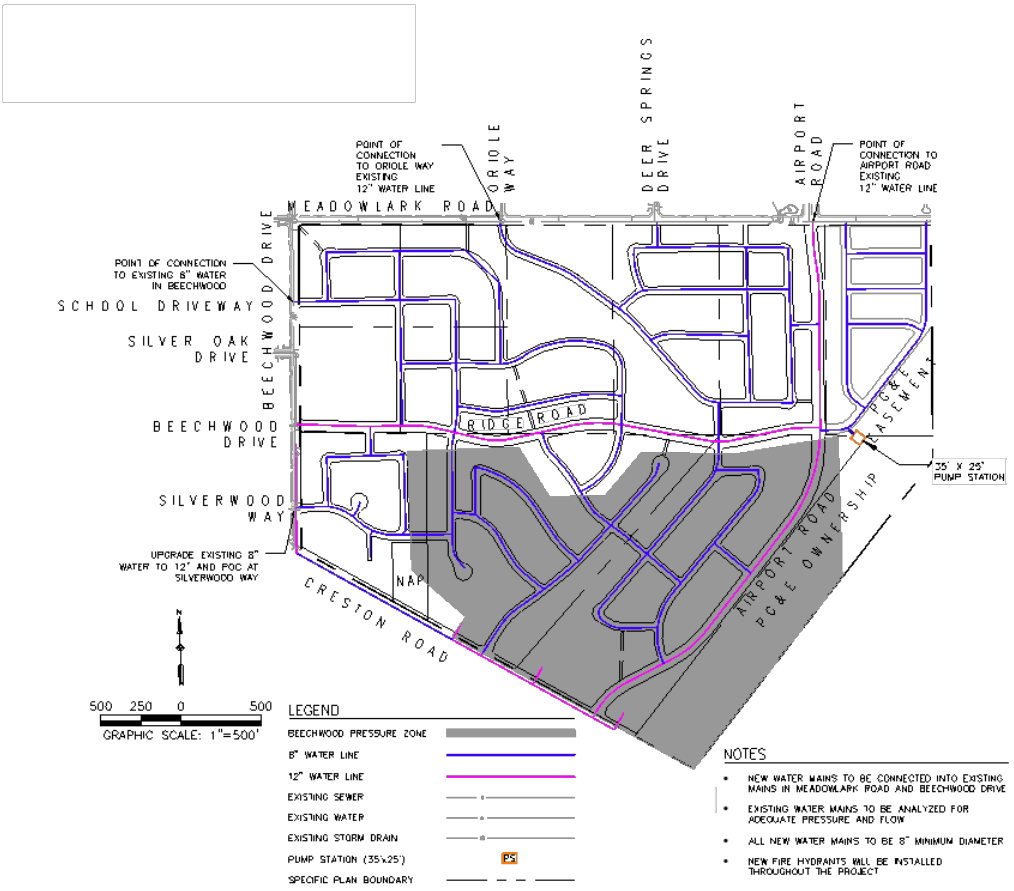
The required infrastructure improvements for water, proposed water conservation measures sewer, communication, electric power, and gas are described below. Refer to the discussion above under Circulation Plan and Street Sections for the proposed extension and improvements to the public road network.

Water Facilities

Domestic water supply for the project from City supplies including the Nacimiento Water Project. This water was secured several years ago with the specific goal of providing a reliable source of water for the City's future growth.

The majority of existing water delivery infrastructure in the streets adjacent to the property is sized to provide the necessary flows for domestic service and fire protection demands. On a portion of Beechwood Drive, a 12" main upgrade is proposed. The City of Paso Robles' Capital Improvement Plan shows that a transmission main is to be extended through the Beechwood property, and City staff will determine the ultimate size of this needed infrastructure. As part of the project development process, new water mains and hydrants will be provided throughout the project as the various phases are developed. See Map I-10 Water Master Plan for the proposed domestic water facilities required of the Project.

Map I-8 Water Master Plan



CITY WATER SUPPLY CHART

	2020	2025	2030	2035	2040	Buildout (2045 or later)
Population	32,300	34,400	37,700	39,500	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)						
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
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

Note: Supply amounts shown above do not reflect total supply available to the City from each source, nor do they reflect any limits on the City's groundwater rights, but instead the water planned to supply projected demand.

map source: RICK Engineering Company, January 2020

WATER MASTER PLAN

NORTH

MAP I- 8

Water Conservation Strategies

An overall goal of the Specific Plan is to maximize water conservation and minimize water consumption at all levels within the subdivision. The Project will employ the latest in indoor water conservation fixtures. This includes low water use shower heads, toilets, and faucets. In regards to outdoor consumption, all landscaping areas will utilize drought resistant plant materials; lawns will be discouraged and replaced with low water use planting schemes; and educational materials on water conservation will be provided to new home owners as a means to elevate the public's literacy of the issue. All residential landscaping must comply with City's adopted water conservation ordinance.

Wastewater Collection Facilities

Existing wastewater collection facilities surrounding the project area have been designed to support the Beechwood development. The City's Sewer Collection System Master Plan proposes two connection points for the project to existing facilities in Beechwood Drive; one at Silverwood Way and another at Meadowlark Road. However, the applicant's engineers have determined through preliminary design that connections will likely be required at: 1) Airport Road and Running Stag Road; 2.) Meadowlark Road and Oriole Way; and 3) Beechwood Drive and Meadowlark Road. Lift Station #11 (existing) will serve the project and will be evaluated for adequacy at the Tentative Tract Map stage.

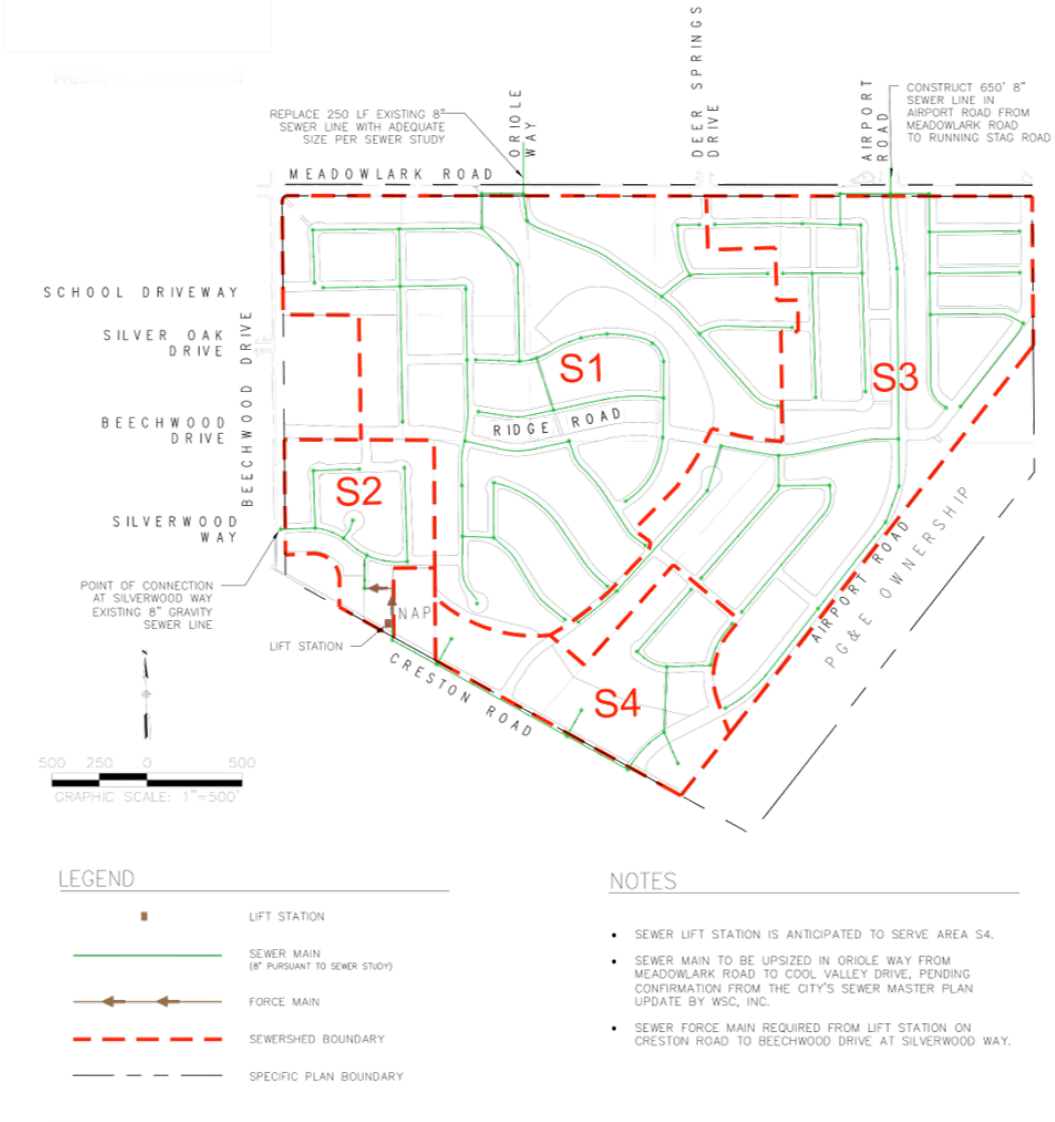
An onsite underground collection system will need to be installed throughout the subdivision to support the proposed development. Due to the topographic variations of the site, a sewer lift station will need to be installed adjacent to Creston Road to accommodate the southerly portion of the BSP. A preliminary design study by the Project Proponent indicates that a lift station to serve the southerly portion of the project should be located along Creston Road (approximately 650' southeast of Beechwood Drive), with a force main alignment north and west from the lift station to a manhole and ultimately connected to the gravity system located in a proposed residential cul-de-sac. Additional technical studies and coordination with City staff has determined the capacity of the existing systems. See Map I-11Wastewater Master Plan which depicts the proposed wastewater collection system.

COMMUNICATION FACILITIES, POWER, AND GAS INFRASTRUCTURE

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

The Project proposes all forms of communication and power systems be made available to the development, thereby providing multiple options for new homeowners and renters. Rooftop solar power will be provided along with natural gas in order to offer a balanced approach to powering the fixtures within the new homes and apartments.

Map I-9 Wastewater Master Plan



map source: RICK Engineering Company, Janury 2020

CITY OF EL PASO DE ROBLES

WASTEWATER MASTER PLAN

NORTH

MAP I-9

PUBLIC FACILITIES

The property is composed of multiple parcels and multiple owners, and each ownership area will be required to provide an appropriately sized park/open space area commensurate with their number of residential units, either by direct contribution of land and improvement or by payment of in-lieu fees as their individual projects proceed. Overall, the project will incorporate approximately 27.8 acres of parks and open space, including dedication and construction of a 8.1 acre community park amenitized green spaces, and the multi-use pathway system. The park will satisfy the park requirements for the proposed Project and is oriented to the needs of the community's residents and not to regional park needs. It will provide a multi-purpose athletic field allowing for both adult and youth sport activities, a playground, a passive park area, restrooms and parking. Multiple smaller, amenitized green spaces will provide additional passive recreation opportunities for residents. Individual projects will provide additional public and private gathering places throughout the BSP Project with seating and recreational facilities for children and adults, and picnic areas for family events. These facilities will augment the personal home environment for condominiums and apartments and for detached single-family homes when more space is required.

WILDLAND URBAN INTERFACE

To help with prevention and damage from wildfire, the Project in consultation with Cal Fire and the City Fire Department through the CEQA process, will provide fuel modification zones where appropriate, insure the emergency fire flow is available project-wide, pursue and maintain weed and brush abatement as directed by the fire department, plant fire resistance landscaping where appropriate and follow existing building codes for fire resistant construction.

PHASING AND CAPITAL IMPROVEMENTS

The major capital improvements required to accommodate future development under the Specific Plan include public road systems, distribution systems for domestic and irrigation water use, storm water collection, conveyance and disposal facilities, wastewater collection and conveyance facilities, wetland mitigation, a 2.9 mile multi-use pathway system, 8.1-acre community park and multiple amenity areas, and landscaping.

The Specific Plan is comprised of multiple ownership parcels with differing parcel sizes, identified as subareas within the Plan. This means that while each of the subareas will be designed to accommodate their own internal drainage control, infrastructure, and roadways, other Project-wide onsite and offsite infrastructure improvements and boundary adjustments between subareas are necessary to implement the Project.

The Specific Plan provides for Project buildout to occur in two major development phases. In order to facilitate and ensure the community-wide infrastructure improvements and development of the Project are consistent with the Specific Plan, an initial Large-lot tentative tract map (TTM) will be utilized to initiate Phase 1 of the project. This TTM will create large lots that will make boundary adjustments among the subarea ownerships and reserve the areas needed for future Project-wide improvements such as the primary roads, drainages, wetland mitigation areas, and other infrastructure needs. No development of the large lots created by this subdivision would occur. These lots would be subsequently subdivided into the smaller, developable lots, with assurance that the rights to the land area necessary to make the improvements intended by the Specific Plan are available.

Where On-site, Project-wide or off-site infrastructure improvements will benefit some or all of the owners, the proportionate costs will be determined and assessed to each subarea or ownership on an equitable, dwelling unit basis. In the case where some of the owners may have different development implementation goals, the phasing of construction improvements will need to be determined and proportionately funded. It is proposed that some of these facilities may be financed by a Community Facilities District (CFD) or an Enhanced Infrastructure Financing District (EIFD).

Full buildout of the Project is anticipated to occur over a period of about 9 years, driven primarily by market demand. The estimated phasing over this period time is 100 dwelling units per year, which would include satisfying environmental mitigation and other prerequisite conditions, grading, infrastructure improvements including water, wastewater, stormwater and drainage, gas and electric, communication, traffic/street improvements, and home construction. Although construction activities will be coordinated between the various owners, it is assumed that certain property owners will be more prepared than others to pursue development plans. Therefore, the phasing does not identify phasing by areas, but rather by the anticipated number of units the market will likely absorb, of approximately one hundred per year on average.

F. PROJECT FEATURES TO REDUCE ENVIRONMENTAL IMPACTS

The Specific Plan establishes the following design concepts and guidelines in the Design Guideline chapter that shall be utilized in the preparation of subsequent development plans and subdivision tract maps.

Key components of the proposed Project intended to reduce or avoid environmental impacts include:

- Conservation of steep natural landforms by minimizing excessive cuts and fills.
- Adhere to hillside development design criteria to minimize site disturbance in sensitive areas.
- Minimize impacts to oak woodlands and riparian corridors by sensitive street and lot design.
- Provide mitigation for impacts to jurisdictional wetlands
- Use of building materials that are complimentary to natural settings.
- Implementation of Low Impact Development principles to improve and protect stormwater quality.
- Application of water conservation techniques to site development and building plans.

G. LIST OF ABBREVIATED TERMS

Abbreviation	Term
AC	Acre
ACOE	US Army Corps of Engineers
CDD	Community Development Department

Abbreviation	Term
BSP	Beechwood Specific Plan
CEQA	California Environmental Quality Act
DU	Dwelling Unit
CUP	Conditional Use Permit
EIR	Environmental Impact Report
CDFW	California Department of Fish and Wildlife
FT	Feet
MFR	Multi-Family Residential
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
RWQCB	Regional Water Quality Control Board
s.f.	Square Feet
SFR	Single-Family Residential
USFWS	US Fish and Wildlife Service

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II. EXECUTIVE SUMMARY

A. SUMMARY OF IMPACTS AND MITIGATION MEASURES

The City of Paso Robles determined that the Proposed Project could potentially result in significant environmental effects and required the preparation of this Environmental Impact Report (EIR). Pursuant to CEQA, this EIR addressed those subjects identified as potentially significant by the City during EIR scoping and preparation of the Notice of Preparation on the Project. The study areas below comprise the topics analyzed in this EIR:

- Geology and Soils
- Agricultural Resources
- Biological Resources
- Drainage, Flooding and Water Quality
- Cultural Resources
- Visual Resources
- Traffic
- Noise
- Air Quality and Greenhouse Gases, Global Climate Change
- Hazards and Hazardous Materials
- Water Supply and Wastewater Capacity
- Land Use Planning
- Public Facilities and Utilities
- Growth Inducing Effects
- Population and Housing
- Energy

A summary of the environmental impacts and mitigation measures are presented in Table II-2. This table is organized in terms of the level of impact after mitigation. A more detailed description of each impact and mitigation measure is located in the respective EIR section for each topic. **This summary is provided for convenience only; the reader is advised to review the EIR main text itself for a more complete and accurate understanding of each impact and mitigation measure.**

- Class I impacts are unavoidable adverse significant impacts. If the City certifies the EIR and proceeds with the Project, Section 15093(b) of the State CEQA Guidelines requires the City to make findings of overriding consideration when Class I impacts are present

indicating that specific economic, legal, social, technological or other benefits of the Proposed Project outweigh the unavoidable adverse environmental effects.

- Class II impacts are significant impacts, which can be mitigated to a level of insignificance. Section 15091(a)(1) of the State CEQA Guidelines requires that findings be made indicating that changes or alterations have been required in the Project to avoid or substantially lessen Class II impacts.
- Class III impacts are adverse, but not significant impacts.
- Class IV impacts are beneficial impacts resulting from implementing the Project.

1. Significant and Unavoidable Impacts (Class I)

The Project could have significant, unavoidable impacts on air quality and greenhouses gases and traffic due to conversion of open space to residential use and loss of prime agricultural soils converted to other uses. The recommended mitigation measures reduce impacts to the greatest feasible extent, but a statement of overriding considerations will be required for these impacts for the City to certify the EIR.

Other impacts are less than significant or potentially significant but can be mitigated to less than significant levels by implementing the mitigation measures presented on Table II-2 at the end of this section, and discussed in the EIR.

If approved, the Proposed Project could go forward notwithstanding the impacts identified in this EIR because the Proposed Project is consistent with the General Plan of the City of Paso Robles and implements the Proposed Project objectives detailed in EIR section I-Project Description.

B. IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126(f) of the State CEQA Guidelines states that for the preparation of EIRs, a discussion of any significant irreversible environmental changes which would be involved in the proposed action should be provided. For this project these irreversible environmental changes include: uses of non-renewable resources during the construction and operation phases of the Project, the commitment of future generations to the proposed uses, and any irreversible damage that would occur from development of the Project site.

In the short term, most changes that would occur on the site would be directly related to construction activities. These are significant and irreversible changes.

In the long term, the following effects would occur throughout the life of the project:

- Permanent increased traffic, air pollutant emissions and noise.
- Permanent loss of area available to native plant communities and agriculture.
- Permanent change in the visual character of the site.
- Permanent allocation of municipal water supplies and wastewater facility capacity.
- Permanent conversion of agricultural land to urban use.

C. GROWTH INDUCING EFFECTS

The State CEQA Guidelines (Section 15126(g)) requires an EIR to discuss how a proposed project could directly or indirectly lead to economic, population, or housing growth. A project may be growth-inducing if it removes obstacles to growth, extends community service facilities or infrastructure, or encourages other activities or precedents that cause significant growth. The potential growth-inducing impacts of the Proposed Project are summarized form EIR section IV.N below in terms of these factors.

1. Economic, Population or Housing Growth

The BSP would account for 6.5 percent of the total year 2030 city population and 45 percent of the population growth anticipated between 2020 and 2030. As detailed in Section IV.O, the 2050 Regional Projections anticipate that 1,180 jobs would be created in Paso Robles between 2020 and 2030; the jobs generated by the BSP commercial component of the project would account for approximately 11 percent of the anticipated job growth within the City and would not result in a significant impact related to unanticipated growth within the City of Paso Robles.

New residents would incrementally increase economic activity in nearby retail establishments and could generate additional demand for commercial services. The increased demand for land zoned for commercial services as new residential areas develop in the City has been anticipated and provided for in the General Plan.

Implementation of the BSP would result in the development of a largely undeveloped project site. However, development of the project site is anticipated in the General Plan and growth facilitated by the Beechwood 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 BSP would not be cumulatively considerable as discussed in section IV. Population and Housing.

Implementation of the BSP would include connections and installation of utilities and infrastructure (water, sewer, and roadways) to serve the new residential and commercial development. Infrastructure connections to serve the BSP area would connect to existing adjacent urban development; however, these connections would not encourage growth in these adjacent areas as they are already developed with residential and educational uses. While undeveloped areas are located to the east and south of the plan area, the utility infrastructure would be sized to accommodate the proposed project; there would be no utility or infrastructure connections proposed to these undeveloped areas.

The BSP includes a commercial component, which would directly generate jobs and economic activity. As detailed in EIR section IV.O Population, Housing and Employment, it is anticipated that the commercial component of the project would generate approximately 131 jobs. It is possible that new jobs may be filled by people relocating to the area which could indirectly generate population growth in the area, however, the BSP would include new development to help accommodate new residents to the area.

2. Removal of Obstacles to Growth

Undeveloped rural land within unincorporated San Luis Obispo is located immediate east and south of the project site. However, the proposed project would not result in an expansion of urban infrastructure to this area; new streets, utilities and infrastructure would only be installed to serve the project site and would not extend into adjacent undeveloped areas.

Section IV. L Land Use Planning Table IV.L-3 includes additional discussion about Policy LU-2E "Purple Belt" to limit urban expansion into County areas. Section IV.B Agricultural Resources discusses potential land use conflicts and disincentives to farm.

D. SUMMARY OF CUMULATIVE IMPACTS AND APPROACH TO CUMULATIVE IMPACTS ANALYSIS

Cumulative impacts are two or more individual effects that, when considered together are considerable or compound to increase other environmental impacts. The individual effects may be changes resulting from a single project or several projects. Not all aspects of the Project would lead to cumulative effects. For example, most geologic impacts are site specific and not cumulative.

Section 15130(b) of the CEQA Guidelines indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, that it should reflect the severity of the impacts and their likelihood of occurrence, and that it should be focused, practical, and reasonable.

Each study topic in Section IV of the EIR includes discussion of cumulative impacts. As described in detail in EIR section III, the baseline assumptions used in this EIR were derived by using the land use and growth assumptions contained in the General Plan along with the list of foreseeable development projects under consideration for approval by the City. The cumulative list was compiled from data supplied by the City and the County of San Luis Obispo Department of Planning and Building at the time the notice of Preparation for the EIR was published based on active, recently completed, or reasonably foreseeable potential projects that could have an impact on the environment. This list of projects and summary of projections satisfies the state CEQA Guidelines Section 15130 requirements for identifying a reasonable cumulative scenario.

The following Table II-1 tabulates the types of cumulative impacts for each study topic in the EIR.

Table II-1. Summary of Cumulative Impacts

Topic	Significant Impact?	Impact after Mitigation
Geology and Soils	No	N/A*
Agricultural Resources	Yes	Less than significant
Biological Resources	No	Less than significant
Drainage, Flooding, and Water Quality	No	Less than significant
Cultural Resources	Yes	Less than significant
Traffic	Yes	Significant
Growth Inducing Effects	No	Less than significant
Visual Resources	Yes	Less than Significant

Topic	Significant Impact?	Impact after Mitigation
Noise	Yes	Less than significant
Air Quality	Yes	Significant
Greenhouse Gases	Yes	Significant
Water Supply	No	Less than significant
Wastewater Capacity	No	Less than significant
Hazards and Hazardous Materials	No	Less than significant
Population and Housing	No	Less than significant

** Not applicable because no cumulative impacts were identified.*

E. SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

The purpose of EIR Section V, Alternatives to the Proposed Project, is to describe a range of reasonable alternatives to the Proposed Project and evaluate the comparative environmental impacts of the alternatives (see Table V-1). Pursuant to CEQA, the discussion includes the specific alternative of "No Project" and identification of feasible alternatives capable of avoiding one or more significant adverse environmental effects or reducing them to a level of insignificance. This section also identifies the "environmentally superior project" as prescribed by CEQA.

According to the CEQA guidelines, the range of alternatives required is governed by the "rule of reason" that requires the EIR to set forth only those feasible alternatives necessary to permit an informed and reasoned choice by the decision-making body and informed public participation.

F. ALTERNATIVES CONSIDERED AND REJECTED

1. Alternative Sites for the Project

In selecting a range of reasonable alternatives, Section 15126.6. of the State CEQA Guidelines calls requires that an EIR identify any alternatives that were considered by the lead agency but were rejected as infeasible during the EIR scoping process, with a brief explanation of the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. During the EIR scoping meeting conducted before the City Council on May 15, 2018 alternatives other than the project developed under existing zoning were discussed as not able to meet City objectives, as discussed further under Alternative Sites.

ALTERNATIVE SITES

A review of alternative sites to accommodate the City-wide land uses and densities desired by the City was conducted as part of the General Plan Update process and the General Plan EIR (2003). The General Plan update process identified a range of potential development densities both within the several large tracts of land within the City and within the City's then Sphere of Influence (SOI) Boundary, and potential expansion areas, that included the Beechwood site. The General Plan alternatives all assumed the aggregated properties in the SOI known as the Beechwood and Olsen Ranch areas would be annexed to the City and developed at some level of density.

The process of identifying land uses in expansion areas was driven to a large extent by the need to adequately plan for enough housing for the future and to meet State mandated housing requirements. Therefore, all potential alternative sites for this growth were considered at that time, including the Beechwood site as an expansion area to be annexed into the City. For these reasons, there are no other feasible alternative sites available for consideration to accomplish the General Plan objectives for housing and land use.

G. SUMMARY OF ALTERNATIVES CARRIED FORWARD FOR ANALYSIS

The alternatives to be examined were determined to be:

- CEQA required "No Project" (*Alternative 1)*
- Development Under Existing Zoning and Existing General Plan Land Use allocation of up to 674 Residential Units *(Alternative 2)*
- Reduced Development to Allocate a Maximum of 250 Residential Units *(Alternative 3)*

1. No Project Alternative

CEQA requires that a "No Project" alternative to the Proposed Project be discussed. One purpose of this is to provide an overview of what impacts would be avoided. In addition, this alternative raises questions for consideration as to whether No Project means no development at this time or for an indefinite period, or development of a different project on the property. The analysis presented in EIR section V concludes development of a different project on the property, such as one consistent with the adopted General Plan land use for the site, is more properly a distinct alternative, not No Project. Development of the property under existing General Plan density is considered under the second EIR alternative summarized below.

Under the No Project Alternative, in the short term, no development would occur for an indeterminate amount of time until a subsequent land use application is put forth and approved. All impacts related to traffic, noise and air quality, visual resources, loss of agricultural soils, and so forth as identified in the EIR, would be avoided.

However, due to the identified need for additional housing in the City documented in the Housing Element and other policies in the General Plan, it is likely that "No Project" would eventually become development of the Beechwood site under the existing or reduced land use density in the General Plan, or these densities would be developed on other land in the City. Therefore, as summarized on Table V-1, on balance the No Project alternative would in the long term, assuming ongoing implementation of General Plan land use densities elsewhere in the City, likely avoid some impacts and increase other impacts.

NO PROJECT ALTERNATIVE MAY NOT ATTAIN THE OBJECTIVES OF THE PROPOSED PROJECT

The No Project alternative would not achieve the following City and Applicant objective for the Project:

- **Guiding Principle and Objective 1:** Meet regional housing needs by providing a mix of land use and housing types for all income levels and *maintaining a density consistent with adjacent neighborhoods (emphasis added).*

As described above, though no project would avoid or reduce some impacts in the short term, the needed housing would more than likely be developed elsewhere in the City at levels that may result in densities inconsistent with existing neighborhoods. For these reasons, the No Project Alternative is determined to be infeasible.

2. Development Under Existing Zoning and General Plan Land Use Allocation Alternative

The existing General Plan designation for the Beechwood site is a Specific Plan overlay with an allocated maximum residential density of 674 dwelling units as RSF3. Of this, the overlay requires 200 of the total to be multifamily residential units at 20 dwelling units to the acre, the remaining 474 as single family residential. The corresponding zoning is R1 single family residential with a PD overlay, and with lot sizes determined by slope that can be assumed to be 7,000 to 10,000 square feet, and R5 multifamily residential at 20 DU/acre. Although the existing zoning would allow 806 units based on the site acreage, General Plan Policy LU-2G limits the Beechwood site to a maximum density allocation of 674 dwelling units, with 200 dwellings multifamily and 474 as single family dwellings.

As shown on Table V-3 in section V, the Alternative potentially reduces significant and unavoidable impacts as compared to the Proposed Project related to air pollution and greenhouse gases (though still a Class 1 unavoidable impact). The most substantial impact reductions would be in the realm of traffic and traffic induced effects on noise and air quality, however the level of impact for the Alternative Project would require substantially the same range of mitigation measures to reduce impacts to less than significant levels.

3. Reduced Development, 250 Residential Unit Allocation

Alternative 3 would result in a maximum of 250 residential units in the Specific Plan Area and about 15-acres of open space. The Specific Plan Area would need to be down-zoned through a General Plan and Zoning Code amendment to reflect the lower limit of allocated development, but would otherwise be well within anticipated growth projections in the City's General Plan.

This alternative would result in approximately 75 percent fewer residential units than the proposed project and no commercial development. 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. Despite the avoided/minimized impacts to traffic and transportation, this alternative would not avoid all significant and unavoidable transportation impacts identified for the proposed project.

H. ENVIRONMENTALLY SUPERIOR PROJECT

The No Project alternative would be less in terms of environmental effects than the Proposed Project, the differences being the No Project Alternative would likely result in future impacts being transferred to other areas of the City in order to meet housing needs.

Setting aside the No Project alternative, the comparison of the Proposed Project to the Project Alternative of development under existing General Plan density on Table V-3 shows the Alternative of development of the site under existing General Plan land use as having similar or less environmental effects in all respects. Therefore, on balance, the Alternative Project with mitigation measures incorporated is the environmentally superior project.

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Table II-2. 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 and Greenhouse Gas Emissions		
AQ-3. Operation of the project would generate long-term operational air pollutant emissions that would exceed SLOAPCD daily emissions thresholds for ROG + NOX and DPM. Implementation of SLOAPCD's standard mitigation measures would reduce emissions to the extent feasible. However, impacts would remain significant and unavoidable (Class I).	**AQ-3 Land Use Emission Reduction Measures** Prior to issuance of grading permits, the applicants for development projects in the Plan Area shall define and incorporate into the Beechwood 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: a. Install electric fireplace in place of USEPA certified Tier 2 residential wood-burning appliances. b. Provide shade over 50% of parking spaces in parking areas for multi-family land uses 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.	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 IV.I-11 and Table IV.I-12. 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 + NOX and DPM (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.

Impact	Mitigation Measure (s)	Significance After Mitigation
	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, 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. P**lan Requirements and Timing**. The project applicant or applicants for individual developments within the 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.	
Transportation		
TR-2. Under Existing Plus Project conditions, the project would result in an unacceptable LOS at one Caltrans-controlled intersection. Caltrans coordination would be required for improvements to SR 46 intersection at Union Road. Therefore, the project's impacts on the cirCULation system would be significant and unavoidable (Class I).	**TR-2 Fair Share Funding for Caltrans Intersection (#3) Improvements** Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's Transportation Impact Fee (TIF) program, for the ultimate improvements on SR 46E, consistent with the RTP, which consist of restricting left turns on SR 46E at Union Road. **Plan Requirements and Timing.** The fair-share contribution for required improvements shall be submitted on a per-unit basis prior to building permit issuance for each unit. **Monitoring.** The City shall ensure compliance with TIF payment prior to final of each building permit.	Development of mitigation measures and improvements for SR 46E/Union Road (#3) would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at this intersection, impacts to SR 46E/Union Road (#3) would remain significant and unavoidable (Class I).

Impact	Mitigation Measure (s)	Significance After Mitigation
TR-6. Under Existing Plus Project conditions, the project would result in queueing deficiencies at One City-controlled intersection. Feasible mitigation is not available for the intersection to reduce queues to acceptable levels. Therefore, the project's impact on vehicular queues would be significant and unavoidable (Class I).	**TR-6 Implementation of Improvements at Niblick Road/South River Road (#17)** 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 install a dedicated southbound right-turn lane and signal overlap phase. If not installed by others, the applicant shall implement right-turn overlap phases to improve intersection operations. The improvements shall be constructed prior to the final of the building permit for the first unit. **Plan Requirements and Timing.** The required improvements shall be constructed prior to issuance of the building permit for the first unit. If required to implement right-turn overlap phases, this improvement shall be constructed prior to final of the building permit for the first unit. If the Olsen-South Chandler Ranch 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 issuance and final of the building permit for the first unit.	The required corridor improvements at Niblick Road/South River Road (#17) 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 (#16) and Niblick Road/South River Road (#17), 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 (#17). As a result, queuing impacts at Niblick Road/South River Road (#17) 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. 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

Impact	Mitigation Measure (s)	Significance After Mitigation
		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.
TR-7. Under Existing Plus Project conditions, the project would increase density at five Caltrans freeway segments operating at unacceptable LOS. Caltrans coordination would be required for improvements to these freeway segments. Therefore, the project's impacts on the circulation system would be significant and unavoidable (Class I).	No mitigation has been identified that would reduce the capacity impact on US 101.	Development of mitigation measures and improvements to freeway facilities would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to US 101 would be remain significant and unavoidable.
TR-8. Under Near Term Plus Project conditions, the project would result in an unacceptable LOS at two Caltrans-controlled intersections. Caltrans coordination would be required for improvements to SR 46 intersections at Union Road and Airport Road. therefore, Since the City cannot ensure Caltrans cooperation, the project's impacts on the circulation system would be significant and unavoidable (Class I).	Implement Mitigation Measure TR-2 Fair Share Funding for Caltrans Intersection (#3) Improvements. **TR-8 Fair Share Funding for Intersection (#4) Improvements** The applicant shall make a fair-share contribution through the City's TIF program for ultimate improvements on SR 46E, consistent with the RTP, which consists of restricting left turns on SR 46E at Union Road and Airport Road. **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. **Monitoring.** The City shall ensure compliance with TIF payment prior to final of each building permit.	Development of mitigation measures and improvements for SR 46E/Union Road (#3) and SR 46E/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 SR 46E/Union Road (#3) and SR 46E/Airport Road (#4) would remain significant and unavoidable.
TR-13. Under Near Term Plus Project conditions, the project would result in queueing deficiencies at Two City-controlled intersections. feasible mitigation is not available at these	Implement Mitigation Measure TR-6 Implementation of Improvements at Niblick Road/South River Road (#17).	The required corridor improvements at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) would not return queues at these facilities to pre-project levels. The Niblick Corridor

Impact	Mitigation Measure (s)	Significance After Mitigation
intersections to reduce queues to acceptable levels. Therefore, the project's impact on vehicular queues would be significant and unavoidable (Class I).	**TR-13 Fair Share Funding for Intersection (#16) 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. o. Creston Road/Niblick Road (#11): Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's TIF program for the installation of a second southbound left-turn, southbound right-turn, and eastbound right-turn lanes. If the Olsen-South Chandler Ranch Specific Plan has not started construction of the improvements prior to the building permit final of the 500th Beechwood unit, the applicant shall construct these improvements. Should the applicant be required to construct the improvements, the project will be eligible to receive TIF credits for the improvements in accordance with City policy. p. 1st Street-Niblick Road/Spring Street (#16): Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's TIF program for the installation of an eastbound right turn lane at this intersection. **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 at Creston Road/Niblick Road (#11), the improvements shall be completed prior to the building permit final of the 500th unit. **Monitoring.** The City shall ensure compliance with TIF payment prior to final of each building permit. If the applicant is required to construct improvements at Creston Road/Niblick Road (#11), the City shall ensure that the improvements are completed prior to the building permit final of the 500th unit.	Study is currently being completed by the City and identifies infrastructural constraints at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17), 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 (#17). As a result, queuing impacts at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) 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. 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.

Impact	Mitigation Measure (s)	Significance After Mitigation
		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.
TR-14. Under Near Term Plus Project conditions, Niblick Road east of Spring Street would operate at 99% capacity. Project impacts to this roadway segment 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.
TR-15. Under Near Term Plus Project conditions, the project would increase density at seven Caltrans freeway segments operating at unacceptable LOS. Caltrans coordination would be required for improvements to these freeway segments. Therefore, the project's impacts on the circulation system would be significant and unavoidable (Class I).	No mitigation has been identified that would reduce the capacity impact on the US 101 freeway segments. Widening US 101 to a six-lane facility between Spring Street in Paso Robles and Main Street in Templeton would improve mainline and ramp operations to LOS C or better for all segments except the US 101 northbound Spring Street off-ramp with or without the proposed project under Near Term conditions. An additional lane at the US 101 northbound Spring Street off-ramp is needed under Near Term conditions for acceptable operations. However, widening to a six-lane facility has not been identified in SLOCOG or Caltrans studies. The US 101 Corridor Mobility Study identified LOS D-E for the northbound segments and LOS D for the southbound off-ramp diverge under 2035 conditions; however, no improvements were identified.	Development of mitigation measures and improvements to freeway facilities would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to US 101 would be remain significant and unavoidable.
TR-16. Under Cumulative Plus Project Conditions, the project would result in an unacceptable LOS at two Caltrans-controlled intersections. Caltrans coordination would be required for improvements to SR 46E/Golden Hill Road intersection. therefore, the project's impacts on the circulation system would be significant and unavoidable (Class I).	**TR-16(a) Fair Share Funding for Caltrans Intersection (#2) Improvements** The applicant shall make a fair-share contribution through the City's TIF program for ultimate improvements on SR 46E, consistent with the RTP, which consists of restricting access at the intersection to right-in, right-out. **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. **Monitoring.** The City shall ensure compliance with TIF payment prior to final of each building permit.	Installation of an all-way stop control at Riverside Avenue/Pine Street at the US 101 southbound ramps would allow the intersection to operate at LOS C or better. Development of mitigation measures and improvements for SR 46E/Union Road (#3) would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to SR 46E/Union Road (#3)

Impact	Mitigation Measure (s)	Significance After Mitigation
	TR-16(b) Fair Share Funding for Riverside Avenue/Pine Street/US 101 Southbound Ramps (#15) Improvements The applicant shall make a fair-share contribution through the City's TIF program for installation of an all-way stop control at Riverside Avenue/Pine Street at the US 101 southbound ramps. **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. **Monitoring.** The City shall ensure compliance with TIF payment prior to final of each building permit.	would remain significant and unavoidable.
TR-21. Under Cumulative Plus Project Conditions, The project would result in Queueing Deficiencies at Two City-Controlled intersections. Feasible mitigation is not available at these intersections to reduce queues to acceptable levels. Therefore, the project's impact on vehicular queues would be significant and unavoidable (Class I).	Implement Mitigation Measure TR-6 and TR-13.	The required corridor improvements at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) 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 (#16) and Niblick Road/South River Road (#17), 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 (#17). As a result, queuing impacts at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) would be significant and unavoidable.
TR-24. Under Cumulative Plus Project Conditions, two City-controlled roadway segments would operate above 90% capacity, but less than 100%. Project impacts to this road segment would be significant and unavoidable (Class I).	No mitigation has been identified that would reduce the capacity impact on these two roadway segments.	Because no mitigation has been identified this impact would be significant and unavoidable.

Impact	Mitigation Measure (s)	Significance After Mitigation
TR-25. Under Cumulative Plus Project Conditions, the project would increase density at eight Caltrans freeway segments operating at unacceptable LOS. Caltrans coordination would be required for improvements to these freeway segments. Therefore, the project's impacts on the circulation system would be significant and unavoidable (Class I).	No mitigation has been identified that would reduce the capacity impact on the US 101 freeway segments. Widening US 101 to a six-lane facility between Spring Street in Paso Robles and Main Street in Templeton would improve mainline and ramp operations to LOS C or better for all segments except the US 101 northbound Spring Street off-ramp with or without the proposed project under Cumulative conditions. An additional lane at the US 101 northbound Spring Street off-ramp is needed under Near Term and Cumulative conditions for acceptable operations. However, widening to a six-lane facility has not been identified in SLOCOG or Caltrans studies. The US 101 Corridor Mobility Study identified LOS D-E for the northbound segments and LOS D for the southbound off-ramp diverge under 2035 conditions; however, no improvements were identified. The US 101 Transportation Concept Report for this segment found that in the year 2035 demand is projected to exceed capacity in both the northbound and southbound directions between the urbanized area of Atascadero and south of the Paso Robles urban boundary. The report identifies the following improvement options: • Interchange improvements • Parallel route development • Ramp and auxiliary lane improvements • Enhanced transit and rail service • Transportation Demand Management (TDM) • Transportation System Management (TSM) The SLOCOG RTP identifies a future SR 46 Urban Multi-Modal Corridor Study for this area.	Development of mitigation measures and improvements to freeway facilities would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to US 101 would be remain significant and unavoidable.
Class II Impacts (Significant but Mitigable)		
Aesthetics		
AES-2. Project grading would modify the existing visual form of the specific plan area in a manner that would permanently change topography, land use, and vegetation. The project would change the character of the specific plan area from	**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	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).

Impact	Mitigation Measure (s)	Significance After Mitigation
semi-rural agricultural to urbanized. This change in the visual character of the specific plan area would be significant but mitigable (Class II).	requirements in Mitigation Measures BIO-5(a) and BIO-5(b) for the replacement and protection of oak trees in the Specific Plan area. q. 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 (Creston 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. r. Retaining/barrier walls shall be limited to 6 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 6 feet, the wall shall be separated into two or more walls with a minimum of 3 feet between each wall for screen planting. s. 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. t. 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. u. 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. v. 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	

Impact	Mitigation Measure (s)	Significance After Mitigation
	Specific Plan and development plan as applicable. Prior to all building permit finals, the Planning Division shall inspect all landscape installations.	
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, and identified mitigation measures would ensure that this impact would remain less than significant with mitigation (Class II).	**AES-3 Sports Field Lighting Evaluation** Prior to issuance of building permits for a multi-purpose athletic field, a lighting and glare engineering design evaluation shall be prepared and submitted to the City of Paso Robles Community Development Department for review and approval. The design evaluation shall include, at minimum, an illumination summary based on the grid, spacing, height, and luminaire type of any proposed field lighting, and an evaluation of the extent and location of any offsite light trespass or glare. Field lighting shall be designed such that no light trespass would occur beyond the athletic field boundary and that no point-source light would be visible from beyond the athletic field boundary. If the lighting and glare engineering design evaluation is prepared by a prospective vendor or manufacturer of the lighting system to be used on the project, an independent evaluation of the manufacturer's lighting data shall be conducted for the purpose of confirming that no light trespass would occur beyond the athletic field boundary and that no point-source light would be visible from beyond the athletic field boundary. The independent evaluation shall be prepared by a qualified engineer who is not a prospective vendor or manufacturer of the lighting system to be used on the Project and findings shall be documented in a Lighting Evaluation Report for review and approval by the City of Paso Robles Community Development Department. The Lighting Evaluation Report shall include the following at a minimum: a. If offsite light trespass or point-source visibility is identified in the Lighting Evaluation Report, specific recommendations shall be identified to eliminate such trespass and/or visibility. Recommendations may include but not be limited to: repositioning lights, lowering heights, increasing sizes of cut-off shields, altering types of luminaires or wattage, or modifying operational procedures. b. The City shall include the recommendations made by the Lighting Evaluation Report as conditions of approval for the multi-purpose athletic field. The results of the Lighting Evaluation Report shall be field verified to ensure light trespass has been adequately eliminated at offsite locations and no point-source lighting is visible from beyond the athletic field boundary.	Impacts associated with the creation of new sources of exterior lighting and glare would be less than significant with the incorporation of Mitigation Measure AES-3 and General Plan Policy LU-2D, Action Item 5.

Impact	Mitigation Measure (s)	Significance After Mitigation
	Plan Requirements and Timing. The evaluation shall be prepared prior to issuance of building permits for any proposed lighted athletic field. **Monitoring.** The City shall verify that the evaluation is prepared prior to issuance of building permits for any lighted athletic field and that the evaluation recommendations are implemented.	
Agriculture and Forestry Resources		
AG-1. The project would convert unique farmland and farmland of statewide importance, as mapped by the FMMP, to non-agricultural uses. Impacts would be significant but mitigable (Class II).	**AG-1 Conservation of Agricultural Land** The project applicant shall revise the Specific Plan to change the land use and zoning designations of the PG&E ownership and easement area corridor to Agriculture. **Plan Requirements and Timing.** The project applicant revise the Specific Plan prior to final approval. **Monitoring.** The City shall review and approve the revision to the Specific Plan prior to final approval.	Implementation of Mitigation Measure AG-1 would conserve 26.1 acres of agricultural land. The soils types within the PG&E utility corridor are the same as the soils types in the onsite vineyard where the Important Farmland is located. Agricultural uses are the only feasible uses for the utility corridor and changing the land use and zoning designation of the corridor would ensure the project remains consistent with the 2003 FEIR and 2004 LAFCO findings for annexation of the Beechwood property. The LAFCO findings state: "The 2003 General Plan Update includes policies that enable clustered development within a Specific Plan area and further provides for the transfer of development rights from one portion of the site to another in order to preserve farmland. Implementation of these policies would avoid the significant environmental effect on farmland as identified in the Final EIR." By changing the land use and zoning designation of the utility corridor, the potential for future development rights in the corridor would be limited and would prevent future mass residential or commercial development. The Specific Plan area is identified as a residential growth area in the City's

Impact	Mitigation Measure (s)	Significance After Mitigation
		General Plan and the change of land use and zoning designation of the utility corridor would ensure that the soils that comprise Important Farmland are protected from future development and are available for agricultural use. Therefore, with implementation of identified mitigation, Project impacts on loss of Important Farmland would be reduced to less than significant.
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, including land use conflicts that may lead to disincentives to farm and conversion of productive farmland to other use. This impact would be less than significant with mitigation (Class II).	**AG-2(a) Agricultural Conflict Avoidance Measures** The following language shall be added to the Specific Plan: *Agricultural buffer easements, berms, and/or 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/or 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.	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 due to the disturbed and developed nature of this area (for a discussion of potential project impacts to wildlife movement, refer to Section IV-C, Biological Resources).

Impact	Mitigation Measure (s)	Significance After Mitigation
	AG-2(b) Agricultural Fencing The project applicant shall coordinate with the City to fund installation of fencing and signs along the southern and eastern boundaries of the Beechwood 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).	
Air Quality and Greenhouse Gas Emissions		
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).	**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 (SLORTA) Paso Express Routes A and B with new stops in the Plan Area to ensure a majority of the Plan Area is within 0.25 mile of a transit stop. 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 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	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).

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 VMT 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%. **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 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 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.	
AQ-2. Construction of the project would generate temporary increases in criteria air pollutant emissions. Construction emissions would exceed SLOAPCD construction thresholds. impacts would be less than significant with mitigation incorporated (Class II).	**AQ-2(a) Construction Activity Management Plan** Prior to the start of construction activities within the Plan Area, the project applicant shall prepare a 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 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	According to the SLOAPCD CEQA Air Quality Handbook, for projects with estimated construction emissions that are expected to exceed SLOAPCD 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-

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 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 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);	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 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.

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 for Construction** The following BACT for diesel-fueled construction equipment shall be included in the CAMP and implemented during construction activities in the 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;	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 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;	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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.** California Code of Regulations Title 13, Section 2485 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 5 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 5-minute idling limit. The specific requirements and exceptions in the regulation can be reviewed at the following website: www.arb.ca.gov/msprog/truck-idling/2485.pdf. c. **Idling Restrictions for Off-Road Equipment.** Off-road diesel equipment shall comply with the 5-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/frooal.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.	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 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 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.	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 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% opacity for greater than 3 minutes in any 60-minute period. The 20% 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. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour 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. 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. 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.	

Impact	Mitigation Measure (s)	Significance After Mitigation
	h. Vehicle speed for all construction vehicles shall not exceed 15 miles per hour 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 2 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 m. the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% 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 the City 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.	

Impact	Mitigation Measure (s)	Significance After Mitigation
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).	**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 NESHAP requirements (40 CFR 61, Subpart M) for the control of asbestos emissions during demolition activities. SLOAPCD is delegated authority by the USEPA 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 the SLOAPCD 10 days prior to the start of demolition. **Plan Requirements and Timing**. The project applicant or developers of individual projects in the Plan Area shall submit proof that the 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.	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, and AQ-4 would reduce air quality impacts to sensitive receptors to a less-than-significant level.

Impact	Mitigation Measure (s)	Significance After Mitigation
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).	**AQ-5 Valley Fever Suppression Measures** The project applicant 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 miles per hour or peak daily temperatures exceed 95°F for 3 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 miles per hour or lower and outdoor air temperatures are below a peak daily temperature of 90°F for at least 2 consecutive days. b. Heavy construction equipment traveling on un-stabilized roads within the Plan Area shall be preceded by a water truck to dampen roadways and reduce dust from transportation along such roads. c. The project developer(s) shall notify the City and the County Public Health Department not more than 60 nor less than 30 days before construction activities commence to allow the 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 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	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, and AQ-5 would reduce air quality impacts to sensitive receptors to a less than significant level.

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 County Public Health Department, to develop an educational handout for on-site workers and surrounding residents within 3 miles of the project site that includes the following information on Valley Fever: i. Potential sources/causes ii. Common symptoms iii. Options or remedies available should someone be experiencing these symptoms iv. 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 3 miles of the 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 Plan Area shall submit proof that the 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 3 miles of the 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 County Public Health Department, implementation of the worker training program, and mailing of the educational handout through applicant-submitted materials.	
GHG-2. The project would be inconsistent with the City's Climate Action Plan and the SLOCOG 2019 RTP without mitigation. This impact would be less than significant with mitigation incorporated (Class II).	Implementation of Mitigation Measures AQ-1, AQ-3, and GHG-2 would reduce daily VMT per capita and 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 Beechwood Specific Plan GHG emission reduction measures that are consistent with the "mandatory" measures identified in the Paso Robles Climate Action Plan. To the extent possible, "voluntary" measures identified in the City's Climate Action Plan should also be incorporated. Consistent	Mitigation Measure GHG-1 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 nonresidential structures. Therefore,

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	with the City's Climate Action Plan, 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. (Climate Action Plan 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. (Climate Action Plan 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). (Climate Action Plan Measure TL-1) d. All tentative subdivision maps and improvement plans within the 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. (Climate Action Plan Measure TL-2) e. The Specific Plan transportation network shall be designed to minimize barriers to pedestrian access and interconnectivity. (Climate Action Plan 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.). (Climate Action Plan Measure TL-2) g. Prior to the approval of any/all tentative subdivision maps, the applicant shall consult with the SLORTA 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 Plan Area (Climate Action Plan Measure TL-3). h. Any tentative subdivision map that results in the permanent closure of a road to automobile traffic shall include a pedestrian and bicycle connection	Mitigation Measure GHG-1 would ensure that the project would be consistent with the city's CAP. Implementation of Mitigation Measures AQ-1 and AQ-3 would reduce daily VMT per capita and ensure that the project would be consistent with SLOCOG's 2019 RTP VMT targets for 2024 and 2035. For informational purposes, Table IV.I-15 summarizes GHG emissions reductions achieved by implementation of Mitigation Measure GHG-1 as well as the mobile source emissions reduction measures described in Mitigation Measure AQ-1. 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 buildout year 2030. Nevertheless, as shown in Table IV.I-15, implementation of Mitigation Measures GHG-2 and AQ-1 would reduce project-related GHG emissions further below the level of significance.

Impact	Mitigation Measure (s)	Significance After Mitigation
	through the road closure. Before the recordation of the related final subdivision map, the connection shall be improved or funded by the applicant. (Climate Action Plan Measure TL-3) i. The Specific Plan shall be designed accommodate future public transit bus stop pull outs as recommended by the SLORTA. (Climate Action Plan Measure TL-3) j. Plan Area development shall comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation. (Climate Action Plan Measure W-1) k. Subdivision improvement plans shall include infrastructure to accommodate recycled water when it becomes available. (Climate Action Plan Measure W-1). l. The Plan Areas shall utilize recycled water to the maximum extent feasible when recycled water becomes available. (Climate Action Plan Measure W-1) m. Construction activity in the Plan Area shall divert a minimum of 65% of nonhazardous construction or demolition debris. (Climate Action Plan 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). (Climate Action Plan Measure T-1) o. 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 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	

Impact	Mitigation Measure (s)	Significance After Mitigation
	applicable improvements are included in developments in the 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.	
Biological Resources		
BIO-1. The project would result in impacts to special-status wildlife species, including American badger, Lewis' woodpecker, loggerhead shrike, northern California legless lizard, pallid bat, Townsend's big-eared bat, ferruginous hawk, San Joaquin kit fox, Swainson's hawk, vernal pool fairy shrimp, and western spadefoot toad, 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).	**BIO-1(a) San Joaquin Kit Fox 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 (County of San Luis Obispo 2007) and evaluation conducted by Althouse and Meade, Inc. (Appendix B), unless a lower ratio is approved by CDFW, in which case that ratio shall apply. Compensatory mitigation shall be accomplished through one of the three following methods: a. The Owner/Applicant shall establish an onsite and/or offsite conservation easement of suitable size to offset impacts to SJKF habitat at a ratio of 3:1 (area mitigated:area impacted) or an alternate ratio if approved by CDFW 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 (e.g., 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 the USFWS, CDFW, and City. b. If acceptable by the USFWS, CDFW, and City, 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	Implementation of Mitigation Measures BIO-1(a) through BIO-1(g) would reduce impacts to listed, candidate or special-status plant and wildlife species and their habitats to a less-than-significant level (Class II).

Impact	Mitigation Measure (s)	Significance After Mitigation
	San Luis Obispo County, which can be completed by providing funds to The Nature Conservancy pursuant to the County of San Luis Obispo SJKF Voluntary Fee-Based Compensatory Mitigation Program. The fee would be determined based on the current (at time of grading permit application) cost-per-unit, per acre of mitigation. c. The Owner/Applicant shall purchase credits at a USFWS and CDFW-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 USFWS, CDFW, and City. **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 SJKF: 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 pre-activity (i.e., preconstruction) 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	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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, disking, 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 onsite 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 reassess 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 2011). 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	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 onsite, 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 miles per hour (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	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 Toad Impact Avoidance and Minimization** The Owner/Applicant shall ensure the following actions are implemented to avoid and minimize potential impacts to western spadefoot toad: a. For work conducted during the western spadefoot toad 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 toad (any life stage) are in the work area. b. If adult western spadefoot toad 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 centimeters) in diameter for western spadefoot toad. 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 a and b of this measure shall be implemented throughout project construction.	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 (e.g., 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	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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) Northern California Legless Lizard Impact Avoidance and Minimization** A preconstruction survey for legless lizards shall be conducted around the base of oak trees in proposed work areas immediately prior to ground-disturbing activities or tree removal. The preconstruction survey shall be conducted by a qualified biologist familiar with legless lizard ecology and survey methods, and with approval from the CDFW to relocate legless lizards out of harm's way. The scope of the survey shall be determined by a qualified biologist and shall be sufficient to determine presence or absence in the project areas. If the focused survey results are negative, a letter report shall be submitted to the City, and no further action shall be required. If legless lizards are found to be present in the proposed work areas the following steps shall be taken: a. Legless lizards shall be captured by hand by the project biologist and relocated to an appropriate location well outside the project areas. b. Construction monitoring shall be required for all new ground-disturbing activities located within legless lizard habitat (under tree canopies with leaf litter or thatch). Biologists shall capture and relocate legless lizards as specified above. c. A letter report shall be submitted to the City and CDFW within 30 days of legless lizard relocation, or as directed by CDFW. **Plan Requirements and Timing.** Surveys and relocation must be completed prior to issuance of grading or demolition permits. The survey results and relocation methodology and results must be submitted to the City within 1 week of the survey. **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 prior to implementation of the relocation.	

	BIO-1(f) Nesting Birds Impact Avoidance and Minimization If initial ground-disturbing activities and vegetation removal occur during the typical avian nesting period, between March 15 and August 15, nesting bird surveys shall be conducted by a qualified biologist within 1 week prior to initial ground-disturbing 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 preconstruction 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.	

Impact	Mitigation Measure (s)	Significance After Mitigation
	Plan Requirements and Timing. The training shall occur prior to construction activities. The Owner/Applicant shall provide the signed form of all attendees within 1 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.	
BIO-2. The project would result in direct and indirect impacts to sensitive natural communities, including potentially jurisdictional drainage features and wetlands. This impact would be less than significant with mitigation (Class II).	**BIO-2(a) Agency Coordination** Impacts to drainages and wetlands as a result of the project are anticipated to require permits from USACE, USFWS, RWQCB, and CDFW. The Owner/Applicant shall comply with all federal and state permitting requirements. The Owner/Applicant shall obtain and produce for the City correspondence from applicable federal and state agencies regarding compliance of the proposed development with federal and state 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-2(b) Wetland and Drainage Mitigation** Impacts to federal wetland areas and drainages (as defined by CWA Section 404) shall be mitigated at a minimum ratio of 2:1 for permanent impacts (acres of habitat restored to acres permanently impacted) and 1:1 for temporary impacts (acres of habitat restore to acres temporarily impacted). A habitat mitigation and monitoring program (HMMP) shall be developed by a qualified biologist. The mitigation shall be implemented for no less than 5 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 wetlands, drainages, and associated riparian habitat at the required ratio.	Implementation of the above mitigation measures would reduce impacts to wetlands, jurisdictional other waters, and sensitive natural communities to a less-than-significant level (Class II).

	BIO-2(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 that 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.	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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.	
BIO-3. The project would impact Federally and state-protected wetlands through direct removal, filling, or hydrological interruption. This impact would be less than significant with mitigation (Class II).	Implement Mitigation Measures BIO-2(a) through BIO-2(c).	Implementation of the above mitigation measures would reduce impacts to jurisdictional areas to a less-than-significant level (Class II).
BIO-4. The project would interfere with the movement of wildlife species through the development of currently undeveloped land. This impact would be less than significant with mitigation (Class II).	Implement Mitigation Measures BIO-1(a) through BIO-1(g).	Implementation of the above mitigation measures would reduce impacts to jurisdictional areas to a less-than-significant level (Class II).
BIO-5. The project would result in impacts to protected trees. This impact would be less than significant with mitigation (Class II).	**BIO-5(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% 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 1 foot per inch diameter at breast height [DBH]) as defined by the City of Paso Robles Oak Tree Protection Ordinance. Two 24-inch boxed trees shall be planted for trees with impacts of 50% 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	Implementation of Mitigation Measures BIO-5(a) and BIO-5(b) would reduce impacts to protected trees to a less-than-significant level (Class II).

Impact	Mitigation Measure (s)	Significance After Mitigation
	collected onsite, protected from below and above-ground browse damage, and counted as mitigation trees if they reach a height of 3 feet by Year 7 and exhibit high vigor. b. Oak trees removed by the project shall be replaced in accordance with the City of Paso Robles Oak Tree Protection Ordinance. Replacement oaks for removed trees must be equivalent to 25% 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 × 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. c. 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 construction phase 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-5(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, DBH of each stem, CRZ diameter, canopy diameter, tree height, health, habitat notes, and nests observed.	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 CRZ 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-foot-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 that 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 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 wastewater shall be dumped on the ground or	

Impact	Mitigation Measure (s)	Significance After Mitigation
	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.	
BIO-6. The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. This impact would be less than significant with mitigation (Class II).	Implement Mitigation Measures BIO-5(a) and BIO-5(b).	Implementation of Mitigation Measures BIO-5(a) and BIO-5(b) would reduce impacts associated with conflicts with the City's adopted Oak Tree Ordinance to a less-than-significant level (Class II).
Cultural Resources		
CUL-1. Grading and construction activities have the potential to impact previously undiscovered subsurface archaeological, tribal cultural or historical resources, including unidentified human remains. Disturbance resulting from construction related, or earth-disturbing activities could destroy or damage unknown tribal and/or cultural resources. Impacts to these resources would be	**CUL–1 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	No CRHR eligible properties have been identified within or adjacent to the Project area. However due to the potential for discovery of unknown archaeological resources, mitigation includes contingency measures in the event of discovery and monitoring. Based on implementation of mitigation measures and compliance with existing regulations,

Impact	Mitigation Measure (s)	Significance After Mitigation
potentially significant. Mitigation measures would need to be implemented along with monitoring by a qualified archaeologist and Native American representatives if Native American resources are uncovered.	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.	potential impacts would be less than significant with mitigation. (Class II)
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-1 described in Section IV.I, Air Quality and Greenhouse Gas Emissions, would require the project to incorporate all "mandatory" measures in the City's CAP.	Mitigation Measure GHG-1 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 encouragement of electrically-powered appliances for proposed residential development. Proposed nonresidential 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-1 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).	**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.	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

Impact	Mitigation Measure (s)	Significance After Mitigation
	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.	and sedimentation into drainages resulting from buildout of the project to a less than significant level.
GEO-3. Expansive soils are present in the BSP planning area. Development on expansive soils could damage slabs and foundations. This impact would be significant but mitigable (Class II).	**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.	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.
GEO-4. Paleontological resources may be present in geologic units with high paleontological potential that underlay the BSP planning area. Ground-disturbing activities could damage resources that may be present below the surface. This impact would be significant but mitigable (Class II).	**GEO-4(a) Worker Paleontological Resource Awareness Session** A qualified City-approved paleontologist selected by the Owner/Applicant who meets the standards of the Society of Vertebrate Paleontology (SVP) 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 paleontologist 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 paleontologist 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 Applicant shall provide City compliance monitoring staff with the name and contact information for the qualified paleontologist prior to grading/building permit issuance and pre-construction meeting.	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.

Impact	Mitigation Measure (s)	Significance After Mitigation
	Monitoring. The 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 Applicant, under the direction of the qualified consultant identified in Mitigation Measure GEO-3(a) shall: a. A Project Paleontologist (meeting SVP standards) will prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). This plan will address specifics of monitoring and mitigation and comply with the recommendations of the SVP, and shall include: i. Temporarily halt construction or excavation activities within 50 feet of the find and redirect activity to other work areas; ii. Immediately notify the city regarding the resource and redirected grading activity; and iii. 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 **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 paleontologist.	
Hazards and Hazardous Materials		
HAZ-4. Potential 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	**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	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.

Impact	Mitigation Measure (s)	Significance After Mitigation
the construction phase of the project. Impacts would be significant but mitigable (Class II).	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.	

Impact	Mitigation Measure (s)	Significance After Mitigation
Land Use/Planning		
LU-2. 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 IV.L-3.	Implementation of the mitigation measures referenced in the statements of consistency/conflict in Table IV.L-3 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 BSP Planning 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).	**N-2 Acoustical Assessments for Stationary Noise Sources** The BSP shall include a policy or development standard that requires applicants for new development in the BSP planning area to provide an acoustical assessment prepared by a qualified professional where new commercial land uses are within 825 feet of existing noise-sensitive land uses. The acoustical assessments shall evaluate potential noise impacts attributable to the proposed Project, as well as, the compatibility of proposed land uses in comparison to applicable City noise standards for stationary noise sources. Where the acoustical analysis determines that stationary-source noise levels would exceed applicable City noise standards, noise-reduction measures shall be incorporated sufficient to reduce operational noise levels to below applicable noise standards. Such measure may include, but are not limited to, the incorporation of setbacks, sound barriers, berms, hourly limitations, or equipment enclosures. **Plan Requirements and Timing**. The final BSP 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.	In accordance with Mitigation Measure N-2, acoustical assessments would be required for new development in the BSP planning area where commercial land uses would be located within 825 feet of 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. With implementation of the required mitigation, this impact would be less than significant.
N-3. The project would result in temporary noise in the BSP planning area vicinity during the construction phase. Construction noise levels could	**N-3 Construction Equipment Noise Best Management Practices** For all construction activities in the BSP planning area, noise attenuation techniques shall be employed to ensure that noise levels are minimized. Such techniques shall include:	With the implementation of Mitigation Measure N-3, construction activities would be limited to the less noise-sensitive daytime hours. The proper

Impact	Mitigation Measure (s)	Significance After Mitigation
potentially exceed 80 dBA Leq, which would result in a potentially significant temporary noise impact. This impact would be significant but mitigable (Class II).	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. 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. Signage shall be posted at the site perimeter identifying the public liaison's contact information. e. Virginia Peterson Elementary School shall be provided written notification a minimum of two weeks prior to beginning construction when construction activities are anticipated to occur within 400 feet of the school. The notification shall identify of the anticipated location, dates and hours of construction; as well as, the contact information for the public liaison. f. Where necessary, temporary noise barriers shall be installed. g. Staging and queuing areas shall be located at the furthest distance possible from nearby noise-sensitive land use identified in the project area at the time of construction. **Plan Requirements and Timing**. Construction plans shall note construction hours, truck routes, and construction 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	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 the implementation of Mitigation Measure N-3 this impact would be less than significant.

Impact	Mitigation Measure (s)	Significance After Mitigation
	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.	
Transportation		
TR-1. Construction-related traffic would not result in a significant increase in transportation hazards in the area with the implementation of a Traffic Control Plan (Class II).	**TR-1 Traffic Control Plan** The project applicant shall prepare a Traffic Control Plan for review and approval by the City Emergency Services Department and City Engineer. The Traffic Control Plan shall include provisions to prohibit construction traffic during the AM and PM peak hours on Niblick Road. **Plan Requirements and Timing.** The applicant shall submit the Traffic Control Plan to the City, and the City shall approve the Traffic Control Plan prior to initial ground-disturbing or other construction activities. **Monitoring.** The City shall review and approve the Traffic Control Plan prior initial ground-disturbing activities by the applicant.	Mitigation Measure TR-1 would reduce impacts during construction, including impacts to Niblick Road during the AM and PM peak hours, to less than significant.
TR-3. Under Existing Plus Project conditions, the project would result in an unacceptable LOS at five City stop-controlled intersections. The project's impacts would be significant but mitigable (Class II).	**TR-3(a) Fair Share Funding for Intersection (#6) Improvements** The project shall contribute its equitable share to fund the following transportation improvements: a. 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 TIF program for the installation of a single-lane roundabout at Golden Hill Road/Union Road. **TR-3(b) Implementation of Improvements for Intersections (#12, #13, #18, #20)** The project shall construct the following improvements to mitigate impacts to these intersections: a. Creston Road/Stoney Creek Road (Intersection #12): The applicant shall install a traffic signal at Creston Road/Stoney Creek Road. The applicant shall conduct an intersection operations analysis prior to the issuance of the 554th building permit and install the signal if warranted at that time. If not warranted at the 554th building permit, the operations analysis shall determine at what unit count prior to the 674th unit the signal is warranted. The signal shall be installed prior to the issuance of the 674th building permit. If the signal is installed by the Olsen-South Chandler Ranch Specific Plan, then the applicant shall pay its fair share of the signal	With the implementation of Mitigation Measure TR-3(a) and TR-3(b), all intersections operating at unacceptable LOS as a result of the project under existing conditions would operate at pre-project conditions or better. 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

Impact	Mitigation Measure (s)	Significance After Mitigation
	installation. Creston Road/Meadowlark Road (Intersection #13): The applicant shall install a traffic signal at Creston Road/Meadowlark Road. The applicant shall conduct an intersection operations analysis prior to the issuance of the 554th building permit and install the signal if warranted at that time. If not warranted at the 554th building permit, the operations analysis shall determine at what unit count prior to the 911th unit the signal is warranted. The signal and associated improvements shall be installed prior to the issuance of the 911th building permit. If the signal is installed by the Olsen-South Chandler Ranch Specific Plan, then the applicant shall pay its fair share of the signal installation. b. South River Road/Charolais Road (Intersection #20): The applicant shall construct a single-lane roundabout at South River Road/Charolais Road. The applicant shall conduct an intersection operations analysis prior to the issuance of the 250th building permit and install the signal if warranted at that time. If not warranted at the 250th building permit, the operations analysis shall determine at what unit count prior to the 554th unit the signal is warranted. The single-lane roundabout shall be installed shall be installed prior to the issuance of the 554th building permit. c. South River Road/Riverbank Lane (#18): The applicant shall install two way left turn lane striping, between Riverbank Lane and Serenade Lane, at South River Road and Riverbank Lane. The improvement shall be installed with the South River Road/Charolais Road (Intersection #20) improvements. **Plan Requirements and Timing.** The applicant is required to construct improvements to Creston Road/Stoney Creek Road (Intersection #12) prior to the issuance of building permit for the 554th unit, unless the intersection operations analysis identifies a later unit count. Improvements shall be installed no later than issuance of the building permit for the 674th unit. The applicant is required to construct improvements to Creston Road/Meadowlark Road (Intersection #13) prior to the issuance of building permit for the 554th unit, unless the intersection operations analysis identifies a later unit count. Improvements shall be installed no later than issuance of the building permit for the 911th unit. The applicant is required to construct improvements to South River Road/Charolais Road (Intersection #20) prior to the issuance of building permit for the 250th unit, unless the intersection operations analysis identifies a later unit count. Improvements shall be installed no later than issuance of the building permit for the 554th unit.	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 County Air Pollution Control District (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.

Impact	Mitigation Measure (s)	Significance After Mitigation
	Monitoring. The City shall ensure compliance with TIF payment for Golden Hill Road/Union Road (Intersection #6) prior to final of each building permit. The City shall ensure completion of improvements prior to issuance of building permits for the specified unit.	
TR-4. Under Existing Plus Project conditions, the project would result in queueing deficiencies at three City-controlled intersections. The Project's Impacts would be significant but mitigable (Class II).	Implement Mitigation Measure TR-3(a) Fair Share Funding for Intersection (#6) Improvements. **TR-4(a) Implementation of Improvements at 13th Street/Riverside Avenue (#7)** The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at 13th Street/Riverside Avenue. The applicant shall provide westbound right-turn and northbound right-turn overlap phases. The applicant shall coordinate signal timing with the 13th Street/Riverside Avenue and River Road/Creston Road intersections to shorten queues to the extent possible at all three intersections. Improvements at this intersection are not eligible for TIF Program credits. **Plan Requirements and Timing.** The required improvements shall be constructed prior to issuance of the first building permit. If the Olsen-South Chandler Ranch 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 issuance of the building permit for the first unit. **TR-4(b) Implementation of Improvements at 13th Street/Paso Robles Street (#8)** 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 evaluate and construct the extension of the northbound right-turn lane. The applicant shall coordinate signal timing with the 13th Street/Riverside Avenue and River Road/Creston Road intersections to shorten queues to the extent possible at all three intersections. Improvements at this intersection are not eligible for TIF Program credits. **Plan Requirements and Timing.** The required improvements shall be constructed prior to issuance of the first building permit. If the Olsen-South Chandler Ranch Specific Plan constructs these improvements, the applicant shall contribute their fair-	With implementation of Mitigation Measures TR-3(a), TR-4(a), and TR-4(b), unacceptable intersection queues resulting from project-added vehicle trips under Existing Plus Project conditions at Golden Hill Road/Union Road (#6), 13th Street/Riverside Avenue (#7), and 13th Street/Paso Robles Street (#8) would operate at pre-project conditions or better. 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.

Impact	Mitigation Measure (s)	Significance After Mitigation
	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 issuance of the building permit for the first unit.	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.
TR-10. Under Near Term Plus Project Conditions, the project would result in an unacceptable LOS at Five City-controlled intersections. The project's impacts would be significant but mitigable (Class II).	Implement Mitigation Measure TR-3(b) Implementation of Improvements for Intersections (#12, #13, #18, #20). **TR-10 Implementation of Improvements at Creston Road/Charolais Road (#14)** The applicant shall evaluate and install an all-way stop control at Creston Road/Charolais Road. **Plan Requirements and Timing.** The required improvements shall be constructed prior to issuance of the 911th building permit. If the Olsen-South Chandler Ranch Specific Plan constructs these improvements prior to the 911th Beechwood unit, the applicant shall contribute their fair-share amount for these improvements prior to issuance of the building permit for the 911th unit. **Monitoring.** The City shall ensure compliance prior to issuance of the 911th building permit.	With the implementation of Mitigation Measures TR-3(b) and TR-10, all intersections operating at unacceptable LOS as a result of the project under near-term conditions would operate at pre-project conditions or better. 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

Impact	Mitigation Measure (s)	Significance After Mitigation
		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.
TR-11. Under Near Term Plus Project conditions, the project would result in queueing deficiencies at Three City-controlled intersections. The project's impacts would be significant but mitigable (Class II).	Implement Mitigation Measure TR-4(a) Implementation of Improvements at 13th Street/Riverside Avenue (#7) and TR-4(b) Implementation of Improvements at 13th Street/Paso Robles Street (#8). **TR-11 Fair Share Funding for Intersection (#11) 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. a. Creston Road/Niblick Road (#11): Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's TIF program for the installation of a second southbound left-turn, southbound right-turn, and eastbound right-turn lanes. If the Olsen-South Chandler Ranch Specific Plan has not started construction of the improvements prior to the building permit final of the 500th Beechwood unit, the applicant shall construct these improvements. **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 at Creston Road/Niblick Road (#11), the improvements shall be completed prior to the building permit final of the 500th unit. **Monitoring.** The City shall ensure compliance with TIF payment prior to final of each building permit. If the applicant is required to construct improvements at Creston Road/Niblick Road (#11), the City shall ensure that the improvements are completed prior to the building permit final of the 500th unit.	With the implementation of Mitigation Measures TR-4(a), TR-4(b), and TR-11, unacceptable intersection queues resulting from project-added vehicle trips under Near Term Plus Project conditions at 13th Street/Riverside Avenue (#7), 13th Street/Paso Robles Street (#8), and Creston Road/Niblick Road (#11) would operate at pre-project conditions or better.
TR-18. Under Cumulative Plus Project Condition, the project would result in an unacceptable LOS at Four City-Controlled intersections. The Project's impacts would be Significant but Mitigable (Class II).	Implement Mitigation Measures TR-3(a).1, TR-3(b).1, TR-3(b).2, and TR-10.	With the implementation of Mitigation Measures TR-3(a).1, TR-3(b).1, TR-3(b).2, and TR-10, all intersections operating at unacceptable LOS as a result of the project under cumulative conditions

Impact	Mitigation Measure (s)	Significance After Mitigation
		would operate at pre-project conditions or better. 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.
TR-20. Under Cumulative Plus Project Conditions, The project would result in Queueing Deficiencies at Three City-Controlled intersections. Project impacts	Implement Mitigation Measure TR-4(a) and TR-4(b).	With the implementation of Mitigation Measure TR-4(a), TR-4(b), and TR-20, queueing deficiencies at all intersections as a result of the project under cumulative

Impact	Mitigation Measure (s)	Significance After Mitigation
would be less than significant with mitigation (Class II).	**TR-20 Implementation of Improvements at North River Road/Creston Road (#9)** 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-turn, through, and right-turn lane on the southbound intersection leg. This shall be done in conjunction with TR-4(a), TR-4(b), and TR-4(c). Improvements at this intersection are not eligible for TIF Program credits. **Plan Requirements and Timing.** The required improvements shall be constructed prior to the issuance of the building permit for the first unit. This improvement shall be done in conjunction with TR-4(a) and TR-4(b). **Monitoring.** The City shall ensure compliance prior to the issuance of the building permit for the first unit.	conditions would operate at pre-project conditions or better.
TR-28. Existing crossing signage at the school is not consistent with the current California Manual on Uniform Traffic Control Devices. Impacts would be less than significant with mitigation (Class II).	**TR-28 Implementation of Improvements at Virginia Peterson Elementary School** To mitigate safety impacts to pedestrians, the applicant shall update existing school speed limit and crossing signage per the CAMUTCD and include a yellow beacon that flashes during school hours. The applicant shall install ladder crosswalk striping at uncontrolled crossings and use consistent crosswalk striping at stop-controlled crossings. The applicant shall also install an RRFB at the school crosswalk. **Plan Requirements and Timing.** The improvements shall be installed prior to final of building permit for the first unit. **Monitoring.** The City shall ensure compliance with improvement installation prior to final of building permit for the first unit.	Impacts will be reduced to less than significant.
TR-29. Meadowlark Road is not consistent with the Circulation Element due to lack of Class II bike lanes. This is A significant but mitigable impact (Class II).	**TR-29 Implementation of Bike Lane Improvements** To mitigate impacts, Class II bike lanes shall be installed on Meadowlark Road. **Plan Requirements and Timing.** The improvements to Meadowlark Road west of Beechwood Drive shall be installed prior to final of building permit for the first unit of the development. Improvements to Meadowlark Road east of Beechwood Drive shall be installed prior to final of building permits for the first unit for each subarea in Phase 1. **Monitoring.** The City shall ensure compliance with improvement installation prior to final of building permit for the first unit.	Impacts will be reduced to less than significant.

Impact	Mitigation Measure (s)	Significance After Mitigation
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, nor would development of the specific plan area substantially damage scenic resources. This impact would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
Air Quality and Greenhouse Gas Emissions		
AQ-6. The project would not result in objectionable odors that would affect a substantial number of people. This impact would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
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).
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	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
impact would be less than significant (Class III).		
Geology and 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).
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 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).	No mitigation measures are required.	Class III (less than significant).
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. the proposed Commercial Mixed-Use district Would prohibit service stations and certain manufacturing and production facilities and therefore no exposure of residential uses to gasoline and diesel fuel would	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
occur. This impact would be less than significant (Class III).		
HAZ-3. The Virginia Peterson Elementary School is located approximately 40 feet west of the project site. 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).
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 within and 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).

Impact	Mitigation Measure (s)	Significance After Mitigation
Land Use/Planning		
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).	No mitigation measures are required.	Class III (less than significant).
Noise		
N-1. Long-term traffic generated by BSP planning area development would increase local traffic noise levels. The anticipated increase in local traffic noise under near-term and cumulative conditions would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
N-4. The project would result in groundborne vibration in the BSP planning 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 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).

Impact	Mitigation Measure (s)	Significance After Mitigation
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).
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 then 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, potential impacts to public schools would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
PS-4. The Specific Plan would increase demand for parks. However, through the required payment of the CFD special Tax,	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
potential impacts to library services and facilities would be less than significant (Class III).		
PS-5. 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).
PS-6. Development of the Specific Plan would increase the amount of solid waste requiring disposal. Impacts would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
PS-7. Development accommodated by the Specific Plan would increase demand for power, gas, and communication systems. Increased demand and new development patterns may require upgrades in infrastructure. Impacts are considered 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, including new recreation facilities constructed as part of the project. Provision of on-site parks and recreation facilities would meet the adopted City parkland standard for the Specific Plan planning 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).

Impact	Mitigation Measure (s)	Significance After Mitigation
Transportation		
TR-5. Under Existing Plus Project conditions, the project would result in queueing deficiencies at three City-controlled intersections. The Project's Impacts would be Less than SIgnificant (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-9. SR 46E/Mill Road (#5) would operate at LOS D in the PM peak hour under Near Term conditions. The addition of project traffic increases side street delay by less than 0.3 seconds, and the project does not add traffic to the side street. This is an insignificant impact (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-12. Under Near Term Plus Project conditions, the project would result in queueing deficiencies at River Road/Creston Road (#9). The northbound left-turn queue length would further exceed storage length during at least 1 peak hour with the addition of traffic from the project. Additional storage is available in the striped median. Coordination with the adjacent 13th Street intersections could also shorten the queue lengths. Additional storage is available in the striped median so queues would not impact other movements, so this impact is less than significant and does not require mitigation. (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-17. Under Cumulative Plus Project Conditions, The addition of project traffic would not further degrade SR 46E/Mill Road (#5) During the am and PM peak	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
hours, or SR 46E/Airport Road (#5) during the AM peak hour. Therefore, no improvements are recommended for those intersections. This is an insignificant impact (Class III).		
TR-19. South River Road/Riverbank Lane (#18) Would operate at LOS D in the AM and PM peak hours under Cumulative conditions with the Addition of Project Traffic. While the intersection would not meet signal warrants, a two-way left turn lane is proposed for this location to accommodate two stage left turns. This is an insignificant impact with the incorporation of mitigation measure TR-3(b).4 (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-22. Under Cumulative Conditions, Creston Road/Golden Hill Road (#10) would result in Queueing Deficiencies in the Eastbound left-turn lane. Traffic from the project would not degrade the intersection operations, so the project's impacts would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-26. All project access points would operate acceptably under Cumulative Plus Project conditions with the proposed intersection control, including the intersection of Meadowlark Road/Beechwood Drive. Impacts are less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-27. All project access points would operate acceptably under Cumulative Plus Project conditions with the proposed intersection control, including the	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
intersection of Meadowlark Road/Beechwood Drive. Impacts are less than significant (Class III).		
Water Supply and Wastewater Capacity		
WS-1. Increased population resulting from implementation of the Specific Plan will increase demand on water supply infrastructure. This impact is not considered significant (Class III).	No mitigation measures are required.	Class III (less than significant).
WS-2. Development of the Proposed Project will increase flows to the City Wastewater Plant at a level below permitted dry weather flows. This impact is considered less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
WS-3. Development of the Proposed Project will increase flows to the City sewer collection infrastructure. With the required development of the proposed adequately sized conveyances the potential impact is considered less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
WS-4. Implementation of the Specific Plan, in conjunction with other foreseeable development in the city limits, would increase the volume and affect the makeup of wastewater requiring treatment. Cumulative (short term and build-out) impacts are considered less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
WS-5. Implementation of the Specific Plan, in conjunction with other foreseeable development in the current city limits, would increase flows through	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
existing wastewater collection infrastructure. Cumulative impacts are considered less than significant (Class III).		

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III. GENERAL ENVIRONMENTAL SETTING AND BASELINE CONDITIONS

A. PHYSICAL SETTING

The City of Paso Robles is in the upper Salinas River Valley, bordered on the south and west by the rugged mountainous ridges of the Santa Lucia Coastal Range, to the east by the low hills of the La Panza and Temblor Ranges, and to the north by the low hills and flat-topped mesas of the Diablo Range. The Beechwood Specific Plan Area consists of 234 acres located at the southeast corner of the City where unincorporated areas of the County meet the City of Paso Robles.

As noted in the City's General Plan EIR, the development pattern of Paso Robles is different on the east side of the Salinas River than on the west side; the eastern portion of the City includes many newer developments and is primarily residential in character.

The Proposed Project site is located approximately 2.5 miles east from State Route 101, refer to Project Location Map I-1. The topography and characteristics of the area include level floodplains, gentle slopes and low hillside terrain composed of open grasslands, chaparral, oak trees, vineyard and low-lying wetland areas. Existing wetlands account for 3.3 acres total, as identified in 2018 Wetland Delineation. There are no creeks or waterway identified within the project area.

Most of the area is annual grassland that has been routinely or periodically cleared or mowed. The eastern portion of the site along Creston Road is being used for agriculture vineyard (39 acres) and approximately 10 acres of other cropland exists within the Specific Plan area. Some portions (17 acres) of the landscape have been naturally disturbed and are characterized as anthropogenic habitats. Approximately 26 acres of the site contains Blue Oak trees, although not characterized as oak woodland. Detailed discussion of the existing environmental setting is set forth in each of the substantive topic areas discussed in Sections IV of this EIR.

B. SURROUNDING LAND USES

Adjacent uses to the South and East of project area are within unincorporated San Luis Obispo County and such properties include undeveloped rural lands, and some rural residential development (refer to Project Description Maps for County Land Use Designations).

Existing residential land uses within the City Limits abut the study area at Meadowlark Road to the North and Beechwood Drive to the West. An existing PG&E utility parcel and easement runs along the Eastern edge of the project area. The existing land use within the Specific Plan study area is undeveloped residential land.

C. BASELINE CONDITIONS

1. The Community of Paso Robles

Paso Robles is one of seven incorporated cities within San Luis Obispo County. The existing City limit of Paso Robles includes 19.9 square miles and has an estimated population of 31,559 (Department of Finance, January 2018). Tourism and visitor-serving businesses are an important sector of the local economy. Paso Robles has some businesses that provide retail and service uses to local residents, as well as some industrial uses. The existing General Plan land use designations for the Project site (Table III-1) as well as the current zoning is discussed in Section IV.L, Land Use Planning, and shown on Maps IV.L-1 and IV.L-2.

Table III-1. Proposed General Plan Land Use Designations

General Plan Land Use Description	Approximate Area (acres)
Detached Single Family Residential (RSF-4/RSF-6)	110.8
Multi-Family Residential (RMF-20)	6.2
Multi-Family Residential (RMF-12)	13.6
Commercial-Mixed Use (MU8/MU12)	5.4
Parks and Open Space (POS)	17.4[a]
Public Streets and Rights-of-Way	50.6
PG&E - Undeveloped	23.8

[a] *Additional parks and open space area will be provided with installation of water quality basins and internal private pocket parks within residential development.*

While currently undeveloped, the plan area is within the City limits and the existing Paso Robles General Plan land use designations of the plan area (RSF-3, RMF-20 and NC) dictate that the project site would be developed with single-family, multi-family, and commercial uses.

2. Baseline Assumptions

The baseline assumptions used in this EIR were derived by using the San Luis Obispo Council of Governments 2030 Population and Employment projections report (2009), updated in 2011 for the regional transportation model, along with the list of near-term cumulative projects listed below.

The SLOCOG demographic projections establish a broad countywide forecast of growth based on levels of predicted growth tied to census data, community planning documents and existing land use entitlements for jurisdictions within SLO County. The cumulative list was compiled based on active, recently completed, or reasonably foreseeable potential projects within the City of Paso Robles that could have an impact on the environment.

D. REGIONAL GROWTH OPPORTUNITIES AND LIMITATION

1. Historic Population and Housing Growth

Historic growth and housing within the City of Paso Robles is provided in Table III-2. As shown in Table III-2 population and housing growth in the City has steadily increased since 1980.

Table III-2. Population and Dwelling Unit Counts for Paso Robles and San Luis Obispo County (1980–2010)

Area	1980	1990	2000	2010	2015	CAGR
Paso Robles						
Population	2,301	2,960	2,943	2,592	2,558	0.30%
Housing	1,871	2,133	2,284	2,354	--	0.67%
San Luis Obispo County						
Population	155,435	217,162	246,681	269,637	273,664	1.63%
Housing	66,780	90,200	102,275	117,305	--	1.43%

The proposed project would add the potential for additional housing units to meet the City's housing goals and the goals identified in the Regional Housing Needs Allocation. The Proposed Project would accommodate 911 dwelling units.

E. CUMULATIVE ANALYSIS SCENARIO

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) contain an assessment of the cumulative impacts that could be associated with the proposed project. According to State CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that the incremental effects of an individual 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 (as defined by Section 15130).

As defined in State CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. A cumulative impact occurs from:

> *the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

In addition, Section 15130(b) sets forth the following elements for an adequate cumulative analysis:

1. Either:

    a. 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; or,

    b. 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. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

2. A definition of the geographic scope of the area affected by the cumulative effect and a reasonable explanation for the geographic limitation used;

3. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and

4. A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Where a lead agency is examining a project with an incremental effect that is not "…cumulatively considerable…," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

The analysis of cumulative impacts should highlight past actions that are closely related either in time or location to the project being considered, catalogue past projects and discuss how they have harmed the environment and discuss past actions even if they were undertaken by another agency or another person. Both the severity of impacts and the likelihood of their occurrence are to be reflected in the discussion,

> *but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion of cumulative impacts shall be guided by standards of practicality and reasonableness, and shall focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. 14 Cal Code Regs §15130(b).*

The analysis of cumulative impacts must be of sufficient detail to be useful to the decision maker in deciding whether, or how, to alter the program to lessen cumulative impacts.

Cumulative impacts associated with the Project are discussed in each of the topical sections of this EIR along with the geographic scope of the cumulative analysis. This EIR employs both the "list

of past, present, and probable future projects" approach as well as the "summary of projections" approach as summarized in Table III-2 from the City of Paso Robles, and the List of Projects from the County of San Luis Obispo summarized on Table III-2

Table III-3. Approach To Cumulative Impact Assessment

Impact Section	Approach Used to Assess Cumulative Impacts	Geographic Scope of Analysis
1. Aesthetics and Visual Resources	Summary of Projections (land uses)	Specific Plan Area
2. Agricultural Resources	Summary of Projections	County-wide
3. Air Quality	Summary of Projections	--
4. Biological Resources	List	Specific Plan Area
5. Cultural Resources	List	Specific Plan Area
6. Geology and Soils	List	Specific Plan Area
7. Greenhouse Gas Emissions	List and Summary of Projections	County
8. Hazards and Hazardous Materials	List	Within City Limits
9. Hydrology and Water Quality	List	Watershed
10. Land Use and Planning	List and Summary of Projections	Specific Plan Area
11. Noise	List and Summary of Projections	Specific Plan Area + Surrounding Areas
12. Transportation/Traffic	List and Summary of Projections	Regional-wide

F. AREAS OF KNOWN CONTROVERSY

During the project initiation process discussed in the Project Description of this EIR, the City and consultants have met with a variety of interested or affected agencies to discuss constraints, policies and planning issues. The public hearings conducted on the initial project screening process, and comments received at the EIR scoping meeting, provided a forum for members of the public to comment on the process. The following issues of concern have been raised; however these concerns have not risen to the level of "controversy."

- Parking at Virginia Peterson Elementary School
- Construction and infrastructure impacts on cultural resources

G. OTHER ENVIRONMENTAL DOCUMENTS / INCORPORATION BY REFERENCE

The following documents are incorporated into this EIR by reference and are available for public review at the City of Paso Robles. The use of prior environmental documents is supported by Section 15148 of the State CEQA Guidelines regarding the use of citations and 15150 regarding incorporation by reference. In addition to materials cited, other environmental compliance

documents have been used in this EIR. This list is not exhaustive and additional reference documents may be discussed in the appropriate environmental analysis sections of the EIR:

- Final EIR for the Paso Robles General Plan Update

A. GEOLOGY/SOILS

1. Environmental Issue

This section discusses the project's potential impacts relating to geologic hazards, paleontological resources, and mineral resources. This section incorporates setting and impact analysis from the Geotechnical Report prepared for the project by Mid-Coast Geotechnical, Inc. in March 2016. This section also includes information from the Preliminary Drainage Report for Beechwood Specific Plan prepared for the project by Rick Engineering Company in May 2019. In the absence of a Paleontological Resources Assessment Technical Report for the planning area, a paleontological desktop review was conducted to assess the likelihood of paleontological resources being encountered. Mineral resources assessment incorporates California Department of Conservation (CDOC) mineral resources data.

2. Scoping Issues for Geology/Soils

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. No issues were raised during the NOP process for this topic.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

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 granitic rocks of the Salinian block. The San Francisco Bay, 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 Beechwood Specific Plan (BSP) planning 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 BSP planning area contains rolling terrain that varies from nearly level to less than 15 percent slopes with a poorly defined drainage swale descending to the northwest in the northern portion of the site (Mid-Coast Geotechnical 2016). Elevations range from approximately 800 to 906 feet above sea level. A ridge (Map IV.A-1) running east to west divides the site, with approximately half of the site draining to the north towards Beechwood Drive and half to the south draining towards Creston Road (Rick Engineering 2019). The Project site contains four main groups of soils: Cropley clay, two

complexes within the Arbuckle group, and one complex within the Rincon group (see Map IV-B1, Soils of the Project Site). The Geotechnical Report for the site tested soils in five boring locations. Exploratory borings were extended 15 feet deep in the proposed area. Loose to medium dense sandy surface soils were encountered 1 to 2 feet below grade and are underlain with firm to stiff clayey material and hard sandy soils. In all of the excavations, the hard sandy material was noted within about 2 to 4 feet of the existing grade. In addition, no groundwater was observed in the area. Soils are in the range of silty to sandy clays. Characteristics and building limitations of respective soil types are presented in Tables IV.A-1 and IV.A-2.

Table IV.A-1. Soil Types and Characteristics

Name	Permeability	Water Holding Capacity	Expansion Potential	Rate of Surface Runoff	Erosion Hazard
(102) Arbuckle-Positas Complex (9 to 15 percent slopes)	Slow	Moderate to high	Low	Medium	Moderate
(106) Arbuckle-San Ysidro complex (2 to 9 percent slopes)	Slow	Moderate to high	Moderate	Medium	Moderate
(133) Cropley clay (2 to 9 percent slopes)	Slow	High to very high	High	Very high	Moderate
(188) Rincon clay loam (2 to 9 percent slopes)	Slow	High to very high	Moderate to high	Very high	Moderate

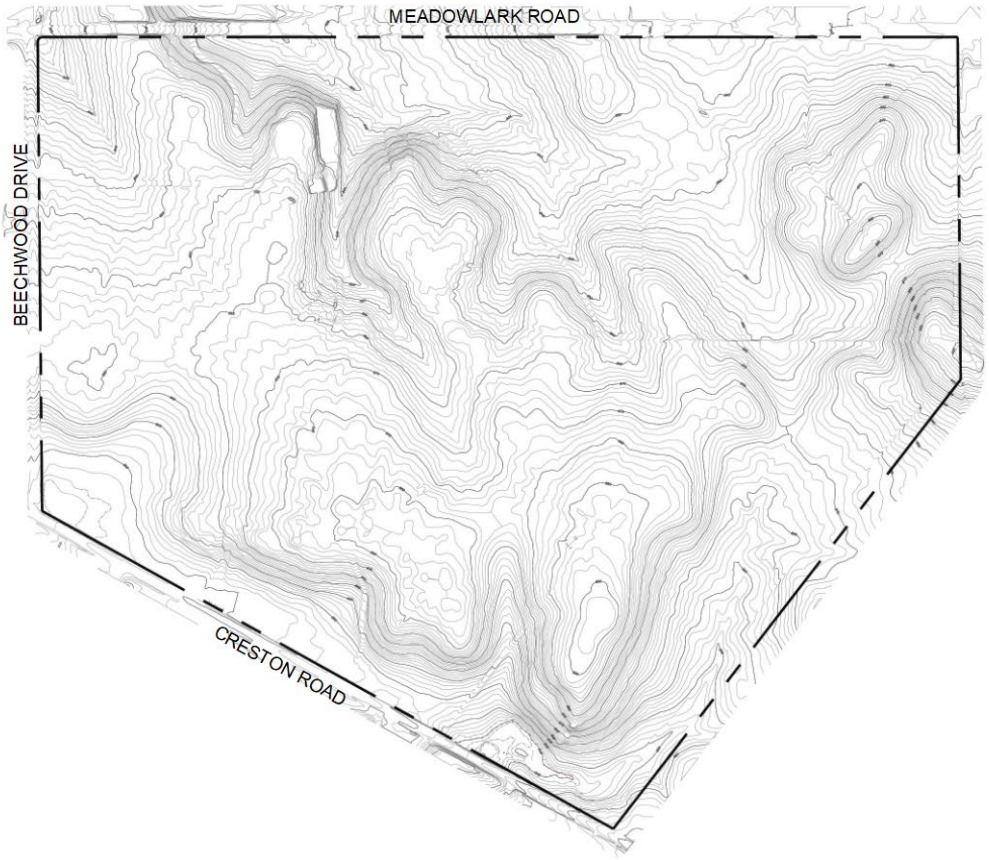
Source: NRCS 2018.

Table IV.A-2. Soil Types and Building Limitations

Name	Small Commercial Buildings	Dwellings with Basements	Dwellings without Basements	Local Roads and Streets	Shallow Excavations
(102) Arbuckle-Positas Complex (9 to 15 percent slopes)	Very limited	Somewhat limited	Somewhat limited	Somewhat limited	Somewhat limited
(106) Arbuckle-San Ysidro complex (2 to 9 percent slopes)	Somewhat limited	Not limited	Not limited	Not limited	Somewhat limited
(133) Cropley clay (2 to 9 percent slopes)	Very limited	Very limited	Very limited	Very limited	Somewhat limited
(188) Rincon clay loam (2 to 9 percent slopes)	Very limited	Very limited	Very limited	Very limited	Somewhat limited

Source: NRCS 2018.

Map IV.A-1 Topography of the Project Site



LEGEND

1' EXISTING MINOR CONTOURS

5' EXISTING MAJOR CONTOURS

Property Line

map data source: RICK Engineering Company

TOPOGRAPHY OF PROJECT SITE

NORTH

MAP IV A1

All of the soils in the area display slow permeability of water. This soil characteristic, in addition to slope, is associated with an elevated rate of surface runoff. Soils with fine textures, such as clays, tend to display these qualities, as well as an elevated capacity to hold water. Clays occur on the site which display a moderate to high capability to shrink and swell with the addition and loss of water. Finally, erosion potential is largely linked to the steepness of the slope on which the soil resides, although factors such as texture and water holding capacity also have a role in a soil's erosivity.

As described by the United States Department of Agricultural Natural Resources Conservation Service, soil types present in the BSP planning area consist of the Arbuckle-Positas Complex, Arbuckle-San Ysidro Complex, Cropley Clay, and Rincon clay loam. 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 course 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 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 BSP planning area includes Rincon clay loam with soil present on 2 to 9 percent slopes.

The underlying geology of the planning area has been mapped at a scale of 1:24,000 (Dibblee and Minch 2004). The majority of the planning area consists of the Pleistocene-aged Paso Robles Formation, with thin deposits of recent alluvium present at the southernmost boundary along Creston Road. The Paso Robles Formation dates from the Pleistocene to the latest Pliocene (3.6–2.6 Million years ago [Ma]) and consists of weakly indurated pebble, gravel, sand, and clay that is broadly exposed across the Salinas Valley. The recent alluvium present in the southernmost planning area consists of gravel, sand, and clay deposited along washes, and is not likely to be more than 5,000 years old.

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 2014), 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 CDOC, the project site is not located within an Alquist-Priolo Earthquake Fault Zone is and no active faults have been mapped across the project site. Map IV.A-2 shows the locations of faults in

the region. The Rinconda Fault located approximately 2.7 miles away is the closest known active fault.

The proposed project will be constructed to current California Building Code and all other applicable codes for the type of structure. The General Plan EIR identified impacts resulting from ground shaking as less than significant and provided mitigation measures that will be incorporated into the design of this project including adequate structural design and not constructing on top of active or potentially active faults:

> ***SAFETY ELEMENT 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.*

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);
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.

Landslide

According to the United States Geological Service, a landslide is the movement of a mass of rock, debris, or earth down a slope under the influence of gravity. Debris flows (commonly referred to as mudflows or mudslides) and rock falls are examples of common landslide types.

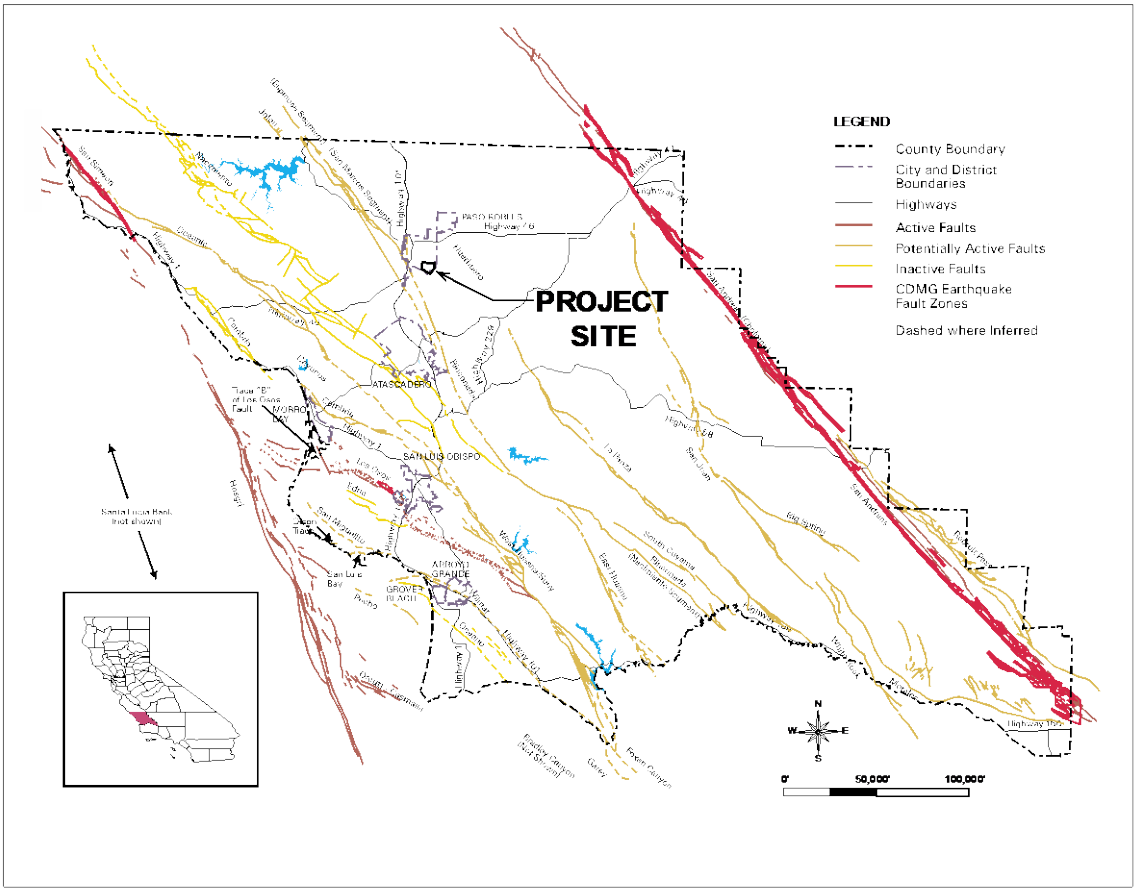
The occurrence of landslides is generally influenced by a number of factors, including slope angle, soil moisture content, vegetative cover and the physical nature of the underlying strata. Landslides can be triggered by one or more specific events including development-related construction, seismic activity, and soil saturation. According to the City's Safety Element (Figure S-4), the Beechwood Specific Plan site is located in a moderate landslide risk zone.

Liquefaction and Seismically Induced Settlement

Liquefaction is a seismic phenomenon in which loose, saturated granular, and non-plastic (sandy) 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 (sandy) soils; and
3. High intensity ground motion.

Map IV.A-2 Regional Faults



map source: City of Paso Robles Safety Element, Regional Faults

REGIONAL FAULTS

NORTH

MAP IV A2

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 potential on the project site is very low due to the presence of hard sandy material at a depth of about 2 to 4 feet and the absence of groundwater to a depth of 15 feet below existing grade.

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 BSP planning area are subject to settlement due to varying moisture and density (see Olsen DEIR, 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. The Geotechnical Report found that surface soils are a very low to low expansive sandy material that are underlain with low to medium expansive sandy and clayey soils.

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 Rincon Clay Loam soil has slight to low erosion potential due to the nearly level topography. The Arbuckle-Positas Complex, Arbuckle-San Ysidro Complex, and Cropley clay soils have moderate erosion potential due to the moderately sloping topography. Overall, soils within the BSP planning area range from slight to moderate potential.

Flood Hazard and Inundation

The Federal Emergency Management Agency (FEMA) defines flooding as, the rising and overflow of a body of water, submerging of two or more acres of normally dry land that is not normally covered by water (FEMA Definitions). Potential hazards for Paso Robles include riverine flooding, also known as overbank flooding due to excessive rainfall, and localized flooding (City of Paso Robles 2014).

Localized flooding may occur outside of recognized drainage channels or delineated floodplains due to a combination of locally heavy precipitation, increased surface runoff, and inadequate facilities for drainage and stormwater conveyance. The Paso Robles area is subject to flood hazards from the Huerhuero Creek, Dry Creek, the Salinas River floodplains, and their tributaries. This has the potential to occur in events where runoff is too great for the system, or the storm water system is disrupted by vegetation or other debris causing excess water to remain on the surface (City of Paso Robles 2014).

Inundation from dam failure involves unintended releases or surges of impounded water resulting in downstream flooding. The water released from dam failure results in the potential for human causalities, economic loss, service disruption, and environmental damage. While dam failure may

involve the total collapse of a dam, this is not always the case as damaged spillways, overtopping from excessive rainfall, or other complications, including the unintended consequences from normal operations, can result in hazardous situations. Due to the lack of advance warning, failures from natural events, such as earthquakes, or landslides, may be particularly severe (City of Paso Robles 2014).

The Salinas Dam is located approximately 21 miles southeast of the BSP area, approximately 6 miles south east of the community of Santa Margarita in San Luis Obispo County. The dam can currently store up to 23,843-acre feet of water. The failure of the Salinas Dam would flood an area of 1.07 square miles along the Salinas River within the Paso Robles City limits as seen in Figure S-7 of the City's Safety Element. The depth of flooding due to the failure of this dam is unknown. There have been no recorded dam failures affecting Paso Robles (City of Paso Robles 2014)

According the City's Safety Element, the project site is not located within a FEMA Flood Hazard Zone. The site is also outside the dam inundation zone for a failure of the Salinas Dam located 21 miles south in the community of Santa Margarita (City of Paso Robles 2014:Figure S-7).

Paleontological Resources

Paleontological resources are limited, nonrenewable resources of scientific, cultural, and educational value and are afforded protection under federal and state laws and regulations. The Society of Vertebrate Paleontology (SVP) defines significant paleontological resources as:

> *fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years) (SVP 2010).*

Furthermore, the SVP has established standard guidelines that outline professional protocols and practices for managing paleontological resources, including standards for the assessment of paleontological potential. Paleontological potential is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. The SVP recognizes four categories of paleontological potential: **High** (rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered), **Low** (rock units are poorly represented by fossil specimens, or only preserve fossils in rare circumstances); **Undetermined** (rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment), or **None** (rock units that form in such a manner that fossils will not be present) (SVP 2010).

Using SVP standards, the geologic units present in the planning area have been assigned the following paleontological potential:

Paso Robles Formation – High paleontological potential. A review of the scientific literature reveals a history of preservation of invertebrate fossil remains such as gastropods and bivalves discovered over the past century (e.g., Addicott and Galehouse 1973; Woodring and Bramlette 1950) as well as a fossil seal (Kellogg 1921). Furthermore, a review of the online collections database of the University of California Museum of Paleontology (UCMP) indicates they have

fossils from 15 localities in the Paso Robles Formation, of which three are from the vicinity of the planning area in San Luis Obispo County (UCMP 2020).

Recent alluvium – Low to high paleontological potential, increasing with depth. Surficial deposits of alluvium are too young to preserve fossils resources (i.e., relatively recent in age), however these deposits overlie older, high potential sediments belonging to the Paso Robles Formation at an undetermined depth.

Mineral Resources

Fuel and non-fuel mining activities in San Luis Obispo County primarily involve mining and processing of construction aggregates, such as sand and gravel, for construction operations, along with geothermal, oil, and gas extraction. Crude oil and gas are exported out of the county for refining and distribution. Sand and gravel mining provides needed raw materials for construction and road base, as examples, and contributes significantly to the county and regional economy (County of San Luis Obispo 2010). Active mining activities in the City of Paso Robles include active sand and gravel mines, along the Salinas River and HueroHuero Creek, and active geothermal mines (CDOC 2020a; 2020b).

Mineral Resource Zones

The CDOC assigns Mineral Resource Zones (MRZs) to areas based on a geological appraisal of the mineral resource potential and of the land and economic factors, without regard to existing land use and land ownership. The categories reflect the economic value and whether the assessment is based on known or inferred data. The MRZ categories are as follows:

- **MRZ-1:** Areas of no mineral resource significance. This classification indicates that adequate information informed the MRZ designation.
- **MRZ-2:** Areas of identified mineral resource significance with demonstrated reserves of economic (profitable), marginal economic (potentially profitable), or subeconomic (potentially unprofitable) reserves value, or with inferred resources of economic, marginal economic, or subeconomic value. This classification indicates that adequate information informed the MRZ designation.
- **MRZ-3:** Areas of undetermined mineral resource significance, with a known or inferred mineral occurrence. This classification indicates that the area contains mineral deposits, but that the significance cannot be evaluated with available data. Further exploration of an MRZ-3 area could result in reclassification of specific deposit areas into the MRZ-2 category.
- **MRZ-4:** Areas of unknown mineral resource significance, with no known mineral occurrence. This classification indicates that available information is inadequate for assignment to another MRZ. Further exploration of an MRZ-4 area could result in reclassification of specific areas into the MRZ-3 or MRZ-2 categories.

Regionally Significant Aggregate Resources

The CDOC Division of Mines and Geology identifies regionally significant aggregate resources, called sectors. Sectors are economical and marketable MRZ-2 deposits outside of urbanized areas.

The 1989 update of mineral lands classification in San Luis Obispo County identified four regionally significant aggregate resources, including one located along the Salinas River. This sector includes recent river channel deposits and parts of the adjacent floodplain along approximately 14 miles of the Salinas River, from the Atascadero area continuing north into the southwest area of the City of Paso Robles (CDOC 1989 a, 1989b).

There are no additional regionally significant mineral deposits, or MRZ-2 areas, in the City of Paso Robles.

REGULATORY SETTING

State

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 2019 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 (CGS) 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 CGS 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.

California Environmental Quality Act (CEQA)

State guidelines for the implementation of CEQA, as amended March 29, 1999 (14 CCR Division 6, Chapter 3, 15000 et seq.) define procedures, types of activities, persons, and public agencies required to comply with CEQA. The guidelines include the following question among those to be

answered in the Environmental Checklist (Appendix G, Section V, Part c): "Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?"

CEQA includes in its definition of historical resources, "any object [or] site …that has yielded or may be likely to yield information important in prehistory" (14 CCR 15064.5[3]), which is typically interpreted as including fossil materials and other paleontological resources. More specifically, destruction of a "unique paleontological resource or site or unique geologic feature constitutes a significant impact under CEQA" (State CEQA Guidelines Appendix G).

California Public Resources Code (PRC)

The PRC (Chapter 1.7, Sections 5097.5 and 30244) includes statutes that require reasonable mitigation of adverse impacts to paleontological resources resulting from development on state lands, define the removal of paleontological sites or features from state lands as a misdemeanor, and prohibit the removal of any paleontological site or feature from state land without permission of the applicable jurisdictional agency. PRC Section 30244 requires reasonable mitigation for impacts on paleontological resources that occur as a result of development on public lands. Further, the California Penal Code Section 622.5 sets the penalties for damage or removal of paleontological resources.

Surface Mining and Reclamation Act of 1975

The Surface and Mining Reclamation Act of 1975 (SMARA) is the primary regulator of onshore surface mining in the state. It delegates specific regulatory authority to local jurisdictions. The act requires the state geologist to identify and classify land into MRZs according to known or inferred mineral potential of the land. Local jurisdictions are required to enact specific procedures to guide mineral conservation and extraction at specific sites, and to incorporate mineral resource management policies into their general plans. A key concern of state legislators in enacting SMARA was addressing the loss of mineral production sites as a result of development practices that might preclude future extraction.

The State Mining and Geology Board selected construction aggregate to be the initial commodity targeted for classification because of its importance, economic benefits, and the potential loss of significant mineral resources due to urban expansion (CDOC 1989a; CGS 2011).

Mineral Resource Zones

Sections 2761(a) and (b) and 2790 of SMARA provide for a mineral lands inventory process termed classification-designation. The California Division of Mines and Geology, and the California Mining and Geology Board are the state agencies responsible for administering this process. The primary objective of the process is to provide local agencies, such as cities and counties, with information on the location, need, and importance of minerals within their respective jurisdictions. It is also the intent of this process, through the adoption of general plan mineral resource management policies, that this information be considered in future local land use planning decisions. Land areas are categorized into one of four MRZs, described above in Environmental Setting/Mineral Resources.

Division of Oil, Gas, and Geothermal Resources

The Division of Oil, Gas, and Geothermal Resources (DOGGR) is a state agency responsible for supervising the drilling, operation, maintenance, plugging, and abandonment of oil, gas, and geothermal wells. The DOGGR's regulatory program promotes the sensitive development of oil, natural gas, and geothermal resources in California through sound engineering practices, prevention of pollution, and implementation of public safety programs. DOGGR requires, for example, that building over or near plugged or abandoned oil and gas wells be avoided or that wells be remediated to current DOGGR standards.

Local

County of San Luis Obispo General Plan

The County of San Luis Obispo General Plan Conservation and Open Space Element (2010) includes chapters for Energy and Minerals that provide goals and policies related to fuel mineral resource production and mineral extraction. Goals and policies that are applicable to the project include:

> ***Policy E 6.5 Geothermal resources:*** *Use geothermal hot water for heating spas, greenhouses, or other beneficial applications that appropriately dispose of waste.*
>
> ***Implementation Strategy E 6.5.1 Existing energy facility sites:*** *Collaborate with operators of existing energy facilities to study the potential for geothermal development.*
>
> ***Policy MN 2.1 Protect Mineral Resources:*** *Protect mineral and aggregate resources from incompatible uses in designated areas likely to contain significant mineral deposits in order that such deposits may be available for future use. Extract in-stream aggregate materials in a sustainable manner that balances the rate of extraction with the rate of natural replenishment.*
>
> ***Policy MN 2.2 Incompatible Development:*** *Protect existing resource extraction operations from encroachment by incompatible land uses, land use category changes, and land divisions that could hinder resource extraction.*

City of Paso Robles General Plan

The City of Paso Robles General Plan Safety Element (2014) and Conservation Element (2003) are 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, and to preserve local resources including mineral resources. 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.*

GOAL C-4*: Mineral Resources. Oversee/manage mineral resources.*

POLICY C-4A*: Manage the extraction of mineral resources in order:*

a. To protect and conserve those Portland cement concrete aggregate mineral resources classified by the State Geologist as being important mineral deposits (i.e., designated "MRZ-2');

b. To protect other properties and natural resources from any adverse impacts associated with mining operations.

Action Item 1. *Continue to permit surface mining of sand and gravel as a conditional use within the Salinas River and Huerhuero Creek.*

Action Item 2*. As part of the review of new development projects involving areas within or adjacent to areas designated as MRZ-2, ensure that measures are adopted to protect the capability for future extraction of sand and gravel if such extraction activities would not conflict with surrounding land uses and other applicable plans and policies.*

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. Standards of Significance

Assessment of impacts is based on review of site information and conditions and city information regarding geologic, paleontologic, and mineral resources 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 wastewater disposal systems where sewers are not available for the disposal of wastewater; and/or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The project does not propose the use of septic tanks or alternative wastewater disposal systems. The project is required to extend and connect to existing City services, including sanitary sewer. Therefore, potential impacts related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems are not discussed further.

There project site is not delineated as a locally important mineral resource by the CGS or on any County or City land use plan. The nearest significant mineral resource or MRZ-2 area is located greater than 1 mile to the west, along the Salinas River. Active geothermal extraction sites are also located greater than 1 mile to the north and northwest. For these reasons, construction and operation of the project would not have the potential to affect mineral resources. Therefore, there would be no impact on mineral resources, and impacts are not discussed further.

5. Project Impacts and Mitigation Measures

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 BSP planning 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. Density of the soil with respect to blow counts, shear strength, or shear wave velocities to a depth of 100 feet, was not determined in the Geotechnical Report. However, due to the sandy nature of the near-surface material and the high blow counts in the upper 15 feet of material, the Geotechnical Report recommends that a site class D be used for the project. Based on IBC information, the maximum considered earthquake spectral response acceleration values, adjusted for site class effects, are as follows: short periods: S_{DS} = 0.890g; 1-second periods: S_{D1} = 0.498g.

The CBC requires new habitable structures to be engineered to withstand expected ground accelerations. 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 found the likelihood of liquefaction at the site very low due to the presence of hard sandy material at a depth of about 2 to 4 feet and the absence of groundwater to a depth of 15 feet below existing grade. The project would be required to comply with CBC seismic requirements to address potential seismic-related ground failure including lateral spread. Based on USGS data, the project is not located in an area of historical or current land subsidence (USGS 2019). Based on the City's Safety Element Liquefaction Risk Map, the project site is located in an area with moderate potential for liquefaction risk. Therefore, impacts related to on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse would be less than significant. Therefore, impacts related to strong ground shaking would be less than significant.

Mitigation Measures

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

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).

The project would result in a total of 540,000 cubic yards of cut/fill to be balanced on site with excavation/cuts up to 18 feet in isolated locations, with retaining walls of 3 to 10 feet to reduce grading in sensitive areas. Excavation and grading would expose 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.

IMPACT GEO-3 EXPANSIVE SOILS ARE PRESENT IN THE BSP PLANNING AREA. DEVELOPMENT ON EXPANSIVE SOILS COULD DAMAGE SLABS AND FOUNDATIONS. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

Expansive soil investigation of the clay soils conducted as part of the geotechnical study identified BSP planning area soils ranging from “very low” to “medium” expansive potential). 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.

IMPACT GEO-4 PALEONTOLOGICAL RESOURCES MAY BE PRESENT IN GEOLOGIC UNITS WITH HIGH PALEONTOLOGICAL POTENTIAL THAT UNDERLAY THE BSP PLANNING AREA. GROUND-DISTURBING ACTIVITIES COULD DAMAGE RESOURCES THAT MAY BE PRESENT BELOW THE SURFACE. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

Geologic mapping indicates the planning area is underlain by the Paso Robles Formation, which dates to the Pliocene-Pleistocene and is assigned a high paleontological potential due to its documented record of significant fossil preservation, including in the vicinity of the City of Paso Robles. Therefore, paleontological resources may be present in the Paso Robles Formation below the ground surface. Ground-disturbing activities in fossil-bearing units have the potential to damage or destroy paleontological resources that may be present below the ground surface. This would constitute 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 paleontologist selected by the Owner/Applicant who meets the standards of the Society of Vertebrate Paleontology (SVP) 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 paleontologist 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 paleontologist 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 Applicant shall provide City compliance monitoring staff with the name and contact information for the qualified paleontologist prior to grading/building permit issuance and pre-construction meeting.

Monitoring. The 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 Applicant, under the direction of the qualified consultant identified in Mitigation Measure GEO-3(a) shall:

a. A Project Paleontologist (meeting SVP standards) will prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). This plan will address specifics of monitoring and mitigation and comply with the recommendations of the SVP, and shall include:

    i. Temporarily halt construction or excavation activities within 50 feet of the find and redirect activity to other work areas;

    ii. Immediately notify the city regarding the resource and redirected grading activity; and

    iii. 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.

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 paleontologist.

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.

6. Cumulative Impacts

Planned, proposed, and approved projects in and around the city (refer to Section III.D) 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 generally 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.

7. List of Abbreviated Terms

Abbreviation	Term
BAT/BCT	Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology
BSP	Beechwood Specific Plan
CBC	California Building Code
CEQA	California Environmental Quality Act
DOC	California Department of Conservation
FEMA	Federal Emergency Management Agency
Ma	Million Years Ago
NOP	Notice of Preparation
PRC	Public Resources Code
PRMMP	Paleontological Resources Monitoring and Mitigation Plan
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
UCMP	University of California Museum of Paleontology

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B. AGRICULTURE AND FORESTRY RESOURCES

1. Environmental Issue

This section describes the existing agricultural resources, policies and regulations that pertain to the project and provides an assessment of potential direct and indirect impacts. This section describes the proposed Specific Plan's potential impacts to onsite agricultural resources as well as potential adverse effects on existing agricultural operations and resources in the project vicinity. The specific plan area currently supports agricultural operations and would convert agricultural and open space land to urban use and may be incompatible with ongoing agricultural operations in the vicinity.

2. Scoping Issues for Agriculture Resources

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. No issues were raised during the NOP process for this topic.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

Agricultural Production Characteristics

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]).

Agriculture is a major industry in San Luis Obispo County and particularly in the Paso Robles area. Operations range from cattle and other ranching activities, to vineyards, irrigated row crops, and orchards. 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. Agriculture is a major production industry in the County of San Luis Obispo (County) with a gross production value of $924.7 million in 2017. Top crops by value in 2017 included wine grapes ($267.7 million), strawberries ($228.2 million), and cattle and calves ($43.2 million). Other crops in the county's top ten agricultural products include broccoli, vegetable transplants, avocados, cut flowers, cauliflower, head lettuce, and lemons (County of San Luis Obispo Department of Agriculture/Weights and Measures 2017).

The Paso Robles area has seen a great deal of change in the nature of cropland over the past 20 years. The historically predominant dry farmed grain crops have gradually been converted into wine grape vineyards. 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. Intensive agricultural uses within the City limits are generally concentrated north of Highway 46, which is north of the Specific Plan area. However, there are also regional agricultural uses surrounding the Specific Plan area in the

unincorporated County to the south and east, including vineyards and open grazing in the unincorporated County to the south and east of the BSP Project area. These agricultural uses contribute to the rural setting in the project vicinity.

Agricultural Resources of the Beechwood Specific Plan Area

The Project site has been historically used for annual grassland, ranch land, grazing, and dry crop farming. More recently, 39 acres of vineyards have been planted on a 40-acre parcel in the southeast corner of the Specific Plan area, adjacent and parallel to the PG&E parcel. Based on a historical aerial review of the site, the Specific Plan and surrounding areas have historically been primarily used for agricultural purposes including grazing and dry farmed grain production.

Four 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), and Rincon clay loam (2-9 percent slopes). Soil data for the planning area is based off the Natural Resources Conservation Services web soil survey (Web Soil Survey, United States Department of Agriculture [USDA] Natural Resources Conservation Service [NRCS] 2018). Arubuckle-San Ysidro complex (2-9 percent slopes) is designated by the NRCS as farmland of statewide importance, Rincon clay loam (2-9 percent slopes) is designated as prime farmland if irrigated, and Cropley clay (2-9 percent slopes) is designated as prime farmland if irrigated.

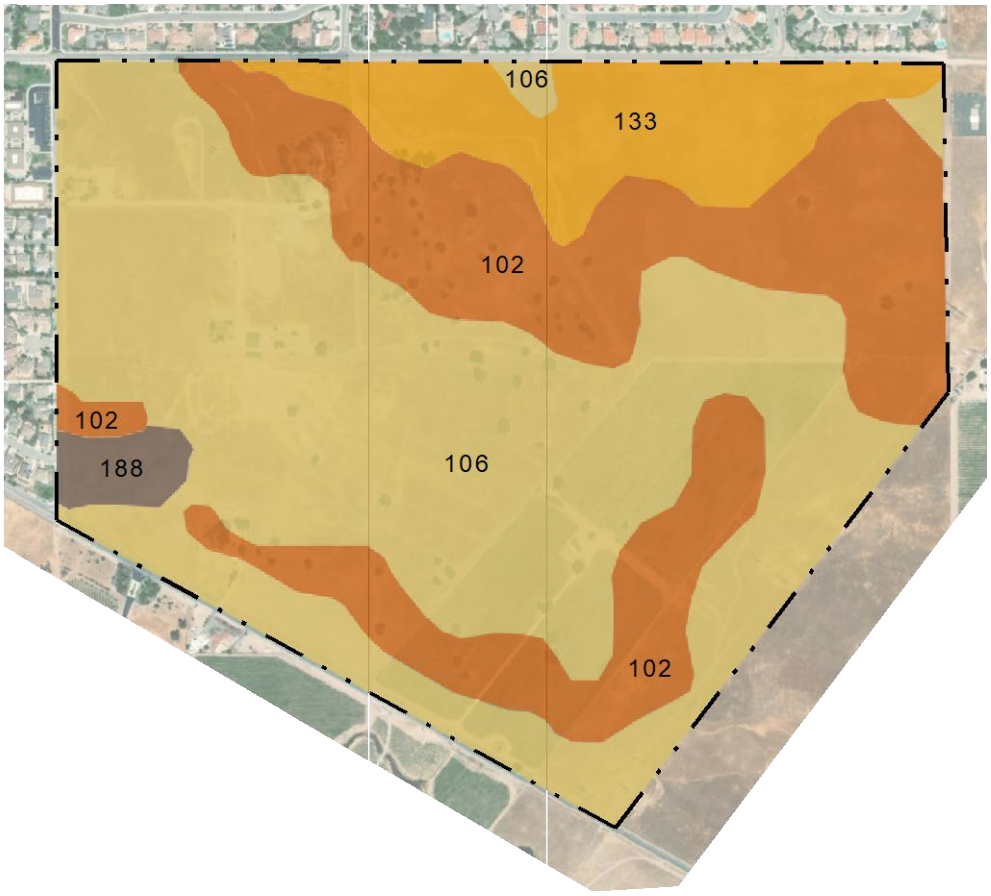
As shown in Table IV B-1 and Map IV.B-1, the majority of soils in the Project area are Class IV when non-irrigated (Cropley clay is Class III). This indicates soil that has very severe limitations that reduces the choice of plants or that requires very careful management. The majority of soils are Class II and Class III when irrigated (Arbuckle-Positas Complex is Class IV). Class II soils have moderate limitations that reduce the choice of plants and/or require special conservation practices. Class III soils have severe limitations that reduce the choice of plants and/or require special conservation practices. No soils in the Project area fall under the Class I category.

Table IV.B-1. Soil Classification for the Project Site

Soil Type	NRCS Agriculture Rating			Storie Index	Site Area (approximate)
	Irrigated	Non-Irrigated	Farmland Classification		
(102) Arbuckle-Positas Complex 9 to 15 percent slopes	Class IV	Class IV	not prime farmland	Grade 1: excellent	32% (75 acres)
(106) Arbuckle-San Ysidro complex 2 to 9 percent slopes	Class III	Class IV	farmland of statewide importance	Grade 1: excellent	53% (125 acres)
(133) Cropley clay 2 to 9 percent slopes	Class II	Class III	prime farmland if irrigated	Grade 3: fair	13% (31 acres)
(188) Rincon clay loam 2 to 9 percent slopes	Class II	Class IV	prime farmland if irrigated	Grade 1: excellent	2% (4 acres)

Source: NRCS 2019

Map IV.B-1 Soils of the Project Site



102 Arbuckle- Positas complex

106 Arbuckle- San Ysidro complex

133 Cropley clay

188 Rincon clay loam

Property Line

map data source: NRCS Web Soil Survey

SOILS OF THE PROJECT SITE

NORTH

MAP IV- B1

Map IV.B-2 shows the FMMP designations in the Specific Plan area. Table IV.B-2 shows the area of each FMMP category. Approximately 26.56 acres 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 the current vineyard is located and corresponds with the Arubuckle-San Ysidro complex (2-9 percent slopes) that is designated by the NRCS as farmland of statewide importance. Approximately 13.6 acres of Unique Farmland is also located within the vineyard area, corresponding with the Arbuckle-Positas complex (9-15 percent slopes. The remaining FMMP categories in the Specific Plan area are not classified as Important Farmland and are comprised of Farmland of Local Importance, Grazing Land, Farmland of Local Potential, and Farmland of Local Importance.

Table IV.B-2. Soil Classification for the Project Site

FMMP Category	Site Area (approximate)
Prime Farmland	0 acres (0%)
Farmland of Statewide Importance	26.56 acres (11.2%)
Unique Farmland	13.60 acre (5.7%)
Farmland of Local Importance	134.28 acres (56.7%)
Farmland of Local Potential	45.72 acres (19.3%)
Grazing Land	16.58 acres (7.0%)
Urban and Built-up Land	0 acres (0%)
Other Land	0 acres (0%)

Source: NRCS 2019

REGULATORY SETTING

Federal, state and local regulations pertaining to agriculture are discussed below. Consistency with relevant plans and policies relating to agriculture are discussed in Section IV-K, Land Use/Planning.

Federal

Natural Resources Conservation Service (NRCS)

The Natural Resources Conservation Service (NRCS), a federal agency within the U.S. Department of Agriculture, assesses the suitability of soils for agricultural use. The NRCS has developed a "Land Capability Classification System" that organizes soils into eight categories rated one through eight. The numbers indicate progressively greater limitations and narrower choices for practical use:

- **Class I** soils have few limitations that restrict their use. These soils are typically used for vegetables, seedcrops, orchards, and other irrigated specialty crops and irrigated field crops.
- **Class II** soils have minor to moderate limitations that reduce the choice of plants or that require moderate conservation practices. Uses are very similar to those found on Class I.

- **Class III and IV** soils have moderate to severe limitations that reduce the choice of plants, or that require special conservation practices, or both. In some situations, the Class III soils may be used for some of the crop types that are typically found on Class I and II soils, but are more typically used for specialty crops, forage lands, mixed croplands, and dryland field crops. Irrigated Class IV soils are commonly used for vineyards.
- **Class V** soils are not likely to erode but have other limitations, impractical to remove, that limit their use. There are no soils of Class V in the County.
- **Class VI and Class VII** soils have severe limitations that make them generally unsuitable for cultivation. These soils have commonly been used for rangeland and dryland grain production.
- **Class VIII** soils and landforms have limitations that nearly preclude their use for commercial crop production. However, some grazing occurs on these lands.

Farmland Protection Policy Act

The NRCS is the agency primarily responsible for implementation of the Farmland Protection Policy Act (FPPA). The purpose of the FPPA is to minimize federal programs' contribution to the conversion of farmland to nonagricultural uses by ensuring that federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland. NRCS provides technical assistance to federal agencies, state and local governments, tribes, or nonprofit organizations that desire to develop farmland protection programs and policies.

NRCS summarizes FPPA implementation in an annual report to Congress. The FPPA also established the Farmland Protection Program and the Land Evaluation and Site Assessment (LESA), which are discussed below.

State

California Environmental Quality Act (CEQA) Definition of Agricultural Lands

Public Resources Code Section 21060.1 defines "agricultural land" as follows:

> *Agricultural land means prime farmland, farmland of statewide importance or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California.*

Under CEQA, the lead agency is required to evaluate agricultural resources in environmental assessments at least in part based on the Farmland Mapping and Monitoring Program (discussed below).

Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965 (Williamson Act, Government Code, Section 51200 et seq.) encourages the conservation of agricultural lands by providing a property tax incentive to owners who restrict land uses to agriculture and compatible uses. Participation in the Williamson Act is a voluntary program administered through local governments, which are responsible for contracting with landowners. 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. Properties subject to Williamson Act contracts must remain in agricultural use for the duration of the contract, a minimum of 10 years. The contracts are self-renewing unless the property owner or a city or county has filed a Notice of Non-renewal. Filing a Notice of Non-renewal initiates an approximately nine-year period, after which the contract expires.

A Williamson Act contract may also be terminated through contract cancellation. A local government may only approve a request for immediate cancellation of a contract by making specific findings under state law of either consistency with the purposes of the Williamson Act or as a cancellation in the public interest (Cal. Government Code, Section 51282(a)). The California Department of Conservation must be notified of a petition for cancellation. The Department may submit comments advising the local government on the required findings regarding the proposed cancellation and the local government must consider these comments before acting on the proposed cancellation (Cal. Government Code, Section 51284.1). According to the State CEQA Guidelines, projects resulting in cancellation of a Williamson Act contract for any parcel of 100 acres or more should be considered as being of statewide, regional or area-wide significance.

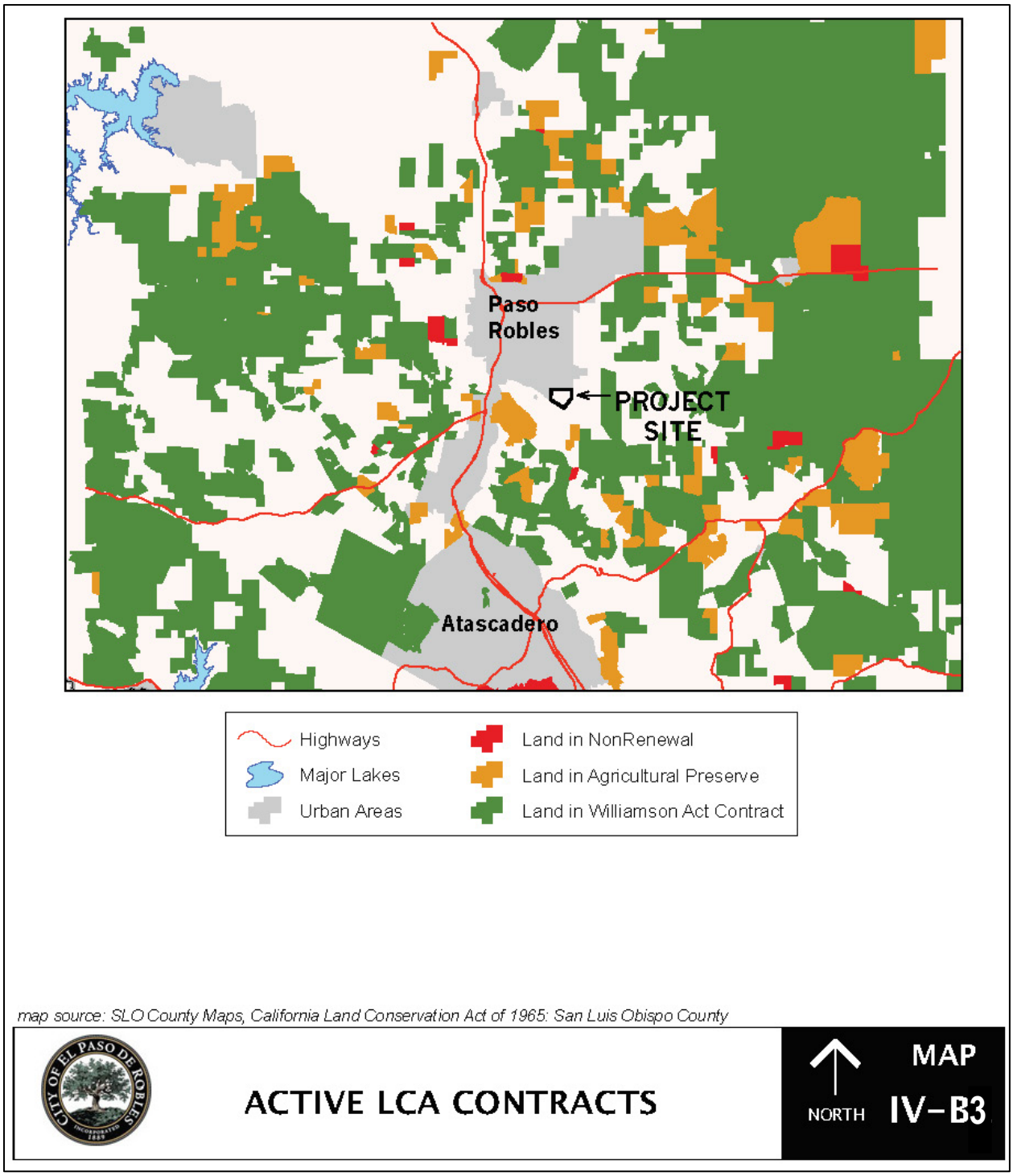
Parcels in the Study Area under Williamson Act contract are shown in Map IV.B-3. No lands within the Specific Plan area or City of Paso Robles are enrolled in a Williamson Act contract. According to the City's Purple Belt Action Plan (2009), an Agricultural Cluster development has been approved by the County on 840 acres east of and adjacent to the North Chandler Ranch property, with 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.

Farmland Mapping and Monitoring Program

The Important Farmland Inventory System initiated in 1975 by the U.S. Soil Conservation Service (now NRCS) classifies land based on ten soil and climatic characteristics. The Department of Conservation started a similar system of mapping and monitoring for California in 1980, known as the Farmland Mapping and Monitoring Program (FMMP). The FMMP is non-regulatory and was designed to document how much agricultural land in California was being converted to nonagricultural use, to provide categorical definitions of Important Farmlands, 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 identifies five farmland categories: prime farmland, farmland of statewide importance, farmland of local importance, unique farmland, and grazing lands. The Prime Farmland designation is based on such factors as the availability of a reliable water supply, the area's temperature range, depth of the water table, soil permeability, and other considerations. Generally, soils receiving a Class 1 or 2 rating under the NRCS Land Capability Classification System (assuming that irrigation is feasible) are designated as Prime Farmland.

Map IV.B-2 Active LCA Contracts



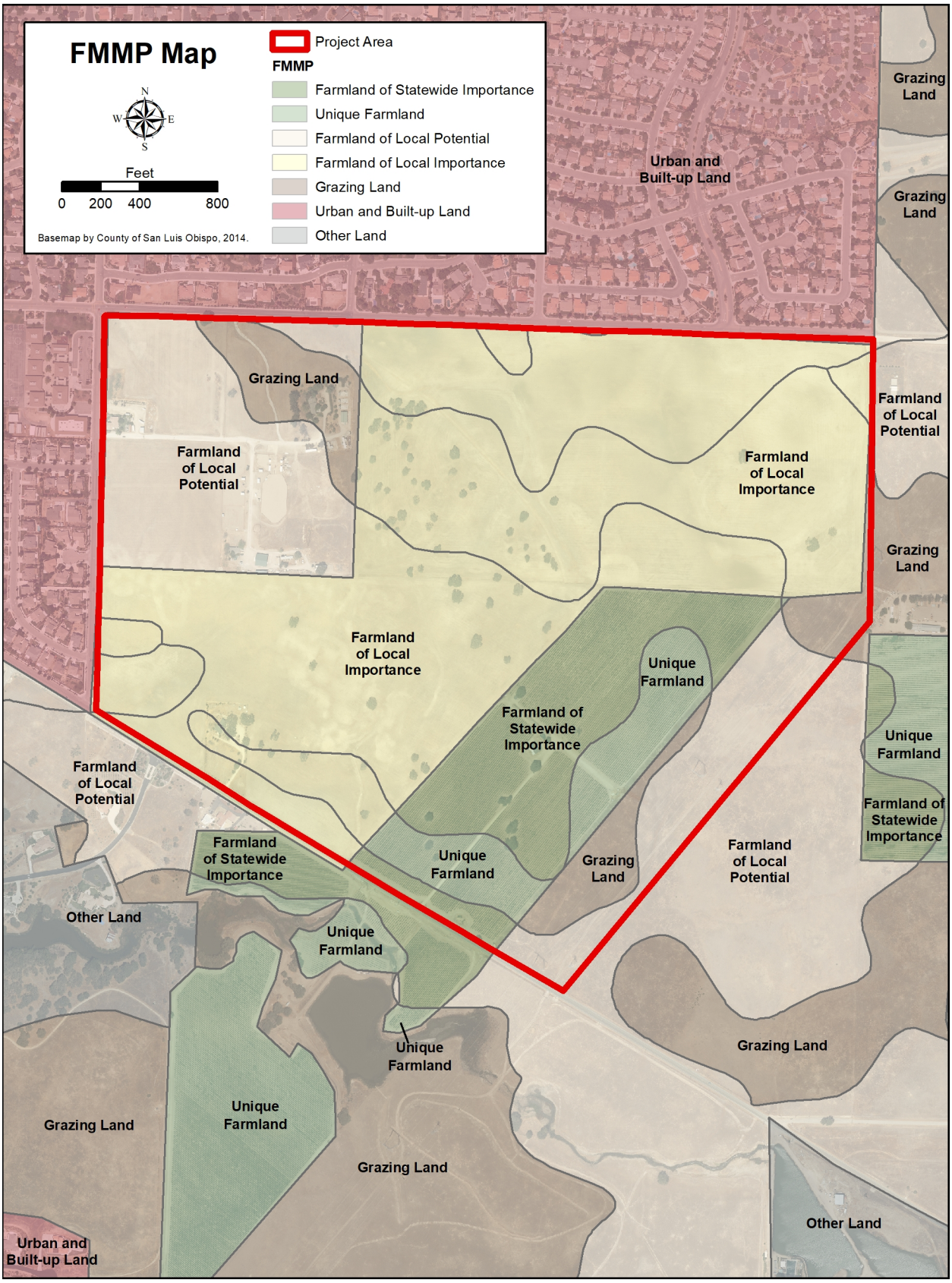
Each of these farmland types is defined below.

- **Prime Farmland** has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years (two update cycles) prior to the mapping date.
- **Farmland of Statewide Importance** is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique Farmland** consists of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- **Farmland of Local Importance** is important to the local agricultural economy, as determined by the County Board of Supervisors and a local advisory committee. Farmland of Local Importance is either currently producing crops, has the capability of production, or is used for the production of confined livestock. In San Luis Obispo County this is further defined as:
  - **Local Importance:** areas of soils that meet all the characteristics of Prime or Statewide, with the exception of irrigation. Additional farmlands include dryland field crops of wheat, barley, oats, and safflower.
  - **Local Potential:** lands having the potential for farmland, which have Prime or Statewide characteristics and are not cultivated.
- **Grazing Land** is land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

In addition, the FMMP identifies two non-agricultural land uses:

- **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.

Map IV.B-3 Important Farmlands



California Revised Storie Index

The Storie Index evaluates the general suitability of soils for agriculture, based on four factors that represent the inherent characteristics and qualities of the soils. The California Revised Storie Index rates soil on a scale from 1 to 4, with 1 being the best. The Storie Index does not consider physical or economic factors, such as irrigation, that might determine the desirability of growing certain plants in a given area.

Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000

The Cortese-Knox-Hertzberg Act provides the following definitions for agricultural land and prime agricultural lands used in the LAFCO annexation approval findings discussed in this section:

> *56016. "Agricultural lands" means land currently used for the purpose of producing an agricultural commodity for commercial purposes, land left fallow under a crop rotational program, or land enrolled in an agricultural subsidy or set-aside program.*
>
> *56064. "Prime agricultural land" means an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:*
>
> *(a) Land that qualifies, if irrigated, for rating as class 1 or class 2 in the USDA Natural Resources Conservation Service land capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.*
>
> *(b) Land that qualifies for rating Grade One (excellent) California Revised Storie Index Rating.*
>
> *(c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Handbook on Range and Related Grazing Lands, July 1967, developed pursuant to Public Law 46, December 1935.*
>
> *(d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.*
>
> *(e) Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years.*

Local

City of El Paso de Robles General Plan

The City's Open Space Element was adopted in 2003 and updated in 2014. 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 acknowledges that agricultural lands supply a great source of income to business and employees in the Paso Robles area. The Open Space Element encourages the preservation of the quality of this resource by laying out an open space plan/program to establish a purple belt (agricultural preserve area) surrounding the city.

The following are policies and implementation measures from the City's Open Space Element that would apply to development within 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 9.*** *Take steps to ensure that the County retains surrounding lands in very low-density rural residential, open space (including natural resource), and agricultural uses. Oppose the creation of new parcels within the County.*
>
> ***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 City's Land Use Element (2014) addresses the Purple Belt and identifies its purpose in preserving agricultural land while allowing for the expansion of the City within the Sphere of Influence identified in the 2003 General Plan. 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.*

City of 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). The Purple Belt establishes to preserve the County's sense of rural character by preserving open space corridors between existing communities. Open space can also serve the function of a buffer between conflicting land uses and allow clustering of residential uses within the Project area with density incentives for setting aside lands for open space.

According to the Purple Belt Action Plan, the Specific Plan area is not located within a purple belt priority area. However, the southern and 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). According to the City's Purple Belt Action Plan (2009), an Agricultural Cluster development has been approved by the County on 840 acres northeast of the Project, with 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 Right to Farm Ordinance

Section 21.16J.220 of the Paso Robles Municipal Code is a City ordinance adopted with the intention of enhancing and encouraging agricultural operations within the city. It deals primarily with areas where residents of the City live within 300 feet of agricultural activities, defined as farming and animal keeping. Farms in the interface between City and agriculture are often the subjects of nuisance complaints from citizens in the urban setting. The Right to Farm ordinance clarifies the circumstances under which agricultural activities may be considered nuisances and is

meant 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. 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 of agricultural uses and the viability of the city's agricultural industry as a whole.*

4. Standards of Significance

For purposes of this EIR, an agricultural resources impact is considered significant if implementation of 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 prepared 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.

As defined by Public Resources Code section 12220(g)), "Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]); aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. As detailed in section IV-C Biological Resources, the site contains approximately 10% native oak tree cover. The tree cover has not been actively managed for timber resources, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Additionally, the non-contiguous nature of the oaks does not lend itself to be managed for any of the forest resources listed above. Therefore, no further discussion of this topic follows.

5. Project Impacts and Mitigation Measures

IMPACT AG-1 THE PROJECT WOULD CONVERT UNIQUE FARMLAND AND FARMLAND OF STATEWIDE IMPORTANCE, AS MAPPED BY THE FMMP, TO NON-AGRICULTURAL USES. IMPACTS WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

The planning area is a combination of farmland classifications based on soil type. Based on the FMMP, no soils on the site are classified as Prime Farmland, but a majority of the site is classified as Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance or Local Potential. The Beechwood Specific Plan site requires an adopted Specific Plan and has been anticipated for non-agricultural use in the City's General Plan, including residential development, since the preparation of the General Plan in 2003. As part of the City's 2014 update of the General Plan Land Use Element, this property was assigned a residential growth potential and did not include any area identified for future agricultural use. The current land use designations, which include Residential Single Family (RSF), Residential Multi Family (RMF), and Neighborhood Commercial (NC), would not facilitate agricultural use of the Specific Plan area. No portion of the Specific Plan Area is zoned or designated for agricultural use and no conflict with these zones or designations would occur.

As shown in Table IV.B-2, approximately 26.56 acres of Farmland of Statewide Importance and 13.6 acres of Unique Farmland are mapped within the Specific Plan area, entirely within the existing 39-acre vineyard (40-acre parcel). The FMMP shows that between 2008 and 2016 (the most recent data year), the amount of Important Farmland in the County decreased by 13,349 acres, approximately 3.25%. The proposed project would result in direct significant impacts related to the loss of Important Farmland per FMMP designations.

Mitigation Measures

Mitigation Measure AG-1 is necessary to mitigate the permanent loss of important farmland.

AG-1 Conservation of Agricultural Land

The project applicant shall revise the Specific Plan to change the land use and zoning designations of the PG&E ownership and easement area corridor to Agriculture.

Plan Requirements and Timing. The project applicant revise the Specific Plan prior to final approval.

Monitoring. The City shall review and approve the revision to the Specific Plan prior to final approval.

Significance After Mitigation

Implementation of Mitigation Measure AG-1 would conserve 26.1 acres of agricultural land. The soils types within the PG&E utility corridor are the same as the soils types in the onsite vineyard where the Important Farmland is located. Agricultural uses are the only feasible uses for the utility corridor and changing the land use and zoning designation of the corridor would ensure the project remains consistent with the 2003 FEIR and 2004 LAFCO findings for annexation of the Beechwood property. The LAFCO findings state: "The 2003 General Plan Update includes policies that enable clustered development within a Specific Plan area and further provides for the transfer

of development rights from one portion of the site to another in order to preserve farmland. Implementation of these policies would avoid the significant environmental effect on farmland as identified in the Final EIR." By changing the land use and zoning designation of the utility corridor, the potential for future development rights in the corridor would be limited and would prevent future mass residential or commercial development. The Specific Plan area is identified as a residential growth area in the City's General Plan and the change of land use and zoning designation of the utility corridor would ensure that the soils that comprise Important Farmland are protected from future development and are available for agricultural use. Therefore, with implementation of identified mitigation, Project impacts on loss of Important Farmland would be reduced to less than significant.

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, INCLUDING LAND USE CONFLICTS THAT MAY LEAD TO DISINCENTIVES TO FARM AND CONVERSION OF PRODUCTIVE FARMLAND TO OTHER USE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

The Specific Plan area is located in a transition area between the residential development to the north and west and agricultural/open space uses to the south and east. Development of the planning area would result in conversion of historically agricultural land to urban uses. The residential uses located near agricultural areas may result in short-term and long-term conflicts with ongoing operations of the existing agriculture uses.

Short-Term Conflicts with Agricultural Uses

As described in the Project Description, development of the Specific Plan area would occur in two 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 IV-I, Air Quality, describes standard dust control measures required by SLOAPCD that would apply to construction in the Specific Plan area (Mitigation Measure AQ-2), which would 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 with Agricultural Uses

Residential development adjacent to nearby agricultural operations has the potential to create conflicts with each other. The Specific Plan area is adjacent to areas identified as a high priority in the Purple Belt Action Plan. Introducing people near existing agriculture can cause conflicts, such as vandalism of farm equipment and fencing, crop theft, and soil compactions from trespassers or equestrians. This can impact the economic viability of the agricultural land. Air quality issues generated from urban uses can also impact adjacent crops. The farmer may also have to respond to

complaints generated from residents located adjacent to their land, requiring them to modify farm operations, which could in turn result in economic impacts to the farmer.

Indirect impacts to agriculture that may arise from an urban use may include increased regulations and liability insurance to protect the farmer. These indirect impacts can result in a greater expenditure of time and money which in turn can adversely impact the viability of agricultural operations. Some farmers sensitive to nearby public uses voluntarily limit their hours of operation and do not intensively use the portions of their property closest to urban uses, in effect establishing informal buffer zones on their own property. This has the effect of lowering the crop yield, and therefore the long-term economic viability, of the agricultural operation.

Long-Term Conflicts with 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.

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.

General Plan Action Item 10 under Policy OS-1A and Action Item 4 under Policy LU-2E require the City to implement strategies to establish agricultural buffer easements, berms and/or vegetative screening, on property proposed for urban development as a condition of approval of discretionary development applications to protect agricultural operations in and beyond the City limits. In compliance with City policies, the framework roadway and public utility corridor rights-of-way along the southern and eastern boundaries of the Beechwood property would serve as 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. Compliance with General Plan Action Item 10 under Policy OS-1A and Action Item 4 under Policy LU-2E would ensure that land use conflicts between new residential uses and existing agricultural land uses would be minimized.

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 in Section IV-I, 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/or 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/or 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 southern and eastern boundaries of the Beechwood 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 due to the disturbed and developed nature of this area (for a discussion of potential project impacts to wildlife movement, refer to Section IV-C, Biological Resources).

6. Cumulative Impacts

Planned, proposed, and approved projects in and around the City (refer to Section III-D, Cumulative Analysis Scenario) would result in the cumulative conversion of agricultural land to non-agricultural uses. The conversion of agricultural land within the City would potentially result in cumulative incompatibilities with existing agriculturally designated land uses and decrease in FMMP-designated Important Farmland, including Unique Farmland and Farmland of Statewide Importance. The project would result in the conversion of Unique Farmland and Farmland of Statewide Importance, including 39 acres in productive agricultural use to non-agricultural use. Therefore, the project would contribute to the cumulative conversion of agricultural land from planned, proposed, and approved projects in and around the City to non-agricultural uses. The project would be required to implement Mitigation Measure AG-1 to permanently conserve Important Farmland in adjacent agricultural areas located in the City's Purple Belt. Therefore, the project's contribution to cumulative Important Farmland impacts would be less than cumulatively considerable and cumulative impacts would be less than significant.

In addition, adherence to applicable General Plan policies, including the Purple Belt Action Plan, and the City's right to farm ordinance would ensure that the contribution of individual projects in the City, including the Beechwood 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.

7. List of Abbreviated Terms

Abbreviation	Term
AG	Agriculture
CDC	California Department of Conservation
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report

Abbreviation	Term
FMMP	Farmland Mapping and Monitoring Program
LIF	Local Importance Farmland
LCA	Land Contract Act
LESA	Land Evaluation and Site Assessment
LUO	Land Use Ordinance
NOP	Notice of Preparation
NRCS	National Resources Conservation Services
UF	Unique Farmland
USDA	United States Department of Agriculture
SIF	Statewide Importance Farmland

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C. BIOLOGICAL RESOURCES

1. Environmental Issue

This section of the EIR identifies and evaluates potential impacts to biological resources resulting from implementation of the Beechwood Specific Plan. The existing setting discussion is primarily based on the Biological Report prepared for Beechwood Estates (Althouse and Meade, Inc. 2019), the Delineation of Potentially Jurisdictional Wetlands and Waters (Althouse and Meade, Inc. 2018), and the Army Corps of Engineers 404 Application Nationwide Permit 29 – Residential Development for the Beechwood Specific Plan (Althouse and Meade 2020), and is supplemented with information from the U.S. Fish and Wildlife (USFWS) Information for Planning and Consultation (IPaC) database, California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), and California Native Plant Society (CNPS) database (Appendix B). Project-specific information is based on biological and botanical surveys and mapping conducted in Spring 2018.

2. Scoping Issues for Biological Resources

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. No issues were raised during the NOP process for this topic.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

The Plan Area consists of undeveloped land primarily comprised of rolling hills with annual grassland and blue oak savanna habitat and is generally surrounded by developed suburban neighborhoods to the north and west, and agricultural land to the south and east. Two ephemeral drainages flow in a northwest direction through the cropland to the northwest corner of the Specific Plan Area. A third ephemeral drainage flows west, along the southern Specific Plan Area boundary along Creston Road, and a fourth drainage originates on the neighboring PG&E easement to the east and drains along the southeastern corner of the onsite vineyard into a wetland feature in the southern portion of the vineyard before draining south offsite through a culvert beneath Creston Road.

Soils, Topography and Elevation

According to the Soil Survey for San Luis Obispo County and the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, soils in the Plan Area consist of: Arbuckle-Positas complex, 9 to 15 percent slopes; Arbuckle-San Ysudro complex, 2 to 9 percent slopes; Cropley clay 2 to 9 percent slopes Major Land Resource Area (MLRA) 14; and Rincon clay loam, 2 to 9 percent slopes MLRA 14. The topography of the project area is relatively flat to rolling slopes, ranging in elevation from approximately 835 to 900 feet above mean sea level (msl).

Natural Communities

Based on biological and botanical surveys conducted by Althouse and Meade, Inc. staff in 2014, 2017, and 2018, the Plan Area is comprised of annual grassland, vineyard, blue oak savanna, cropland, wetland, and ruderal and developed areas. Each of these habitat types are described in detail below, quantified in Table IV.C-1, and shown on Map IV.C-1.

Table IV.C-1. Natural Communities within the Plan Area

Habitat Type	Total Acreage in Plan Area	Approximate Percentage of Total Area
Annual Grassland	139.8	59.5%
Blue Oak Savanna	26.7	11.4%
Vineyard	38.8	16.5%
Cropland	9.8	4.2%
Wetland/Non-Wetland Waters	2.8	1.2%
Ruderal and Developed (Anthropogenic)	16.9	7.2%
TOTAL	**234.8**	**100%**

Source: Althouse and Meade, Inc. 2018.

Annual Grassland

Annual grassland constitutes approximately 139.8 acres of the Plan Area. This newly established habitat is a successional response to the cessation of cropland tillage and plowing that had occurred historically within the Plan Area. Annual grassland in the northeast portion of the Plan Area is dominated by rattail sixweeks grass (*Festuca myuros*), hairy vetch (*Vicia villosa*), wild and slender oats (*Avena fatua* and *A. barbata*), filaree (*Erodium* sp.), and ripgut brome (*Bromus diandrus*). In the northwest portion of the Plan Area, annual grassland transitions to include dominant species Italian rye grass (*Festuca perennis*), while wild and slender oats and rattail sixweeks grass remain as associate dominants. Cattle grazing continues throughout the grassland habitat, promoting the spread of these non-native annual species. The southwest portion of the Plan Area consists of a southern wetland surrounded by annual grassland that consists of dominant non-native species such as red brome (*Bromus madritensis* ssp. *rubens*) and soft chess (*Bromus hordeaceus*). Patches of low-growth filaree occur throughout the southwest portion of the Plan Area, where native annual forbs such as purple clarkia (*Clarkia purpurea*) and California poppy (*Eschscholzia californica*) are also present. Evidence of prior cropland tillage remains apparent by the unstable topsoil of the grassland. Blue oaks occur intermittently throughout the southern portion of annual grassland habitat.

Blue Oak Savanna

Blue oak savanna constitutes approximately 26.7 acres of the Plan Area. This habitat was identified by the abundance and proximity of mature blue oaks (*Quercus douglasii*) to one another within the annual grassland habitat. The northernmost portion of blue oak savanna consists of a moderately dense canopy, but generally tree spacing is open with gaps between canopy edges of individual trees. The understory has a similar composition to the open annual grassland, though sparser, including non-native grasses and occasional Italian thistle (*Carduus pycnocephalus*). On the north-

facing aspect of a small hill to the north of the savanna where the canopy is more dense, woodland plant species including miner's lettuce (*Claytonia perfoliata*) and chickweed (*Stellaria media*) were present in the understory. These oaks provide habitat for several bird species, leaf litter habitat for potential reptile and mammal species, and shade for cattle. The mature blue oaks provide habitat for nesting and foraging birds and cavities that could support roosting bats. Oak titmouse (*Baeolophus inornatus*) and western bluebirds (*Sialia mexicana*) were observed feeding fledglings in two of the trees within the Plan Area. Lawrence's goldfinch (*Spinus lawrencei*), lark sparrow (*Chondestes grammacus*), and Nuttall's woodpecker (*Picoides nuttallii*) were also observed in the blue oaks and surrounding grassland and could potentially nest onsite. One active red-tailed hawk (*Buteo jamaicensis*) nest was observed within the blue oaks.

Vineyard

Approximately 38.8 acres of the Plan Area, located adjacent to Creston Road in the southeastern portion of the Plan Area, are comprised of a vineyard. Non-native annuals and weedy ruderal forbs are present between alternating vine rows and along the margins of the vineyard, including filaree, introduced annual grasses, annual burclover (*Medicago polymorpha*), and scarlet pimpernel (*Anagallis arvensis*). A few scattered mature blue oaks are also present in the southern portion of the vineyard, surrounded by vine rows.

Cropland

Cropland comprises approximately 9.8 acres of the western-central portion of the Plan Area. Crop fields in the Plan Area are plowed regularly and planted with dry-farmed grain crops. Much of the current annual grassland habitat had been used as cropland as recently as 2014. In previous years, some portion of the Plan Area was planted with dry-farmed grain or hay crops. Review of aerial photos dating to1994 indicated the Plan Area has been regularly farmed since 2007. The majority of cover consisted of non-native annual grasses such as rye grass (*Festuca perennis*), foxtail barley (*Hordeum murinum*), and bromes (*Bromus diandrus, B. hordeaceus, B. madritensis rubens*), as well as some common herbaceous weeds such as black mustard (*Brassica nigra*), yellow star thistle (*Centaurea solstitialis*), and field mustard (*Hirschfeldia incana*). Red maids (*Calandrinia ciliata*), filaree (*Erodium botrys, E. cicutarium*), fiddleneck (*Amsinckia brachycarpus, A. lycopsoides*), popcorn flower (*Plagiobothrys canescens*), California poppy, and vetch (*Vicia villosa*) were present in low abundance but regular distribution. A small ephemeral drainage is located north of the existent cropland field. This drainage supports wetland vegetation, including common toad rush (*Juncus bufonius*), but lacked wetland hydrology and soil, typically flowing only during and immediately following rain events. When surface water is present in this drainage, it is transported west to the Beechwood Drive drainage.

Wetland and Non-Wetland Waters

Five federal wetlands comprising approximately 2.33 acres, and two non-wetland drainage features comprising 1,194 linear feet, are present within the Plan Area (refer to Table IV-C2 and Figure IV-C1). A formal wetland delineation was completed by Althouse and Meade, Inc. in November 2017 and approved by the U.S. Army Corps of Engineers (USACE) in January 2018 (Althouse and Meade 2018). The locations of the delineated jurisdictional wetlands are identified on Figure IV-C1. The following narratives, excerpted from the Wetland Delineation Report (Althouse and Meade 2018) describe each wetland feature as it is labelled on Figure IV-C1.

Wetland 1

Wetland 1 was previously delineated in 2015 due to a dominance of *Juncus bufonius* (a facultative wetland [FACW] species) and a redox depressions soil indicator. It is located at the top of a swale feature in the middle of the Study Area, just downslope of a vineyard. Percent cover for *Hordeum marinum* (a facultative [FAC] species) increased in the higher rainfall year [2016-2017] and the jurisdictional limit was extended further up the banks of the swale feature. This feature is likely able to support hydrophytic vegetation due to runoff and underground lateral transfer of water from irrigation of the vineyard just upslope.

Wetland 2

Wetland 2, also previously delineated in 2015, is a freshwater pond at the edge of the vineyard with strong wetland indicators. This pond receives water from runoff from the vineyard as well as from a drainage feature on the adjacent PG&E easement that enters the Study Area from the east and becomes Drainage A (discussed below). *Polypogon monspeliensis* (FACW) and 50 percent depletions were present in 2015, whereas the pond displayed 20 inches of standing water during the 2017 reassessment with *Baccharis salicifolia* (FAC) and *Salix lasiolepis* (FACW).

Wetland 3

In 2015, Wetland 3 displayed hydric soil and appeared to be a location where water would pool. Facultative-upland species dominated Wetland 3, and the site showed no evidence of hydrology. After 2017's high rainfall season, the dominant species in the area were *Hordeum marinum* and *Juncus bufonius* near the corner of the Study Area and extending up the swale, source of stormwater sheetflow. There was also a non-dominant presence of obligate species *Callitriche* sp. [likely *C. marginata*, not identified to species], *Downingia cuspidata*, *Mimulus guttatus*, and *Lythrum hyssopofolia*. No saturation nor inundation was seen in April 2017 but there was more bare ground, deep hoof prints from cattle grazing, and biotic crust near the bottom of the swale feature. Due to the abnormal circumstances caused by climate patterns, the topographic contours were utilized to determine the maximum elevation that the water would pool before sheetflowing into the road right-of-way. Furthermore, discussions onsite with Paula Richter of the RWQCB (May 2017) and the Corps Frankie Malamud-Roam (June 2017) resulted in their concurrence that the wetland's jurisdictional boundary should be drawn closer to the Creston Road and Beechwood Drive intersection.

Wetland 4

Wetland 4 is at the confluence of two swale features at the north end of the Study Area and displayed no wetland characteristics in the previous delineation. In April 2017, standing water and dominant species *Juncus mexicanus* (FACW) was observed. The soil appeared to be layers of sandier soil from upslope and in-situ clay. This stratification as well as sediment deposits and biotic crust were strong hydrology indicators in areas adjacent to the standing water. The soil also contained sufficient redoximorphic features and low chroma and value to match the redox dark surface indicator. Downstream of the sample sites, is an area previously thought to be a federal non-wetland water (Drainage C) but exhibited saturation and a dominance of

Festuca perennis (FAC) and *Rumex crispus* (FAC) after the rains and therefore the jurisdiction was widened to the extent of the vegetation and changed to a wetland.

Wetland 5

Wetland 5 – Located south of Meadowlark Road, this wetland ponded water in 2015, but only had evidence of hydric soil through the redox depression indicator. Upland species dominated the feature and there was no sign of hydrology. In 2017, facultative species *Hordeum marinum* (FAC) and *Festuca perennis* (FAC) dominated Wetland 5 with a presence of oxidized rhizospheres.

This wetland feature is offsite and adjacent to the project site.

Drainage A

Drainage A exhibits a clear Ordinary High Water Mark (OHWM) upstream and offsite. It is a manipulated continuation of the flow path from a drainage on the PG&E easement to the east of the Study Area. The water enters the Study Area from the eastern boundary, flows across a farmed swale, and enters Wetland 2. For Drainage A, an offsite representative area exhibited an OHWM width of approximately 3 feet. Drainage A is a non-wetland waters of the U.S.

Drainage B

This drainage has a clear bed and bank and occurs along the southern right-of-way of Meadowlark Road. Water from the hills east of the Study Area drain onsite through the northeast corner and along the northern boundary and exit through a caged culvert approximately 990 feet west along Meadowlark Road. The width and depth of Drainage B is fairly consistent throughout the entire length. The average OHWM width in this drainage was approximately 18 inches (1.5 feet). Drainage B is a non-wetland waters of the U.S.

Table IV.C-2. Wetlands and Waters of the U.S. and State

Feature	Linear Feet	OHWM Width (ft)	Area (sq ft)	Area (ac)
Wetland 1	--	--	11,196	0.26
Wetland 2	--	--	1,742	0.04
Wetland 3	--	--	52,591	1.21
Wetland 4	--	--	32,687	0.75
Wetland 5 (Offsite)	--	--	3,216	0.07
Drainage A	201	3	0	0
Drainage B	993	1.5	0	0
TOTAL	1,194	--	101,432	2.33

Source: Althouse and Meade, Inc. 2018.

Ruderal and Developed (Anthropogenic)

Rural residences, barns and other outbuildings, driveways, yards and landscapes, corrals, and animal paddocks are present in the Plan Area. These areas are heavily altered by human use and activity, and are collectively mapped and described as anthropogenic habitat, occupying approximately 16.9 acres. The yards immediately surrounding the existing structures are dominated by annual grasses and weedy ruderal forbs. In addition, many ornamental and introduced tree and shrub species have been planted around each homestead. Anthropogenic areas containing structures can provide roosts and maternal habitat for many species of bats native to the region.

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 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 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 by the CNPS are also considered special-status species in this EIR, per the following code definitions:

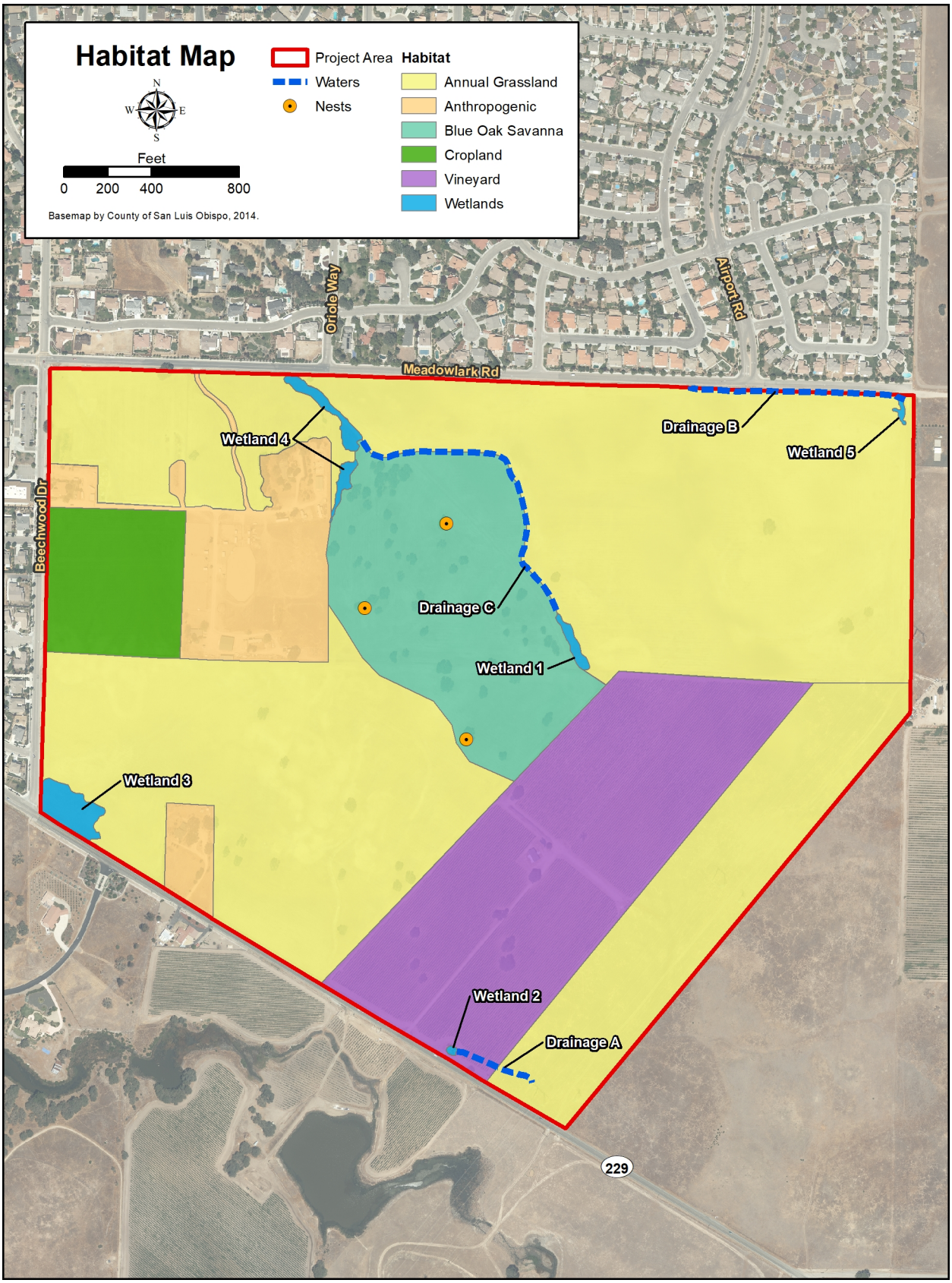
- **List 1A:** Plants presumed extinct in California;
- **List 1B.1:** Rare or endangered in California and elsewhere; seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat);
- **List 1B.2:** Rare or endangered in California and elsewhere; fairly endangered 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 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.

Special-Status Plant Species

Based on a database and literature review conducted for the Plan Area, there are 50 special-status plant species that have the potential to occur in the region. 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. Based on habitat conditions present within the Plan Area, four special-status plant species are considered to have the potential to occur in the Plan Area: oval-leaved snapdragon (*Antirrhunum ovatum*), Santa Lucia dwarf rush (*Juncus luciensis*), shining navarretia (*Navarretia nigelliformis* ssp. *radians*), and spreading navarretia (*Navarretia fossalis*). Althouse and Meade, Inc. conducted surveys that were seasonally timed to correspond with the blooming periods for the sensitive plant species that have potential to occur onsite.

Map IV.C-1 Habitat Map



Based on the negative survey results and lack of suitable habitat, no special-status plant species are expected to occur within the Plan Area (Althouse and Meade, Inc. 2018). Additional detailed information pertaining to the botanical survey results and evaluation of special-status plant species is included in Appendix B.

Special-Status Animal Species

Based on a database and literature review conducted for the Plan Area, there are 22 special-status animal species that have the potential to occur in the region. Based on habitat conditions present within the Plan Area, 11 special-status animal species are considered to have the potential to occur in the Plan Area (see Table IV.C-3). Based on an analysis of known ecological requirements for the 22 special-status animal species reported or known from the region and the habitat conditions that were observed in the Plan Area, six species have a moderate potential to occur—northern California legless lizard (*Anniella pulchra*), Lewis' woodpecker (*Melanerpes lewis*), loggerhead shrike (*Lanius ludovicianus*), pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), and American badger (*Taxidea taxus*)—and five species have a low potential to occur—ferruginous hawk (*Buteo regalis*), Swainson's hawk (*Buteo swainsoni*), vernal pool fairy shrimp (*Branchinecta lynchi*), western spadefoot toad (*Spea hammondii*), and San Joaquin kit fox (SJKF) (*Vulpes macrotis mutica*). None of the special-status animal species reported from the region are highly likely to occur and none were observed within the Plan Area during biological field surveys. Species with moderate and low potential to occur in the Plan Area are discussed below.

Moderate Potential

The following six special-status animal species have moderate potential to occur within the Plan Area but were not observed during surveys.

Northern California legless lizard is a California SSC that occurs from Contra Costa County to Santa Barbara County. Northern California legless lizard inhabits friable soils in a variety of habitats from coastal dunes to oak woodlands and chaparral. Adapted to subterranean life, the legless lizard thrives near native coastal shrubs that produce an abundance of leaf litter and have strong root systems. Areas of exotic vegetation and open grassland do not provide suitable habitat for the legless lizard since these plant communities support smaller populations of insect prey and offer little protection from higher ground temperatures and soil desiccation. The closest reported occurrence of the northern California legless lizard is located approximately 6 miles south of the Plan Area (CNDDB #66), in 2007, where habitat consisted of mature coast live oak trees interspersed with residential homes with sandy loam soils. Due to the presence of oak tree habitat and some areas with moist friable soils in the Plan Area, there is moderate potential for this species to occur. Northern California legless lizards were not observed in the Plan Area during surveys conducted in April and June 2018.

Lewis' woodpecker is a CDFW Watch List species that is an uncommon, local winter resident occurring in open oak savannahs, and deciduous and coniferous habitats along eastern slopes of the Coast Ranges south to San Luis Obispo County. Lewis' woodpecker is a cavity-nesting bird that forages primarily on insects in spring and summer; winter food consists mostly of cached acorns or nuts. Appropriate foraging and oak tree nesting habitat is present in the Plan Area. Lewis' woodpeckers were not present in the Plan Area during a focused woodpecker survey conducted in spring 2018.

Loggerhead shrike is a California SSC and resident in arid regions of San Luis Obispo County and elsewhere in California. It requires open areas with appropriate perches for hunting, and shrubby trees or bushes for nesting. Appropriate foraging grassland habitat is present; however, no shrubby vegetated nesting habitat is found in the Plan Area. No loggerhead shrikes were observed in the Plan Area during spring 2018 wildlife surveys.

Pallid bat is a California SSC. This is a large, long-eared bat occurring throughout the state from deserts to moist forests. Pallid bat is primarily a crevice-roosting species and selects roosts where they can retreat from view. They prefer rocky outcroppings, but may be found regularly in oak and pine woodlands where they roost in caves, mines, rock crevices, hollow trees, and buildings. Bridges are also commonly used, often as night roosts between foraging periods. Maternity colonies form starting in April, averaging 12 to 100 bats, and disband in late August. Young are born in May and June. Communal wintering or maternity colonies are more common in rock crevices and caves. The nearest record is a night roost located almost 15 miles south of the Plan Area at the Highway 101 bridge over Santa Margarita Creek (CNDDB #76), and Althouse and Meade, Inc. biologists have observed night roosts under bridges in Atascadero Creek as well. Pallid bats likely forage seasonally in the Salinas River and riparian habitats adjacent to the Plan Area. Pallid bats could potentially roost in small numbers in large oak trees in the Plan Area or in some of the structures located onsite; however, no sign was observed during biological surveys. Maternity colonies are not expected to be present.

Townsend's big-eared bat is a California SSC. Townsend's big-eared bat is medium sized with large rabbit-like ears. This species has been recorded in a number of different habitats in California. It is found in the vicinity of creek beds where they use the riparian corridor for foraging. Typical roost sites are in caves or buildings with cave-like features. Townsend's big-eared bat is sedentary and is presumed to spend the winter within 25 miles of its summer roosts. This bat has been recorded in at least six localities within San Luis Obispo County. Townsend's big-eared bat could potentially roost in structures located within the Plan Area.

American badger is a California SSC known from open grassland habitats throughout San Luis Obispo County and elsewhere in California. Badgers are highly mobile and hunt ground squirrels and other small and medium-sized prey. They are generally uncommon in the Paso Robles area, and although suitable open habitat is found in the Plan Area, proximity to the urban edge of the city reduces the likelihood of badger presence. Badgers typically inhabit grasslands but do occasionally forage in cropland where California ground squirrels (*Spermophilus beecheyii*) are abundant. Ground squirrels are found throughout the Plan Area. No badgers or badger sign were observed in the Plan Area during biological surveys conducted in 2018.

Low Potential

The following five special-status animal species have low potential to occur within the Plan Area due to marginally suitable habitat. They were not observed during surveys and are not expected to be present.

Ferruginous hawk is a CDFW Watch List species that winters in grassland habitats in San Luis Obispo County and elsewhere in California. It does not breed in San Luis Obispo County, but is protected on its wintering grounds. Ferruginous hawks prefer short-grass habitats, such as grasslands and fallow farm fields, where they often land on the ground and hunt by coursing low over the fields. They are regular but never abundant winter residents in the interior portion of the

County and could be present seasonally from October through February. Ferruginous hawks were not observed during wildlife surveys in 2018 but could occur as an uncommon winter migrant.

Swainson's hawk is a state-listed threatened species that breeds in California and winters in Mexico and South America. It nests in large trees in riparian habitats and upland areas in arid grassland and shrub-steppe habitats. In the San Joaquin and Sacramento Valleys of California, agricultural habitats are often used for foraging, with nests built in adjacent riparian corridors. Swainson's hawk is a very uncommon breeder in San Luis Obispo County. Until 2010 the most recent confirmed nest record was from the San Juan River south of Shandon in 1977. In 2010 two nesting records were reported for Swainson's hawk in San Luis Obispo County (CNDDB #1722 and #1723)—one record was from west of Shandon along Highway 46, approximately 5.5 miles east of the Plan Area, and one was from the Cuyama Valley, over 50 miles southeast of the site. Potentially suitable nesting and foraging habitat is present in the Plan Area for Swainson's hawk. Swainson's hawks were not observed during the 2018 wildlife surveys; however, three nests were observed within the Plan Area (see Figure IV.C-1), which included one active red-tailed hawk nest.

Vernal pool fairy shrimp is a federally listed threatened species known from the vicinity of the subject property. The Plan Area is only 2.2 miles southwest from the USFWS vernal pool fairy shrimp critical habitat. The CNDDB has recorded several occurrences in the vicinity of the Plan Area. One record is from several pools about 2.6 miles northwest of the Plan Area in a lot near the Union Pacific Railroad tracks near Spring Street and Niblick Road in Paso Robles (CNDDB #621). Vernal pool fairy shrimp are also known from a series of vernal pools approximately 3.4 miles north of the Plan Area, just south of Highway 46 East (CNDDB #287). Another record is from Blacks Hatchery and Turkey Farm, also 3.4 miles north of the Plan Area, but on the north side of Highway 46 (CNDDB #380). Dry season and wet season protocol level surveys for vernal pool special-status species were completed in 2015-2016 for the Plan Area (Dallas 2015, 2016). Based on the results of the protocol-level surveys, no resting eggs of any branchiopod species were detected within the Plan Area and the onsite aquatic features were considered unlikely to provide habitat for vernal pool fairy shrimp or any other listed large branchiopod species. In a letter dated August 15, 2016, USFWS Assistant Field Supervisor Glen W. Knowles concurred that onsite features are not likely to provide habitat for vernal pool fairy shrimp or any other listed large branchiopod species (USFWS 2016).

Western spadefoot toad is a California SSC known from ephemeral pools in open grassland habitats across the interior region of San Luis Obispo County. Spadefoot toads remain underground for most of the year, emerging to breed in seasonal wetland pools during the rainy season. Development of the larvae from egg to metamorphosis can be very quick, depending upon water temperature. Spadefoot toads are known to breed in seasonal pools in the vicinity Highway 46, east of Paso Robles. Spadefoot toads were observed in 2005 in a manmade stock pond about 500 feet north of the northeast corner of the Study Area (CNDDB #333). No spadefoot toads were observed in the Study Area during our 2018 surveys, or during two wet season vernal pool surveys, 2014-2015 and 2015-2016; however, suitable habitat is present.

Table IV.C-2. Special-Status Animals with Potential to Occur in the Region

Species Name	Federal/State/ Local Status	Nesting/Breeding Period	Habitat	Potential to Occur	Detected in Plan Area
vernal pool fairy shrimp *(Branchinecta lynchi)*	FT/--/SA	Rainy Season	Clear water sandstone depression pools, grassed swale, earth slump, or basalt flow depression pools.	Low. Potential habitat is present in some of the seasonal depressions in the Plan Area.	No
western spadefoot toad *(Spea hammondii)*	--/--/SSC	January–August	Vernal pools in grassland and woodland habitats	Low. Suitable habitat is present in the ephemeral pool in the Plan Area.	No
Northern California legless lizard *(Anniella pulchra)*	--/--/SSC	N/A	Sandy or loose loamy soils under sparse vegetation in chaparral, coastal dunes or coastal scrub; soil moisture is essential.	Moderate. Appropriate habitat and moist soils are present in the Plan Area.	No
ferruginous hawk *(Buteo regalis)*	--/--/WL	October–April (wintering)	Winters locally in open grassland or savannah habitats. More common in interior San Luis Obispo County than on the coast.	Low. Appropriate wintering habitat does occur in the Plan Area.	No
Swainson's hawk* *(Buteo swainsoni)*	--/ST-SA (Nesting)	March 15–August 15	Breeds in grasslands with scattered trees, juniper sage flats, riparian areas, savannahs, or agricultural fields.	Low. The Plan Area is outside the core breeding range and migration path of this species, but may provide limited foraging habitat.	No
Lewis' woodpecker* *(Melanerpes lewis)*	--/--/WL	Late April–July	Open woodlands near streams, oak woodlands, orchards, and pinyon-juniper woodlands.	Moderate. Appropriate oak tree habitat is present in the Plan Area.	No
loggerhead shrike* *(Lanius ludovicianus)*	--/--/SSC (Nesting)	March 15–August 15	Open areas with appropriate perches, near shrubby vegetation for nesting.	Moderate. Moderate nesting habitat does occur in the Plan Area.	Yes (not nesting)
pallid bat *(Antrozous pallidus)*	--/--/SSC	Spring–Summer	Rock crevices, caves, tree hollows, mines, old buildings, and bridges.	Moderate. The blue oak woodland and anthropogenic structures provide suitable habitat for a nesting colony.	No
Townsend's big-eared bat *(Corynorhinus townsendii)*	--/--/SSC	Spring–Summer	Caves, buildings, and mine tunnels; cave-like attics as day roosts. On coast roosts are normally within 100 m. of creeks.	Moderate. The anthropogenic structures found in the Plan Area may provide suitable habitat for day roosts.	No

Species Name	Federal/State/ Local Status	Nesting/Breeding Period	Habitat	Potential to Occur	Detected in Plan Area
American badger *(Taxidea taxus)*	--/--/SSC	February–May	Needs friable soils in open ground with abundant food source such as California ground squirrels.	Moderate. Suitable soils and open grassland habitat is present in the Plan Area.	No
San Joaquin kit fox *(Vulpes macrotis mutica)*	FE/ST/SA	December–July	Annual grasslands or grassy open stages with scattered shrubby vegetation. Needs loose textured sandy soil and prey base.	Low. Low quality potential habitat is present in the Plan Area.	No

Notes:
Habitat characteristics are from the Jepson Manual and the CNDDB.
** Not listed in the CNDDB or CNPS for the search area, but possibly for the location.*
*** Fully Protected under the Bald and Golden Eagle Protection Act.*
Abbreviations:
FE: Federally Endangered; FT: Federally Threatened; PE: Proposed Federally Endangered; PT: Proposed Federally Threatened; CE: California Endangered; CT: California Threatened; Cand. CE: Candidate for California Endangered; Cand. CT: Candidate for California Threatened; SA: CDFW Special Animal; SSC: CDFW Species of Special Concern; FP: CDFW Fully-Protected; WL: CDFW Watch List
Source: Althouse and Meade, Inc. 2018

San Joaquin kit fox is a federally listed endangered species and a state listed threatened species. The CNDDB reports two occurrences near the Plan Area from 1.3 miles and 2 miles north on Chandler Ranch from 1990 and 1991, respectively (CNDDB #945 and #941). The cropland and vineyard in the Plan Area provides poor quality habitat for SJKF due to regular disturbance, low prey availability, and agricultural management. SJKF was not observed in the Plan Area during the Spring 2018 wildlife surveys. Development on the Plan Area will permanently remove low quality potential habitat for SJKF.

Wildlife Corridors and Migration

The California Essential Habitat Connectivity Project was queried for Essential Habitat Connectivity, which is the best available information describing important areas for maintaining connectivity between large blocks of land for wildlife corridor purposes (CDFW 2010). These important areas are referred to as Essential Connectivity Areas. Essential Connectivity Areas are only intended to be a broad-scale representation of areas that provide essential connectivity. The Plan Area is located within an Essential Connectivity Area that is considered to be a limited connectivity opportunity. For the purposes of this analysis, it is reasonable to assume that the undeveloped land and intermittent drainages within the Plan Area may be used by wildlife as movement corridors on a smaller scale.

REGULATORY SETTING

Federal, state and local regulations pertaining the biological resources are discussed below.

Federal

Endangered Species Act

Under the 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 Code of Federal Regulations [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 the USFWS or 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 a 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 United States Code [USC] Section 136, 16 USC Section 1531 et seq.).

Migratory Bird Treaty and Bald and Golden Eagle Protection Acts

The Migratory Bird Treaty Act of 1918 (MBTA) (16 USC Section 703–711) 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 of 1940 (BGEPA) (16 USC Section 668) is the primary law protecting eagles, including individuals and their nests and eggs. The USFWS implements both acts. Under the BGEPA Eagle Permit Rule (50 CFR 22.26), USFWS may issue permits to authorize limited, non-purposeful take of bald and golden eagles.

River and Harbors Act Section 10

Section 10 of the Rivers and Harbors Act of 1899 requires authorization from the Secretary of the Army, acting through the USACE, 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 (CWA), the USACE, with U.S. Environmental Protection Agency (USEPA) 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 CWA, 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 USEPA and USACE, through a joint rulemaking, expanded the Section 404(b)(1) guidelines to include more comprehensive standards for compensatory mitigation. These standards include ensuring that unavoidable impacts subject to regulation under the CWA 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/USEPA 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 CWA, applicants for a Section 404 permit must obtain water quality certification from the appropriate Regional Water Quality Control Board (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

California Endangered Species Act

The CESA (California Fish and Game Code [CFGC] 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" (CFGC Section 86).

Protection of fully protected species is described in CFGC 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

Sections 3503, 3503.5, and 3511 of the CFGC describe unlawful take, possession, or destruction of birds, nests and eggs. Fully protected birds (CFGC Section 3511) may not be taken or possessed except under a specific permit. Section 3503.5 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) (CFGC 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 NPPA Section 1913(c), 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 CFGC 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 Community Conservation Planning Act

The 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 (CFGC Section 2835).

Porter-Cologne Water Quality Control Act

The State Water Resources Control Board (SWRCB) and each of nine local RWQCBs 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 CWA Section 401 for waters subject to federal jurisdiction.

Local

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

City of Paso Robles General Plan

The City of 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. 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.*

City of 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 6-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. Standards of Significance

The following thresholds were applied to the project from Appendix G of the State 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 CDFW or USFWS;
- 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 CDFW or USFWS;
- 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 HCP, NCCP, or other approved local, regional, or state HCP.

5. Project Impacts and Mitigation Measures

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 (see Section I, 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 are contained in the Biological Report prepared for Beechwood Estates (Althouse and Meade, Inc. 2019) and a Delineation of Potentially Jurisdictional Wetlands and Waters (Althouse and Meade, Inc. 2018) included in Appendix B.

IMPACT BIO-1 THE PROJECT WOULD RESULT IN IMPACTS TO SPECIAL-STATUS WILDLIFE SPECIES, INCLUDING AMERICAN BADGER, LEWIS' WOODPECKER, LOGGERHEAD SHRIKE, NORTHERN CALIFORNIA LEGLESS LIZARD, PALLID BAT, TOWNSEND'S BIG-EARED BAT, FERRUGINOUS HAWK, SAN JOAQUIN KIT FOX, SWAINSON'S HAWK, VERNAL POOL FAIRY SHRIMP, AND WESTERN SPADEFOOT TOAD, 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 have documented occurrences and have the potential to occur in the vicinity of the Plan Area; however, based on known restrictions in range and/or known extirpation, most of these species are unlikely to occur in the Plan Area. In addition, no federally or state-listed, proposed, candidate, or other special-status plant species were observed within the Specific Plan area during the botanical inventories conducted for the project (Althouse and Meade, Inc. 2018). The surveys were seasonally timed to correspond with the blooming periods for the sensitive plant species that are considered to have potential to occur within the Plan Area. Therefore, impacts to special-status plant species from the proposed project would be less than significant.

Special-Status Animals

Eleven special-status animal species are considered to have the potential to occur within the Plan Area based on the presence of suitable habitat. These species include vernal pool fairy shrimp, Swainson's hawk, SJKF, western spadefoot toad, northern California legless lizard, ferruginous hawk, Lewis' woodpecker, loggerhead shrike, pallid bat Townsend's big-eared bat, and, American badger. A discussion of potential impacts associated with each of these species follows.

Federal and State Listed Species

Vernal Pool Fairy Shrimp

Potential vernal pool fairy shrimp habitat was identified in the Plan Area (Dallas 2016). Wetlands would be impacted by the proposed project, which could also result in impacts to vernal pool fairy shrimp, if present. Therefore, vernal pool brachiopod protocol-level surveys were conducted in 2014–2015 and 2015–2016 but no vernal pool fairy shrimp were detected in the Plan Area; therefore, impacts to vernal pool fairy shrimp are not expected to occur (Althouse and Meade, Inc. 2018).

Swainson's Hawk

Potentially suitable nesting and foraging habitat is present in the Plan Area for Swainson's hawk. Swainson's hawks were not observed during the 2018 wildlife surveys; however, implementation of the Specific Plan has the potential to impact this species if nesting occurs within the Plan Area at the time of construction. Direct impacts to this species 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 (e.g., clearing, grubbing, and fuel management). Indirect impacts to this species 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 Plan area, impacts from the proposed project to the local population would be potentially significant. Therefore, impacts to Swainson's hawk within the Plan Area through direct or indirect impacts would be potentially significant, if present. Mitigation has been included that would avoid and/or minimize potential impacts to this species, if present.

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 onsite, 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 118 acres of annual grassland habitat suitable for SJKF. Impacts to SJKF are potentially significant.

Species of Special Concern

Amphibians (Western Spadefoot Toad)

The wetland areas located within the Plan Area are potential breeding areas for western spadefoot toad. Suitable upland habitat for this species occurs in the immediate vicinity of these wetland areas within the Plan Area. Direct impacts to western spadefoot toad include mortality or injury of individuals during initial ground-disturbing 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 toad from implementation of the Specific Plan are potentially significant.

Reptiles (Northern California Legless Lizard)

The blue oak savanna habitat within the Plan Area provides suitable habitat for northern California legless lizard within the leaf litter under trees. Though the Plan Area has a mixture of soil complexes, some portions are sandy loam, making for a more friable substrate for legless lizards to inhabit. Although legless lizards were not detected during biological surveys conducted within the Plan Area, their burrowing habit makes detection very difficult. The proposed project could potentially impact northern California legless lizards during tree removal and other ground-disturbing activities. Mitigation has been included that would avoid and/or minimize potential impacts to this species, if present.

Special-Status Birds, Nesting Birds, and Raptors (Including Ferruginous Hawk, Lewis' Woodpecker, and Loggerhead Shrike)

Several bird species protected by the CFGC may nest in trees, shrubs, and existing structures within the Plan Area. One California SSC bird species (loggerhead shrike) has the potential to occur in the Plan Area. Development of the Plan Area may result in direct or indirect impacts to other nesting

bird species (including those protect under the 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 (e.g., 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 Plan Area through direct or indirect impacts would be potentially significant.

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

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 pallid bat, Townsend's big-eared bat, and American badger. 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 pallid bat and Townsend's big-eared 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 Plan Area.

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 federally or state 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 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.

Mitigation Measures

BIO-1(a) San Joaquin Kit Fox 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 (County of San Luis Obispo 2007) and evaluation conducted by Althouse and Meade, Inc. (Appendix B), unless a lower ratio is approved by CDFW, in which case that ratio shall apply.

Compensatory mitigation shall be accomplished through one of the three following methods:

a. The Owner/Applicant shall establish an onsite and/or offsite conservation easement of suitable size to offset impacts to SJKF habitat at a ratio of 3:1 (area mitigated:area impacted) or an alternate ratio if approved by CDFW 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 (e.g., 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 the USFWS, CDFW, and City.

b. If acceptable by the USFWS, CDFW, and City, 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 pursuant to the County of San Luis Obispo SJKF Voluntary Fee-Based Compensatory Mitigation Program. The fee would be determined based on the current (at time of grading permit application) cost-per-unit, per acre of mitigation.

c. The Owner/Applicant shall purchase credits at a USFWS and CDFW-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 USFWS, CDFW, and City.

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 SJKF:

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 pre-activity (i.e., preconstruction) 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, disking, 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 onsite 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 reassess 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 2011). 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 onsite, 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 miles per hour (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 Toad Impact Avoidance and Minimization

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

a. For work conducted during the western spadefoot toad 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 toad (any life stage) are in the work area.

b. If adult western spadefoot toad 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 centimeters) in diameter for western spadefoot toad. 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 a and b 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 (e.g., 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) Northern California Legless Lizard Impact Avoidance and Minimization

A preconstruction survey for legless lizards shall be conducted around the base of oak trees in proposed work areas immediately prior to ground-disturbing activities or tree removal. The preconstruction survey shall be conducted by a qualified biologist familiar with legless lizard ecology and survey methods, and with approval from the CDFW to relocate legless lizards out of harm's way. The scope of the survey shall be determined by a qualified biologist and shall be sufficient to determine presence or absence in the project areas. If the focused survey results are negative, a letter report shall be submitted to the City, and no further action shall be required. If legless lizards are found to be present in the proposed work areas the following steps shall be taken:

a. Legless lizards shall be captured by hand by the project biologist and relocated to an appropriate location well outside the project areas.

b. Construction monitoring shall be required for all new ground-disturbing activities located within legless lizard habitat (under tree canopies with leaf litter or thatch). Biologists shall capture and relocate legless lizards as specified above.

c. A letter report shall be submitted to the City and CDFW within 30 days of legless lizard relocation, or as directed by CDFW.

Plan Requirements and Timing. Surveys and relocation must be completed prior to issuance of grading or demolition permits. The survey results and relocation methodology and results must be submitted to the City within 1 week of the survey.

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 prior to implementation of the relocation.

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

If initial ground-disturbing activities and vegetation removal occur during the typical avian nesting period, between March 15 and August 15, nesting bird surveys shall be conducted by a qualified biologist within 1 week prior to initial ground-disturbing 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 preconstruction 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 1 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 and their habitats to a less-than-significant level (Class II).

IMPACT BIO-2 THE PROJECT WOULD RESULT IN DIRECT AND INDIRECT IMPACTS TO SENSITIVE NATURAL COMMUNITIES, INCLUDING POTENTIALLY JURISDICTIONAL DRAINAGE FEATURES AND WETLANDS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

Habitat types identified and mapped in the Plan Area consist of annual grassland, vineyard, blue oak savanna, cropland, wetland, and ruderal/developed (anthropogenic). Of these six habitat types, only wetlands and drainage features are considered sensitive natural communities. A formal wetland delineation was completed in November 2017 and approved by the USACE in January 2018 (Althouse and Meade, Inc. 2017). Five federally protected wetland features and two federally protected non-wetland drainage features are located within the Specific Plan Area, as shown on Map IV.C-1 and detailed in Table IV.C-2.

Implementation of the proposed project would result in permanent and temporary impacts to federal and state jurisdictional features through ground-disturbing construction activities and buildout of the Specific Plan, as shown in Table IV.C-4.

Table IV.C-4. Wetlands and Waters Impacts and Mitigation Areas Available (WMA)

Feature	Existing Ac/Linear Ft	Permanent Impacts		Temporary Impacts		Remaining Wetland	WMA Available
		Linear ft	Acres	Linear ft	Acres	Acres	Acres
Wetland 1	0.26	--	0	--	0.02	0.28	(WMA 1) 0.06
Wetland 2	0.04	--	0.005	--	0.028	0.01	(WMA 2) 0.043
Wetland 3	1.21	--	0.23	--	0.24	0.74	(WMA 3) 0.84
Wetland 4	0.75	--	0.04	--	0.06	0.65	(WMA 4) 0.31
Drainage A	201	0	0	0	0	--	0
Drainage B	993	350	0.01[1]	0	0	--	(WMA 5) 0.21
TOTAL	**2.26 acres wetland**	**350**	**0.29**	**0**	**0.35**	**1.68[2]**	**1.46**

Feature	Existing Ac/Linear Ft	Permanent Impacts		Temporary Impacts		Remaining Wetland	WMA Available
		Linear ft	Acres	Linear ft	Acres	Acres	Acres
	1,194 linear ft non-wetland waters						

Note:
[1] This total is representative of 525 square feet (350 x 1.5).
[2] This total varies slightly due to rounding.
Source: Althouse and Meade, Inc. 2018.

Direct impacts would include construction activities and placement of project components within the drainage features and indirect impacts could include erosion, sedimentation, and accidental release of hazardous construction materials during construction activities. Based on the proposed development plan, buildout of the Specific Plan is conservatively estimated to result in approximately 0.35 acre of temporary impacts and approximately 0.29 acre of permanent impacts to federally protected wetlands, and 350 linear feet (0.01 acre) of temporary impacts to federally protected non-wetland waters (Drainage B). Therefore, impacts to potentially jurisdictional drainage and wetland features resulting from buildout of the Specific Plan would be potentially significant.

Mitigation Measures

BIO-2(a) Agency Coordination

Impacts to drainages and wetlands as a result of the project are anticipated to require permits from USACE, USFWS, RWQCB, and CDFW. The Owner/Applicant shall comply with all federal and state permitting requirements. The Owner/Applicant shall obtain and produce for the City correspondence from applicable federal and state agencies regarding compliance of the proposed development with federal and state 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-2(b) Wetland and Drainage Mitigation

Impacts to federal wetland areas and drainages (as defined by CWA Section 404) shall be mitigated at a minimum ratio of 2:1 for permanent impacts (acres of habitat restored to acres permanently impacted) and 1:1 for temporary impacts (acres of habitat restore to acres temporarily impacted). A habitat mitigation and monitoring program (HMMP) shall be developed by a qualified biologist. The mitigation shall be implemented for no less than 5 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 wetlands, drainages, and associated riparian habitat at the required ratio.

BIO-2(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 that 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 wetlands, jurisdictional other waters, and sensitive natural communities to a less-than-significant level (Class II).

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

As discussed under Impact BIO-2, the project has the potential to result in direct and indirect impacts to federally and state-protected wetland features located within the Plan Area. These features are regulated by the USACE, RWQCB, and CDFW, but the final jurisdictional determinations of the boundaries of wetlands and water features are made by each agency at the time that authorizations to impact such features are requested. Direct impacts would include construction activities and placement of project components within the drainage features and indirect impacts could include erosion, sedimentation, and accidental release of hazardous construction materials during construction activities. Based on the proposed development plan, buildout of the Specific Plan is conservatively estimated to result in approximately 0.35 acre of temporary impacts and approximately 0.29 acre of permanent impacts to federally protected wetlands, and 350 linear feet (0.01 acre) of temporary impacts to federally protected non-wetland waters (Drainage B). Therefore, impacts to potentially jurisdictional drainage and wetland features resulting from buildout of the Specific Plan would be potentially significant.

Mitigation

Implement Mitigation Measures BIO-2(a) through BIO-2(c).

Significance After Mitigation

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

IMPACT BIO-4 THE PROJECT WOULD INTERFERE WITH THE MOVEMENT OF WILDLIFE SPECIES THROUGH THE DEVELOPMENT OF CURRENTLY UNDEVELOPED LAND. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

As discussed previously, according to the existing California Essential Habitat Connectivity Project data, the Plan Area is located within an Essential Connectivity Area that is considered to be a limited connectivity opportunity. For the purposes of this analysis, it is reasonable to assume that the undeveloped portions of the Plan Area may allow movement by wildlife, such as migratory birds, on a smaller scale. The project site does not support aquatic habitat suitable for the presence of resident or migratory fish species. The proposed project is not expected to have significant impacts on the movement of resident or migratory fish or wildlife species. Implementation of Mitigation Measures BIO-1(a) through BIO-1(g) would be sufficient to avoid and/or minimize potential project impacts to the movement of wildlife within the Plan Area.

Mitigation

Implement Mitigation Measures BIO-1(a) through BIO-1(g).

Significance After Mitigation

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

IMPACT BIO-5 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 oak trees protected under the City of Paso Robles Oak Tree Protection Ordinance if they are greater than 6 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-5(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% 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 1 foot per inch diameter at breast height [DBH]) as defined by the City of Paso Robles Oak Tree Protection Ordinance. Two 24-inch boxed trees shall be planted for trees with impacts of 50% 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 onsite, protected from below and above-ground browse damage, and counted as mitigation trees if they reach a height of 3 feet by Year 7 and exhibit high vigor.

b. Oak trees removed by the project shall be replaced in accordance with the City of Paso Robles Oak Tree Protection Ordinance. Replacement oaks for removed trees must be equivalent to 25% 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 × 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.

c. 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 construction phase 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-5(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, 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 CRZ 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-foot-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 that 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 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 wastewater 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 Mitigation Measures BIO-5(a) and BIO-5(b) would reduce impacts to protected trees to a less-than-significant level (Class II).

IMPACT BIO-6 THE PROJECT WOULD NOT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

There are no HCPs or NCCPs that apply to the project site. The project would comply with the City's adopted Oak Tree Ordinance through the implementation of mitigation, as discussed under Impact BIO-5, above. Therefore, impacts would be less than significant with mitigation.

Mitigation Measures

Implement Mitigation Measures BIO-5(a) and BIO-5(b).

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 Mitigation Measures BIO-5(a) and BIO-5(b) would reduce impacts associated with conflicts with the City's adopted Oak Tree Ordinance to a less-than-significant level (Class II).

6. Cumulative Impacts

Significance for cumulative impacts to biological resources is based on:

- The cumulative contribution of other past, present, and reasonably foreseeable development to fragmentation of open space in the vicinity of the Specific Plan Area;
- The loss of sensitive habitats and species;
- Contribution of the proposed project to urban expansion into natural areas; and
- 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 would incrementally contribute to the trend of conversion of the city from undeveloped to developed uses, with resultant loss of open space and habitat, loss of City-protected oak trees, and citywide 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 implementation 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 of San Luis Obispo 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 5, Project Impacts and Mitigation Measures, would reduce project-level impacts to biological resources to a less-than-significant level. In particular, Mitigation Measures BIO-1(a), BIO-2(b), and BIO-5(a) require compensatory mitigation for impacts to loss of suitable habitat for the federally and state-listed SJKF, wetland areas and drainages, and protected oak trees, respectively. 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 regionally and locally, 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 cumulatively considerable and cumulative impacts would be less than significant with mitigation (Class II).

7. List of Abbreviated Terms

Abbreviation	Term
BGEPA	Bald and Golden Eagle Protection Act
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CRPR	California Rare Plant Rank
CRZ	critical root zone

Abbreviation	Term
DBH	diameter at breast height
FAC	facultative
FACW	facultative wetland
FESA	federal Endangered Species Act
HCP	Habitat Conservation Plan
HMMP	habitat mitigation and monitoring program
IPaC	Information for Planning and Consultation
MBTA	Migratory Bird Treaty Act
MLRA	Major Land Resource Area
msl	mean sea level
NCCP	Natural Community Conservation Plan
NMFS	National Marine Fisheries Service
NOP	Notice of Preparation
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
RWQCB	Regional Water Quality Control Board
SSC	Species of Special Concern
SWRCB	State Water Resources Control Board
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife
WDR	Waste Discharge Requirement
WEAP	Worker Environmental Awareness Program

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D. DRAINAGE, HYDROLOGY, AND WATER QUALITY

1. Environmental Issue

This section describes hydrology and water quality in Paso Robles and San Luis Obispo County. This section also evaluates the hydrology and water quality impacts associated with implementation of the Beechwood Specific Plan (BSP).

2. Scoping Issues for Drainage, Hydrology, and Water Quality

During the 30-day public review period for the Notice of Preparation, written and oral comments were received from agencies and the public. Issues raised related to hydrology and water quality included: project site drainage; insufficient water infrastructure; flood control and runoff on Meadowlark Road; potential to create new flood zones; and protection of nearby water bodies.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

The following discussion below of the environmental setting regarding hydrology and water quality at the project site is based on the City of Paso Robles General Plan and Local Hazard Mitigation Plan.

The Salinas River watershed covers approximately 4,600 square miles and crosses two counties. The Salinas River flows northward from San Luis Obispo County, through the Salinas Valley into Monterey County, and, finally, into Monterey Bay. The river's flow is seasonal, featuring dry summer and early autumn months. Peak flows occur during the October to April rainy season and are largely controlled by the Santa Margarita Lake and Dam, located approximately 20 miles upstream from the City. Several significant tributaries flow into the Salinas River in the vicinity of Paso Robles; these include the Nacimiento River, Estrella River, and Huerhuero Creek. In addition, several perennial creeks flow through parts of the City to converge with the Salinas River, including Dry Creek, Mountain Spring Creek, Turtle Creek, Peachy Canyon Creek, and Unnamed Creek No.1 & No. 6.

The primary sources of pollution to surface and groundwater resources include stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria. Seepage from sewage treatment lagoons can further contribute to degraded water quality in the form of elevated nitrate levels. Improperly placed septic tank leach fields can cause similar types of contamination. Illegal waste dumping can introduce contaminants such as gasoline, pesticides, herbicides and other harmful chemicals. Septic tanks are also a source of pollution to some wells in both alluvial and granitic rocks. Septic tanks discharging into alluvium have a high potential to pollute wells producing from the same deposit because of high permeability and low gradient. In the winter, the rains raise the water table in these areas, which can exacerbate possible contamination.

The Project area is located within the eastern part of the Templeton to Paso Robles Watershed, in the portion known as the Neals Springs Planning Watershed. The Templeton to Paso Robles Watershed drains to the Monterey Bay, located approximately 100 miles north of the City, by way of the Salinas River. Four unnamed seasonal waterways drain the Project area, generally

flowing northwest to the Salinas River. The Salinas River is on California's 303(d) list for chloride, nutrients, turbidity, and pesticides (SWRCB 2019).

REGULATORY SETTING

Federal

Clean Water Act

The Federal Clean Water Act (1972) (CWA) is the primary Federal Law that protects the quality of the nation's surface waters, including lakes, rivers, aquifers, and coastal areas. The CWA focuses on the protection of surface water, but certain sections also apply to groundwater. Under the CWA, EPA sets national standards and effluent limitations, and delegates many regulatory responsibilities to the California State Water Resources Control Board (SWRCB). The CWA established a permit system based on the concept that all discharges into the nation's waters are unlawful unless specifically authorized. The CWA contains several provisions to protect water quality, including Sections 303(c)(2)(B), 303(d), 401, 402(p), and 404, and the Toxics Rule. Section 303(d) is discussed briefly below.

National Pollution Discharge Elimination System (NPDES)

This is a program created for consistency with the CWA. The Act prohibits discharging "pollutants" through a "point source" into a "water of the United States" unless they have an NPDES permit. The permit contains limits on what can be discharged, creates monitoring and reporting requirements, and implements other provisions to ensure that the discharge does not diminish water quality and/or people's health.

CWA Section 303(d)

Section 303(d) of the 1972 Federal Clean Water Act requires that states develop a list of water bodies that do not meet water quality standards, establish priority rankings for waters on the List, and develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality. The list of impaired water bodies is revised periodically (typically every two years). Many entities provide data to the SWRCB to compile the 303(d) List and to develop TMDLs.

Federal Emergency Management Agency (FEMA)

FEMA is responsible for managing the National Flood Insurance Program (NFIP), which makes federally-backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage. The NFIP, established in 1968 under the National Flood Insurance Act, requires that participating communities adopt certain minimum floodplain management standards, including restrictions on new development in designated floodways, a requirement that new structures in the 100-year flood zone be elevated to or above the 100-year flood level (known as base flood elevation), and a requirement that subdivisions be designed to minimize exposure to flood hazards.

The Federal Emergency Management Agency (FEMA) defines flooding as, the rising and overflow of a body of water, submerging of two or more acres of normally dry land that is not normally covered by water (FEMA Definitions). Potential hazards for Paso Robles include riverine flooding, also known as overbank flooding due to excessive rainfall, and localized

flooding. Localized flooding may occur outside of recognized drainage channels or delineated floodplains due to a combination of locally heavy precipitation, increased surface runoff, and inadequate facilities for drainage and stormwater conveyance (LHMP, page 4-13). The Paso Robles area is subject to flood hazards from the Huerhuero Creek, Dry Creek, the Salinas River floodplains, and their tributaries. This has the potential to occur in events where runoff is too great for the system, or the storm water system is disrupted by vegetation or other debris causing excess water to remain on the surface.

Flood hazard zones are defined as an area subject to flooding that is delineated as either a special hazard area or an area of moderate or minimal hazard according to the Flood Insurance Rate Maps (FIRMs) issued by FEMA. This designation, however, does not imply that areas outside the flood hazard zones or uses permitted within flood hazard zones will be free from flooding or flood damage. The 2012 FIRMs for San Luis Obispo County identify two floodplain zones in Paso Robles for 100-year and 500-year flood events:

- Zone A: 1 percent annual chance of flood hazard area. This area includes the floodplains of Huerhuero Creek, Dry Creek, and the Salinas River.
- Zone B: 0.2 percent annual chance of flood hazard area. Floodplain boundaries for the 500-year flood include the northwest area of the City to the west of the Salinas River and east of the Salinas River between Creston Road to the south and Union Road to the north.

State

State Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act (Porter-Cologne Act), the SWRCB has authority over state water rights and water quality policy. Porter-Cologne also established nine Regional Water Quality Control Boards (RWQCBs) to oversee water quality on a day-to-day basis at the local/regional level. RWQCBs engage in a number of water quality functions in their respective regions. One of the most important responsibilities is preparing and periodically updating the water quality control plans. Each Plan establishes:

- Beneficial uses of water designated for each water body to be protected;
- Water quality standards, known as water quality objectives, for both surface water and groundwater; and
- Actions necessary to maintain these standards in order to control non-point and point sources of pollution to the State's waters.

Permits issued to control pollution (i.e., waste discharge requirements) must implement Basin Plan requirements (i.e., water quality standards), taking into consideration beneficial uses to be protected. The RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. Any person proposing to discharge waste within any region must file a report of waste discharge with the appropriate RWQCB. No discharge may take place until the RWQCB issues waste discharge requirements or a waiver of the waste discharge requirements.

Paso Robles is under the jurisdiction of the Central Coast RWQCB (Region 3) (herein referred to as RWQCB).

Local

Paso Robles Stormwater Management Plan (SWMP)

The City of Paso Robles is enrolled in the Phase II Municipal Stormwater Program as required by the 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. The SWMP describes the Best Management Practices (BMPs), measurable goals, and timetables for implementation of the following six minimum control measures: Construction Site Stormwater Runoff Control; Illicit Discharge Detection and Elimination; Pollution Prevention/Good Housekeeping for Municipal Operations; Post-Construction Stormwater Runoff Management; Public Education and Public Participation. The SWRCB's Phase II Municipal Stormwater Program requires that all new Projects result in no new hydromodification to the Project site, meaning that a Project must store and treat any additional stormwater runoff that it may create.

City of Paso Robles General Plan

Conservation Element

The Conservation Element includes the following water quality-related policies applicable to development of the BSP:

> ***GOAL C-1: Utilities and Infrastructure.*** *Ensure that public utilities, facilities, and services are designed to meet existing and planned land uses, and ensure that provisions are made for continued operation maintenance, and updates as necessary.*
>
> ***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 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 3.*** *Maintain/update the Urban Water Management Plan and implement Best Management Practices as feasible.*
>
> ***Action 4.*** *Maintain an updated Water Master Plan and develop needed water production, treatment, storage, and distribution facilities as part of the 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 5. *Maintain potable water quality via the following measures:*

- *Continue to monitor City water supplies wells for water quality requirements of the Department of Health Services and other regulatory agencies.*
- *Encourage minimization of applications of agricultural chemical fertilizers and pesticides and enforce conservative application of agricultural waters.*
- *Provide treatment and distribution systems needed to assure conveyance of potable water that meets all water regulations.*
- *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 C-1C *Storm Drainage. Provide storm drain systems that efficiently and safely mitigate flood risk, while effectively managing storm water through implementation of LID features, so that downstream run-off is limited to pre-development volumes and velocity before it is conveyed to the Salinas River, Huerhuero Creek, and their tributaries.*

Action 1 *Maintain and update the Storm Water Master Plan. Implement, as feasible, recommended actions and Best Management Practices described in the Master Plan.*

Action 2 *Establish revised development standards as may be appropriate, that include, but are not limited to the following:*

- *For large developments that feature substantial amounts of impervious surfaces, detain water flows to prevent overflow of waterways and inundation of developed areas.*
- *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.*
- *Maintain natural streams to provide, at minimum, flow capacity for 100-year storm conditions.*
- *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 includes the following water quality-related policies applicable to development of the BSP:

> ***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.*

4. Standards of Significance

In accordance with the California Environmental Quality Act (CEQA), the effects of a project are evaluated to determine if they will result in significant adverse impact on the environment. Water quality impacts resulting from the proposed project are considered significant through application of the following thresholds of significance:

Would the project:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project my impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the 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 off-site;
  - 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;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

5. Effects Found to be Less than Significant

WATER QUALITY STANDARDS AND REQUIREMENTS AND SITE DRAINAGE

Implementation of the Project would not violate water quality standards or waste discharge requirements because the Project has been designed to meet the requirements for water quality under the Federal Clean Water Act and the SWRCB's Phase II Municipal Stormwater Program.

Buildout of the BSP would be subject to NPDES permit requirements for discharges associated with construction activities, including preparation and implementation of Stormwater Pollution Prevention Plans (SWPPPs) for construction.

The site's rolling topography requires that the Project be gracefully integrated into the natural landform to control stormwater runoff over the long term. The majority of the lots will be graded to provide building pads that will accommodate concrete slab foundations. The new lots will generally step up or down from one another from one to three feet along the street frontage. The BSP will involve a fully integrated low impact development stormwater system of collection, stormwater treatment, and detention facilities that will address stormwater requirements. The Project area has been divided into 33 drainage management areas, each with one or more water quality and drainage control features (see Maps I-8A and I-8B). These features include channel restoration, linear bioretention, residential bioretention, biofiltration/channel restoration swales, regional bioretention basins, bioretention bulb-outs, street bioretention planters, street bioretention, residential bioretention planters, and bioretention adjacent to a natural channel. One specialized component of this integrated system will be application of measures implemented to protect and enhance the existing and new wetland features within the Project site. Specifically, a wetland mitigation program is proposed to expand the existing wetland along Creston Road at its intersection with Beechwood Drive. This low-lying area has the ready-made qualities for expansion of wetland vegetation and for replacement of some of the existing wetlands that would be impacted during construction. An additional wetland area would also be created to mitigate for the re-alignment of approximately 1,000 feet of channel drainage and associated wetland within the Project site's interior drainage as well (see proposed Drainage Plans in Map I-6).

The Project would design all of the elements of the system in compliance with City and SWRCB policies to ensure that the Project would not result in a net increase in runoff and to ensure that stormwater runoff is treated. As a result, the Project's impacts on water quality and drainage would be less than significant.

INUNDATION FROM FLOOD, TSUNAMI, OR SEICHE

The Project site is not located within a 100-year flood hazard area nor a dam inundation area (FEMA 2019). Two dams with extremely high inundation hazard ratings, San Antonio and Nacimiento Dams, are located to the northwest of Paso Robles; however, their respective inundation areas do not reach the Project site (DWR 2019). Therefore, rupture of these dams (i.e., in the event of an earthquake, seiche, or catastrophic failure during a rain event) would not result in inundation of the Project area. Therefore, impacts on safety as a result of a dam failure is considered low. Impacts would be less than significant.

As the Project site is not adjacent to or downstream of the water body behind the San Antonio or Nacimiento Dams, there would be no risk of direct impacts from a seiche on these water bodies.

6. List of Abbreviated Terms

Abbreviation	Term
BMP	Best Management Practices
BSP	Beechwood Specific Plan
CEQA	California Environmental Quality Act
CWA	Federal Clean Water Act
DWR	Department of Water Resources
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
NPDES	National Pollution Discharge Elimination System
RWQCB	Regional Water Quality Control Board
SWMP	Stormwater Management Plan
SWRCB	State Water Resources Control Board
SWPPP	Stormwater Pollution Prevention Plan
TMDL	Total Maximum Daily Load

7. References

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E. CULTURAL RESOURCES

1. Environmental Issue

This section describes the cultural resources, policies and regulations that pertain to the Proposed Project. A literature and records search, along with a surface survey were completed to identified and evaluated, if necessary, any cultural resources present within the Proposed Project. The intent of the cultural resources investigation is to comply with the requirements of the California Environmental Quality Act (CEQA) and the City of Paso Robles General Plan.

2. Scoping Issues for Cultural Resources

During the 30-day public review period for the Notice of Preparation, written and oral comments were received from agencies and the public. The following issue relating to cultural resources was raised during the scoping process and is addressed in this section:

- The Northern Chumash Tribal Council (NCTC) requested consultation under AB 52 June 18, 2018 via email from Fred Collins. On March 28, 2019 the City met in person with NCTC representatives Fred Collins and Violet Sage Cavanaugh to conclude no further consultation on the Project.
- The Tribal Administrator of Salinan Tribe, Patti Dunton, requested to be kept informed as the project moves forward including copies of cultural surveys, via email July 1, 2018. In a phone discussion Fred Segobia requested copies of surveys conducted on behalf of the Salinan Tribe of Monterey and San Luis Obispo Counties. On May 24, 2019 the City met in person with Fred Segobia.
- The yak titʸu titʸu yak tiłhini (Mona Tucker) did not schedule a consultation meeting during the consultation period, however the Archeological Reports were requested and transmitted during June 2019 for the Project in addition to other archeological reports for the Gateway Project and Olsen Chandler Ranch.

3. Environmental and Regulatory Setting

REGULATORY SETTING

State and local regulations pertaining to cultural resources are discussed below. The Proposed Project has no federal jurisdictional component therefore no federal laws are cited.

State

California Environmental Quality Act

CEQA (PRC Section 21000 et seq.) requires lead agencies to determine if a project would have a significant effect on the environment, including significant effects on historical or archaeological resources. Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. The State CEQA Guidelines (14 CCR 15064.5) recognize that historical resources include:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR;
2. A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k), or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and
3. Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the State CEQA Guidelines apply. If a project may cause a substantial adverse change (defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired) in the significance of a historical resource, the lead agency must identify potentially feasible measures to mitigate these effects (14 California Code of Regulations (CCR) 15064.5(b)(1), 15064.5(b)(4)).

> *If an archaeological site does not meet the historical resource criteria contained in the State CEQA Guidelines, the site may be treated as a unique archaeological resource in accordance with the provisions of Section 21083. As defined in Section 21083.2 of CEQA, a unique archaeological resource is an archaeological artifact, object, or site for which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets the following criteria:*
>
> *a. Contains information needed to answer important scientific research questions, and there is a demonstrable public interest in that information;*
>
> *b. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or*
>
> *c. Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

If an archaeological site meets the criteria for a unique archaeological resource, then it is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) (1998) is "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Properties listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (Nos. 770 and higher), are automatically

included in the CRHR. Other properties recognized under the California Points of Historical Interest program that are identified as significant in historic resources surveys or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the significance criteria:

> *Criteria for Section 15064.5(a)(3) of the 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 (Public Resources Code [PRC] Section 5024.1, Title 14 California Code of Regulations Section 4852). A site meets the criteria of eligibility for the CRHR if it:*
>
> *(1) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
>
> *(2) is associated with the lives of persons important in our past;*
>
> *(3) 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*
>
> *(4) has yielded, or may be likely to yield, information important in prehistory or history.*

Native American Heritage Commission

Duties of the Native American Heritage Commission (NAHC), (PRC Section 5097.91) include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. Section 5097.98 of the PRC specifies the protocol to be followed when the NAHC receives notification of the discovery of Native American human remains from a county coroner.

Assembly Bill 52

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expands the California Environmental Quality Act (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." PRC Section 21074 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 is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

California Public Records Act

Sections 6254 and 6254.10 of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the NAHC, another State agency, or a local agency, including records that the agency obtains through a consultation process between a Native American tribe and a State or local agency."

Health and Safety Code, Sections 7050.5 and 7052

Health and Safety Code Section 7050.5 declares that in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

Local

City of Paso Robles

City of Paso Robles General Plan

The 2003 Conservation Element of the City of Paso Robles General Plan specifies the following goal and policy:

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

Paso Robles Municipal Code

> ***17.16.040. Determination of historic or architectural significance.***
>
> *Upon receipt of an application for a permit to demolish a building or structure, the building official shall forward the application to the planning division of the community development department. The city planner shall determine whether the building or structure is a potential historic or architectural resource, using the following criteria:*

A. Inclusion on any list of historic and cultural resources, including, but not limited to, the National Register of Historic Buildings, the state list of significant historic buildings, the 1981-1984 Historic Resources Survey conducted by the community development department or any other recognized source of historic and cultural resources for the City of El Paso de Robles; and

B. An evaluation of the building or structure based upon the following criteria:

1. Whether the building or structure reflects special elements of the city's historical, archaeological, cultural, social, economic, aesthetic, engineering, or architectural development; or

2. Whether the building or structure is identified with persons or events significant in local, state, or national history; or

3. Whether the building or structure embodies distinctive characteristics of a style, type, period, or method of construction, or 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. The City Planner shall make his/her determination within thirty days from the date the application for demolition is submitted. (Ord. 586 N.S. Exh. A (part), 1989).

ENVIRONMENTAL SETTING

Prehistory and Archaeology

Archaeological investigations completed along the central California coast have supported the creation of a general culture historical sequence. Time periods include the Paleoindian Period (Pre 10,000 BP), the Early Holocene/Early Archaic Period (ca. 10,000 BP to 5500 BP), the Early Period (ca. 5500 BP to 3000 BP), the Middle Period (ca. 3000 BP to 1000 BP), the Middle/Late Transition Period (ca. 1000 BP to 700 BP), and the Late Period (ca. 700 BP to Spanish contact). Originally these time periods were based primarily on archaeological investigations around the Santa Barbara Channel; however, this chorological system has been refined based on the growing archaeological data uncovered in areas north of Point Conception.

Native Americans have lived along the Central Coast for at least 10,000 years. Evidence in the archaeological record indicates that these early residents where are thought to have lived in small groups with a relatively egalitarian social organization and a forager-type land-use strategy. Additional evidence of human occupation has been found at sites dating to the Early Archaic throughout San Luis Obispo County. The most common artifacts in these assemblages are milling slabs and handstones used to grind hard seeds and process other foodstuffs. Choppers, core tools, and large bifaces also are common, while side-notched dart points, pitted stones, simple bone awls, bipointed bone gorges, and possible eccentric crescents occur in lesser frequencies. Population density likely remained low, although settlements may have been semipermanent. Subsistence activities appeared to be aimed broadly at a diverse spectrum of terrestrial and marine resources.

An important adaptive transition occurred along the Central Coast around 5500 cal B.P. Technological changes marking the transition into the Early Period include an abundance of contracting-stemmed, Rossi square-stemmed, large side-notched, and other large projectile points. Mortars and pestles were introduced, which indicates an expansion of the subsistence base to include acorns. Shell beads and obsidian materials show that trade between regions expanded. Site occupants appear more settled with more limited mobility, and they increasingly used sites for resource procurement activities such as hunting, fishing, and plant material processing.

Continued specialization in resource exploitation and increased technological complexity mark the Middle and Middle-Late Transition periods. Artifact types increase with the interdiction of the bow and arrow and the fish hooks. This expanded exploitation of the resource base appears to have been tied to an environmental shift that increased sea and air temperatures, resulting in decreased precipitation and overexploitation of resources. At the same time it appears that social complexity became more noticeable during the transition between the Middle and Late periods. It is during this time that craft specialization and social ranking developed. The *tomol* (plank canoe), which was utilized by the Chumash south of Point Conception where ocean conditions were more favorable, allowed for a greater reliance on marine resources, particularly fish, for food.

In the thousand years prior to Contact, Native American populations increased with more sites occupied during this period than ever before. It appears that the inhabitants of the Central Coast used a range of subsistence strategies depending on the available local ecology. Archaeological investigations at Late Period coastal sites along the Central Coast show evidence of intensification of marine resource use and overall expansion of the subsistence base. Artifact assemblages from the Late Period within San Luis Obispo County contain an abundance of arrow points, small bead drills, bedrock mortars, hopper mortars, and a variety of bead types. More shell and stone beads appeared in the Late Period and became a more standardized and common form of exchange.

Ethnography

The Project area is within the traditional territorial ranges of both the Salinan and Chumash people. A hunting and gathering people, the Salinans were separated into northern and southern groups. Northern Salinans, or Antoniaños, were associated with the populations around Mission San Antonio de Padua. The southern group, or Migueleños, were associated with the populations around Mission San Miguel Archángel. The territories of both Salinan groups extended east into the interior of the Coast Range, where they met Chumash and Yokuts territory. The Salinan language is a classificatory isolate of the Hokan linguistic group.

The Northern Chumash occupied land along the Pacific coast from the Santa Maria River north to approximately Point Estero and east to the edge of the San Joaquin Valley. The Chumash people lived in large villages along the Santa Barbara Channel coast, with less dense populations in the interior regions, on the Channel Islands, and in coastal areas north of Point Conception.

Both Salinan and Northern Chumash subsistence was focused on fishing, hunting, and gathering native plants, particularly acorns, although many animals and dozens of plants were used for food. Marine shellfish and fishing was an important source of nourishment, and both men and women shared in the task of gathering and fishing. A variety of mammals were hunted, including bear, rabbit, and deer. The meat was roasted, baked, boiled, or dried. Cooking baskets and earth ovens were used in food preparation. Vegetal foods, especially acorns, provided the bulk of the diet. Acorns were stored in large willow-twig granaries until needed, then ground with a stone mortar

and pestle. The tannic acid in the acorn meal was leached out with water, and the result was cooked into a gruel. Other important plant foods included wild grass and sage seeds, berries, mescal, and wild fruits and berries.

Stone, bone, wood, and shell provided materials for the production of tools. Stone tools were manufactured from locally available chert as well as imported obsidian, and debris from their manufacture and maintenance are most likely to be seen in an archaeological context. Pecked and ground stone objects include bowl mortars, pestles, metates, basket mortars, stone bowls, notched pebble net sinkers, and steatite arrow shaft straighteners. Ornaments are made of steatite and serpentine. Bone and shell tools were also manufactured, especially bone awls and C-shaped fishhooks. Shell beads of olive snail, mussel, abalone, and other species were the basis of the native "currency," with value being assigned based on the color of the shell and other factors.

It appears that Salinan and Chumash people had relationships with the Yokuts to the east, especially those residing on the shore of Tulare Lake. Coastal groups would regularly travel inland to fish and hunt fowl, and the Yokuts, in kind, would venture westward to obtain littoral resources. Trade was extensive with the Yokuts receiving shell beads, unworked shells, and other marine resources; and Chumash and Salinans receiving saltgrass salt, obsidian, seeds, lake fish, and tanned antelope and deer skins.

History

One of the first documented European incursions into San Luis Obispo County occurred in 1587, when Pedro de Unamuno, landed near the mouth of Chorro Creek, near the present site of Morro Bay. Unamuno led an expedition approximately 12 miles up either the Los Osos or Chorro Valley but fled after several skirmishes with the native inhabitants. In 1602, Sebastian Vizcaino sailed up the California coast from Mexico looking for a good harbor along the "Manila Galleon" sea route and anchored at San Luis Bay. Over 150 years passed before the next major European expedition reached San Luis Obispo County. In 1769, Gaspar de Portola and Fray Crespi departed the newly established San Diego settlement and marched northward toward Monterey, passing through present-day San Luis Obispo County that same year. Father Serra founded the Mission San Luis Obispo de Tolosa three years later in 1772. Mission San Miguel Archángel was founded in northern San Luis Obispo County in 1797.

Spanish rule in Alta California came to an end in 1821 with Mexican Independence, and the mission lands were secularized in the 1830s. During Mexican rule, the Missions declined in influence and large cattle ranches (called ranchos) came into dominance in the Paso Robles area. The Project area falls within the historic boundaries of Rancho Santa Ysabel, of which over 17,774 acres were granted to Francisco C. Arce in 1844, which was originally part of Mission San Miguel Archángel's land holdings. The Board of Equalization determined the parcel of Santa Ysabel to be a third-class Mexican Land Grant Ranchero, based on the parcel's soils and accessibility. A patent was issued for the17,774.12-acre parcel on May 21, 1866 by the U.S. Land Commission (Land Case No. 42 SD).

Ownership of various parcels within Rancho Santa Ysabel between the 1840s and 1870s is not well documented. Review of land titles shows that Francisco C. Arce may have sold or leased portions of his property to multiple individuals including Don Francisco Rico, Jeremiah Clark in 1853, Manual Castro in 1855, and Theodoro Gonzales in 1859. By 1864, the Maurice Dore family was maintaining a sheep operation on the property, although the deed is not on record until 1868.

In 1886, the West Coast Land Company was founded by Chauncy Hatch Phillips of San Luis Obispo. The Company's goals were to purchase, subdivide, and sell Mexican land grants. The Company acquired 64,000 acres of land for resale, including Rancho Santa Ysabel and plans were drawn up for the development of a world class resort to attract visitors to the famed Santa Ysabel Hot Springs (Stevens et al. 2004). Rancho Paso de Robles, west of Rancho Santa Ysabel, was a 25,993.18-acre rancho patented on July 12, 1886 and confirmed to Pentronilo Rios. Rios sold the property to brothers James and Daniel Blackburn, and Drury L. James, a brother-in-law to the Blackburns and uncle to notorious outlaw Jesse James. This rancho became what is now modern-day Paso Robles and Templeton.

Native American Archaeological Resources

Several archaeological investigations have been conducted within a one-mile radius of the planning area. Heritage Discoveries Inc.'s 2004 survey encompassed the nearby Olsen Ranch, and no cultural resources were recorded during the 2004 survey. Singer and Associates conducted a survey of a 26.5-acre property bordering the planning area to the north (Singer 2004). No cultural resources were identified during the Singer and Associates survey and no further archaeological investigation was recommended. Charles Dills conducted surveys for two housing developments (1988a; 1990) and monitored during construction of a portion of the Meadowlark Project (1988b). Additionally, two archaeological investigations associated with the Santa Ysabel Ranch development were located over a 0.5-mile distance from the planning area (Stevens & Farrell 2004; Stevens et al 2004).

Review of these previous studies and record search results found no Native American archaeological sites located within a 0.25-mile radius of the Proposed Project. Seven archaeological sites (CA-SLO-1298, -1492, -2077, -2079, -2080, & -2082) are located along the outer edge of a one-mile radius; none of which would be directly or indirectly impacted by implementation of the Specific Plan.

While no previously recorded Native American archaeological sites are known within or near the Project area; Æ did record a previously unrecorded isolated artifact (AE-3914-ISO-01) within the Proposed Project area. An isolate is defined as three or fewer artifacts within 30 meters of each other that are not associated with a defined site. AE-3914-ISO-01 is a light brown Monterey chert secondary flake, measuring 3.9 centimeters long by 2.5 centimeters wide and 1.1 centimeters thick. No other prehistoric artifacts or ecofacts were noted on the Proposed Project area.

Historical Resources

Records search results indicated no previously recorded historic resources or structures are within the Proposed Project area. However, the 1948 USGS 7.5' Templeton Quadrangle indicates that up to three ranch/farm complexes, each having four or five structures plotted, were once within the Proposed Project. Preliminary background research identified that a standing structure, Western-Victorian style ranch house, constructed in 1892 is present at 2272 Creston Road (APN 009-863-006). Æ's surface survey around the structure identified a previously unrecorded historic period trash scatter.

Recorded as CA-SLO-2781H, this site is a previously unrecorded historic-period ranch complex that contains a sparse historic trash scatter associated with a historic house built in 1892. The farmhouse at 2272 Creston Road, APN 009-863-006, is not within the proposed Beechwood

development area; however, due to its proximity to the Project area it was included within the study. The historic refuse scatter is clearly associated with the house, and the boundary for CA-SLO-2781H was drawn to include the structure as well as the extent of surface artifacts surrounding the parcel. The ranching complex appears to have contained an orchard, a large barn, a windmill, and several outbuildings. The barn and outbuildings were removed by the late 1980s. Evaluation of CA-SLO-2781H found that the house and refuse deposit do not meet the CRHR significance criteria, additionally, integrity of the house and ranch complex has been lost through changes to the property over time.

Tribal Cultural Resources

Applied EarthWorks contacted the California Native American Heritage Commission (NAHC) by letter on July 12, 2018 requesting a review of the Sacred Lands File (SLF). The NAHC responded on July 16, 2018, indicating that the search of the SLF did not identify Native American cultural resources in the Project area or anywhere in the vicinity. The NAHC provided a list of Native American contacts that may have additional information about the project area identified as the NAHC Tribal Consultation List, County of San Luis Obispo. *Æ* then sent out letters to those groups and individuals on the list on August 14, 2018 informing them of the nature and intent of the Proposed Project and soliciting comments or concerns. Follow up phone calls were initiated on August 29, 2018. A full accounting of tribal contact by *Æ* is found in the Technical Appendix.

In compliance with AB 52 /SB18, the Lead Agency's consultant mailed a letter notifying the Tribes on the NAHC Tribal Consultation List of the Project and requesting information concerning cultural resources in the project area on June 15, 2018. This letter was identified as notification of the project pursuant to AB 52 /SB18.

Consultation meetings were conducted with representatives from NCTC and Salinain Tribe; refer to Section 3 above for list of Tribal Consultation activity.

4. Standards of Significance

CEQA directs lead agencies to protect and preserve resources with cultural, historic, scientific, or educational value. In accordance with §15064.5 (Determining the Significance of Impacts to Archaeological and Historic Resources) and Appendix G of the CEQA Guidelines, impacts related to the Proposed Project would be considered significant and would require mitigation if they would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines;
3. Disturb any human remains, including those interred outside of formal cemeteries.

5. Project Impacts and Mitigation Measures

CEQA applies to historic and archaeological sites. When a project would impact an archaeological site, the lead agency must first determine whether the site is an historical resource. A substantial adverse change in the significance of a historical resource would occur if the project results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate

surroundings such that the significance of the historical resources would be materially impaired. The significance of an historical resource is materially impaired when a project:

1. Demolishes 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, or eligibility for, inclusion in the CRHR; or,

2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to PRC §5020.1(k) or its identification in an historical resources survey meeting the requirements of PRC §5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for the purposes of CEQA.

DISTURBANCE TO ARCHAEOLOGICAL OR HISTORICAL RESOURCES

Proposed grading and construction activities would not result in the disturbance of any known CRHR eligible archaeological or historical resources. However, due to the archaeological sensitivity of the region, and use of the property during the historic period, unknown and potentially CRHR eligible subsurface resources or deposits may be present. Disturbance or destruction of these unknown resources would result in a potentially significant impact. Development of a Cultural Resource Monitoring Plan

IMPACT CUL-1 GRADING AND CONSTRUCTION ACTIVITIES HAVE THE POTENTIAL TO IMPACT PREVIOUSLY UNDISCOVERED SUBSURFACE ARCHAEOLOGICAL, TRIBAL CULTURAL OR HISTORICAL RESOURCES, INCLUDING UNIDENTIFIED HUMAN REMAINS. DISTURBANCE RESULTING FROM CONSTRUCTION RELATED, OR EARTH-DISTURBING ACTIVITIES COULD DESTROY OR DAMAGE UNKNOWN TRIBAL AND/OR CULTURAL RESOURCES. IMPACTS TO THESE RESOURCES WOULD BE POTENTIALLY SIGNIFICANT. MITIGATION MEASURES WOULD NEED TO BE IMPLEMENTED ALONG WITH MONITORING BY A QUALIFIED ARCHAEOLOGIST AND NATIVE AMERICAN REPRESENTATIVES IF NATIVE AMERICAN RESOURCES ARE UNCOVERED.

Mitigation Measures

CUL–1 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.

Significance After Mitigation

No CRHR eligible properties have been identified within or adjacent to the Project area. However due to the potential for discovery of unknown archaeological resources, mitigation includes contingency measures in the event of discovery and monitoring. Based on implementation of mitigation measures and compliance with existing regulations, potential impacts would be less than significant with mitigation (Class II).

6. Cumulative Impacts

Cumulative development could contribute to the loss of historical resources, archeological resources, and tribal cultural resources. This project would not directly contribute to the loss of any known historical resources. Potential impacts stemming from cumulative development in the vicinity of the BSP should be evaluated on a site-specific basis, and be subject to all applicable federal, state, and local laws as determined by the CRMP. As no CRHR eligible properties or archaeological sites have been identified within the Project area, along with mitigation measures to mitigate impacts to unknown subsurface resources, the proposed Project would not result in a cumulatively considerable significant impact to cultural resources.

7. List of Abbreviated Terms

Abbreviation	Term
AB 52	Assembly Bill 52
NRHP	National Register of Historic Places
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
NHPA	National Historic Preservation Act
WRRF	Water Resource Recovery Facility
NEPA	National Environmental Protection Act
NOP	Notice of Preparation
SR1 / SR 41	State Route 1 / State Route 41
SHPO	State Historic Preservation Office

8. References

This section contains the research and findings from the Cultural Resources Study for the Proposed Project performed by Applied EarthWorks, Inc. (Æ; Enright et al. 2018). This study is contained in the Technical Appendix, with sensitive maps and data withheld pursuant to State law. The following analysis is based upon cultural contexts developed and refined by Æ over years of work on the Central Coast.

Specific information on the Proposed Project area was collected during records search conducted at the Central Coast Information Center (CCIC) of the California Historical Resources Information System (CHRIS), housed at the University of California, Santa Barbara. Additional data presented in this section comes from thorough examination of maps, aerial images, site records, historic documents and previous archaeological reports within 0.25-mile of the Project.

A complete list of references is provided in the Technical Appendix document.

F. AESTHETICS

1. Environmental Issue

This section provides an analysis of aesthetics based on current policies related to visual character and scenic qualities from the City of Paso Robles General Plan. The proposed development has been simulated in context to address potential visual impacts based on the regulatory framework and viewer sensitivity.

2. Scoping Issues for Aesthetics

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. No issues were raised during the NOP process for this topic.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

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 setbacks 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).

Visual Conditions of the Project Site

The Beechwood Specific Plan Area is set in the southeastern edge of the City. The property is situated on rolling lands with knolls, oak woodlands, and low ridges as well as low lying areas and drainages, making the scene a varied rural landscape.

The project site is visible from Creston Road, Meadowlark Road and Beechwood Drive along the frontages of these streets. Generally, the site topography begins level with, and then rolls up and

down, from the adjoining roadways. As a result, from each adjoining roadway approximately 20% of the total land area within the site is visible.

The surrounding dominant landscape on the urban edge of the City, including this site, is composed of a mix of rangeland and vineyards, and rural residential home sites. The project site represents a distinct boundary between town and country, as defined in the City's Gateway Design Standards. Development of the property would be an expansion of the existing urban/neighborhood fabric southeastward, moving the "legible" boundary between the City and the County southeast.

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, though neither is officially designated (California Department of Transportation [Caltrans] 2019a). The Specific Plan Area is not visible from U.S. 101 or SR 46.

A Visual Corridor is identified in the City's 2003 General Plan Conservation Element along the south boundary of the Specific Plan area, along Creston Road (see Map IV-F1). This visual impact assessment considers views of the project site from public areas such as roadways, parks, and other public venues.

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 in the vicinity of several visual corridors, where visual resources, such as ridgelines, rolling lands with knolls, oak woodlands, and low ridges are visible.

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 limited rural residential uses 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 north and west of the Specific Plan area are the primary sources of light and glare in the vicinity.

Visual Quality

The following discussion of Visual Quality and Viewer Sensitivity establishes the value of the visual resources in the context of the project vicinity. This visual impact assessment utilizes five interrelated qualities to define and describe the visual resource as follows:

- **Visual Character**. The existing visual character has the qualities of an urban edge and rolling hills and farmland. The site is typical of the rural land to the east and south. The rural urban edge is abrupt and clear (e.g., the residential development along Meadowlark Road and the Virginia Peterson Elementary School along Beechwood Drive).

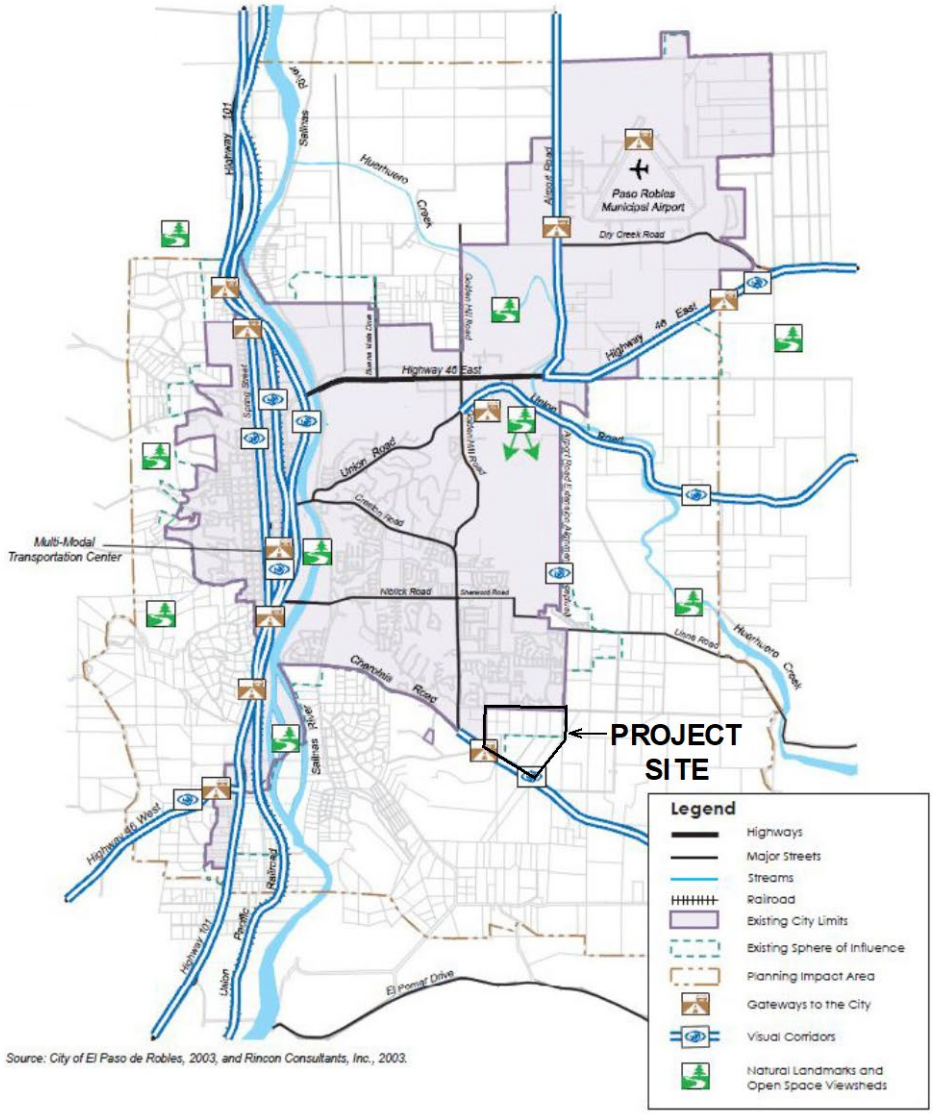
- **Visual Quality**. The visual quality of the Specific Plan Area and surrounding viewsheds exhibit high quality, since they are generally undisturbed and intact. The density and scale of the existing residence on the property are in character with the rural surroundings. The existing PG&E power lines along the east boundary of the Specific Plan Area interrupt what otherwise would be an expansive uninterrupted rural vista.
- **Vividness**. Vividness describes the impression of congruity of the view with the larger whole and the impression of unambiguous character. The Beechwood Specific Plan Area has a high degree of vividness.
- **Intactness**. The site is relatively intact visually. The scattered residences on the site are typical and characteristic of the larger rural landscape.
- **Unity**. The existing unity of the property is largely coherent and can be interpreted by the viewer as a unified rural landscape.

To summarize these factors, the Specific Plan Area has high visual qualities because it represents and intact, unified and characteristic rural landscape that is congruent with the other rural lands to the east and south. The site meets the basic standard of "scenic" under CEQA and City policy.

Visibility of the Project from Public Areas

To evaluate the potential for visual impacts, this analysis considers views from the public areas such as roadways, parks, and other public venues. For example, the City identifies transportation routes such as Creston Road as an important view corridor. The views from private property may be considered, but the change in the view from these is not considered a significant impact on visual resources under CEQA.

Map IV.F-1 Conservation Element Viewshed Map



City Gateways, Visual Corridors, Natural Landmarks, and Open Space Viewsheds

map source: City of Paso Robles General Plan, Conservation Element

CONSERVATION ELEMENT MAP

NORTH

MAP IV- F1

Viewer Sensitivity and Exposure

Table IV.F-1 provides criteria for assigning numeric value to the visual "condition" of the Specific Plan Area. Overall visual condition builds on the five qualities discussed above and measures how harmonious the various landforms and elements appear together. For example, for the Creston Road corridor, based on the relatively low level of development in the corridor, the area would be considered Class V1: "all features within the field of view appear characteristic of the region." Uncharacteristic features such as the road itself and the various structures are not particularly incongruous and are visually subordinate to the natural surrounding features. Contrasting to this is the urban / rural edge along Meadowlark Road would be V3: "Uncharacteristic features (residential neighborhood) appear incongruous and compete for attention with those that are inherent to the Specific Plan Area, or uncharacteristic features demand attention but are moderately compatible with natural features inherent to the area."

Table IV.F-1. Visual Condition Rating Guides

Visual Condition Class	Guidelines
VC-1	a) All feature within the field of view appear to be characteristic of the region; b) Or, features appearing incongruous are evident but would be usually overlooked by the casual viewer
VC-2	a) Uncharacteristic features appear incongruous, are not easily overlooked and may attract attention, but are visually subordinate to inherent features. b) Or, uncharacteristic features are subordinate to the predominant characteristics of the area, but are similar enough to the inherent features of the area to be regarded as at least moderately compatible.
VC-3	a) Uncharacteristic features appear incongruous and compete for attention with those that are inherent to the area. b) Or, uncharacteristic features demand attention but are moderately compatible with natural features inherent to the area.
VC-4	a) Uncharacteristic features appear incongruous and dominate the field of view. The primary natural character of the area may be subdued by comparison and difficult to recognize.

Source: modified USFS,1974

Table IV.F-2 shows criteria for rating viewer sensitivity levels looking at the viewshed from Creston Road and Meadowlark Road. Both roads to different degrees are primary routes for persons traveling to work in the developed areas of the City. In accordance with the methodology, a greater sensitivity is assumed by those driving, walking, and bicycling for pleasure than those commuting for work-related purposes and this road is primarily used by local residents, not recreational users.

Table IV.F-2. Criteria for Rating Viewer Sensitivity Levels

Travel Route or Use Area	Viewer Sensitivity Level		
	1	2	3
Primary Travel Route and Use Area	At least 1/4 of users have major concern for visual quality.	Fewer than 1/4 users have major concern for visual quality.	N/A

Secondary Travel Route and Use Area	At least 3/4 of users have major concern for visual quality.	Between 1/4 and 3/4 of users have major concern for visual quality.	Fewer than 1/4 of users have major concern for visual quality.

Notes: The proportions of users indicated (1/4, 3/4) are approximate. These user ratios indicate a relationship between the number of travelers and their appreciation for aesthetics while en route to a destination. In accordance with the U.S. Forest Service methodology, a greater sensitivity is assumed by those driving, walking, and bicycling for pleasure than those commuting for work-related purposes.
Sensitivity:Level 1 = highly sensitive; Level 2 = moderately sensitive; Level 3 = low sensitivity

In summary, the Beechwood Specific Plan site:

- has **high visual qualities** that are a result of the relatively intact and characteristic rural landscape,
- has **high scenic quality** because existing man-made features are subordinate to the natural features,
- would be **viewed with moderate to low sensitivity** to visual condition by most travelers because the route is more of a local service route than pleasure driving route.

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.

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

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 places 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 is 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 City's Conservation Element of the General Plan (2003) identifies the Creston Road corridor in unincorporated area as a prominent and important gateway and view corridor as shown on Map IV-F1. 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. Conservation Element policies C-5A and C-5B contain the following policy directives applicable to this project:

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

POLICY C-5A: Visual Gateways and Landmarks. *Identify important visual resources: gateways, corridors, major arterials, natural/open space areas, as shown on Table C-1 and Figure C-3.*

Action Item 1. *Investigate and implement, as feasible, a variety of alternative funding sources to enhance important visual resources, including but not limited to:*

- *Mello-Roos and similar infrastructure financing for improvement and potential maintenance of public landscaping, particularly along streets and other visible public travel routes;*
- *Bond programs such as property acquisition, improvement, and maintenance for corridor visual improvements; and/or*
- *Encourage Caltrans to preserve or enhance existing trees and landscaping along the Highway 101 corridor.*

POLICY C-5B: Hillsides. *Protect hillsides as a visual amenity, by implementing design standards that call for:*

a. *Decreasing density as slope increases;*
b. *Limiting the amount of grading;*
c. *Providing substantial amounts of landscaping;*
d. *Incorporating architectural treatment that enhances the form of the hillside rather than conflicting with it;*
e. *Limiting the number of building sites that may be placed on prominent ridgelines;*

f. Preventing development of new buildings that project above the ridgeline unless adequately mitigated with landscaping;

g. Ensuring sensitive design of development on steep slopes, and on 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.*

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 IV.C, 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.

4. Standards of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether impacts to visual resources are significant environmental effects, the following questions are analyzed and evaluated. In accordance with the State CEQA Guidelines, a project would result in a significant impact to aesthetic resources if it would:

- 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, which would adversely affect day or nighttime views in the area;

In practice under CEQA, the determination of impact significance is derived from community values. This means the degree of change to the visual setting is measured for consistency with the adopted plans and policies the local jurisdiction, to judge the significance of the visual change. 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. Therefore, the second criteria is not applicable, and is not discussed further in the impacts evaluation, below.

5. Project Impacts and Mitigation Measures

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, NOR WOULD DEVELOPMENT OF THE SPECIFIC PLAN AREA SUBSTANTIALLY DAMAGE SCENIC RESOURCES. 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 southern boundary of the Specific Plan area, along Creston Road. 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. 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 residential structures and commercial buildings 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 45 feet in height. The proposed open space and recreational areas would include multi-purpose athletic fields and playgrounds, along with areas for passive recreation. The project would also result in the removal of approximately 18 of 105 existing native oak trees located in the Specific Plan area (17 percent). In many cases, views across the Specific Plan area would be blocked by new development. From public viewsheds including views through the Specific Plan area from the Visual Corridor, including Creston Road, would be permanently changed from unimpeded vistas across oak covered hillsides to views of residential development and associated landscaping interspersed with open spaces and recreational uses.

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 54 acres of public and private open space/recreational uses, accounting for approximately 23 percent of the Specific Plan area, which would somewhat preserve natural landscapes and open space viewsheds in these areas. As discussed in Section 1, Introduction, the Beechwood Specific Plan area has been anticipated for urban development since 2004, including residential, business park, and commercials uses, since the preparation of the General Plan. Although urban development of the Specific Plan area would eliminate views of oak covered hillsides from public viewsheds in the Specific Plan area vicinity, the Specific Plan area is designated by the city for residential and commercial development. Furthermore, the Specific Plan has been designed to minimize impacts to oak woodlands and riparian corridors though sensitive street and lot design. Therefore, the project would not result in unanticipated changes to public views or adverse effects on scenic vistas in the area. Compliance with the City's Oak Tree Preservation ordinance and implementation of mitigation measures discussed in Section IV.C, Biological Resources (BIO-5(a) and BIO-5(b)) to replace and preserve oak trees would further avoid this less-than-significant impact. 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-5(a) and BIO-5(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.

IMPACT AES-2 PROJECT GRADING WOULD MODIFY THE EXISTING VISUAL FORM OF THE SPECIFIC PLAN AREA IN A MANNER THAT WOULD PERMANENTLY CHANGE TOPOGRAPHY, LAND USE, AND VEGETATION. THE PROJECT WOULD CHANGE 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 SIGNIFICANT BUT MITIGABLE (CLASS II).

The project site is non-urbanized, although the Specific Plan Area is adjacent to urbanized land uses. As described in Section IV.L, 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 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 470,000 cubic yards (C.Y.s) of cut and fill is proposed for the project with up to 20,000 c.y. of import required for the project, pending final adjustment for soil shrinkage and bulking. Areas of deeper cuts up to 18 feet and fills up to 19 feet are required, although these areas are in a few isolated locations within the project site. Retaining walls are proposed in select areas ranging between three feet and 10 feet to reduce grading into sensitive resources. The overall cut and fill on the on the site would range from a depth of a few inches to a maximum of approximately 20 feet. To reduce the amount of grading required, particularly in biologically sensitive areas, retaining walls, ranging between 5- to 10-feet in height, would be constructed in select areas. All excavation components would be required to comply with Municipal Code 20.16, including applicable height limits and cut/fill slope requirements. Map I-7 in Chapter I, Introduction and Project Description, show the proposed grading and perimeter walls for the Beechwood property.

As described in Section I, Project Description, cut soil will be used to balance fill soil within the Specific Plan area, with excavated earth being used as fill material. 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. 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 Development and Density

The project would convert approximately 234 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.

The project includes single-family, multi-family and neighborhood-commercial development, along with the various proposed active and passive open space areas. Maps IV.F-3 and F-4 depict the existing visual conditions along Meadowlark and Creston Road alongside visual simulations of the type of development proposed in the Specific Plan. As detailed in the Project Description section I, the Specific Plan includes architectural style photographs but does not include actual proposed building designs. Likewise, there is no proposed architectural design for the commercial land uses. The BSP does include depictions of the proposed streets, paths and landscape on Maps I-2 through 5 in the Project Description, but does not specify perimeter wall types and colors. Therefore, the visual simulations should be considered a basic representation of the degree and type of visual change that would result from the Proposed Project, and not an applicant generated design proposal. The buildings in the simulations are basic forms that are true to scale but are not intended to be an accurate architectural design for the project, which at this time is unknown.

As shown on the visual simulations presented in Maps IV.F-3 and IV.F- 4, the Specific Plan Area has design qualities that make it compatible with the adjoining neighborhoods by creating landscape frontages that are landscaped and have detached walks and paths. As a result, the new urban/rural edge will appear similar in character to the existing edge here and in other locations around the City.

Map IV-F4 shows the corner of Creston Road and proposed Airport Drive where commercial land use is proposed. Again, this is an order of magnitude type depiction, not a design proposal. To be consistent with Conservation Element policies, the development of the commercial area needs to include landscape and setbacks that make the Gateway area into the City attractive and harmonious with the overall character of Paso Robles. The visual simulation shows a typical commercial development with parking in front of the buildings. This illustration demonstrates that a different site design approach would be needed to create a more unique and attractive city gateway.

As discussed in Section 1, Introduction, development of the BSP area has been anticipated for urban development, including residential, and commercials uses, as part of General Plan Amendment 2012-02. In 2013, the City Council approved an applicant to submit and process a Specific Plan development project with up to 1,011 residential units and mixed-use development on Creston Road in the plan area.

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 54 acres of active and passive open space. As shown on Map I-4 in Section I, Introduction and Project Description, the framework roadway rights-of-way and open space 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 234 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.

- To mitigate potentially significant impacts on visual quality along Creston Road, the final Specific Plan shall include site design standards that place attractive architectural designs along the street and locate parking in the rear of center of the commercial parcel. The setback, fencing, lighting and landscape shall be designed to be harmonious with the more rural character of Creston Road.

- To mitigate potential visual impacts, the final Specific Plan shall include a Design Guideline section detailing the types of landscape treatments and plants for street frontages, typical front yards and street trees, open space interface, oak tree preservation and oak savannah enhancements, and slope and stormwater basin landscapes.

- Incorporating architectural treatment that enhances the form of the hillside rather than conflicting with it: The BSP has rolling land, not specifically hillsides, that would be largely mass graded to create pads. Houses will be single and two story and would not be sited in a way that creates the visual impression of a home spilling down the hillside. The BSP is consistent with this policy.

Map IV.F-2 View A: Corner of Meadowlark and Beechwood Looking Southeast





VIEW A

CORNER OF MEADOWLARK AND BEECHWOOD
LOOKING SOUTHEAST

FIGURE IV- F3

Map IV.F-3 View B: Creston Road and New Intersection at Airport Road Looking Northeast



- Limiting the number of building sites that may be placed on prominent ridgelines: The BSP site is not a ridgeline as defined in the Conservation Element and would not create a development silhouetting on a ridge.
- Preventing development of new buildings that project above the ridgeline unless adequately mitigated with landscaping: See above.

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-5(a) and BIO-5(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 (Creston 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 6 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 6 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.

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).

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, AND IDENTIFIED MITIGATION MEASURES WOULD ENSURE THAT THIS IMPACT WOULD REMAIN LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

The Specific Plan area is undeveloped with the exception of limited existing rural residential units. The existing nighttime ambient light level in adjoining residential areas is low and within the site itself, the light levels are very low. The Specific Plan Area includes single-family residential development with common open space, streets, and walking paths. 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. This type of development would include street lights and low-scale lighting for homes, neither of which is uncharacteristic of the neighboring areas, or likely to result in excessive light or glare.

The project would replace existing agricultural and rural lands with 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 park area would also include lighting for fields and nighttime activities.

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 within the City to the north and 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. However, due to the nature and duration of proposed sports field lighting, light and glare from the park would be potentially significant and would require mitigation to reduce potential impacts to less than significant.

Mitigation Measures

AES-3 Sports Field Lighting Evaluation

Prior to issuance of building permits for a multi-purpose athletic field, a lighting and glare engineering design evaluation shall be prepared and submitted to the City of Paso Robles Community Development Department for review and approval. The design evaluation shall include, at minimum, an illumination summary based on the grid, spacing, height, and luminaire type of any proposed field lighting, and an evaluation of the extent and location of any offsite light trespass or glare. Field lighting shall be designed such that no light trespass would occur beyond the athletic field boundary and that no point-source light would be visible from beyond the athletic field boundary.

If the lighting and glare engineering design evaluation is prepared by a prospective vendor or manufacturer of the lighting system to be used on the project, an independent evaluation of the manufacturer's lighting data shall be conducted for the purpose of confirming that no light trespass would occur beyond the athletic field boundary and that no point-source light would be visible from beyond the athletic field boundary. The independent evaluation shall be prepared by a qualified engineer who is not a prospective vendor or manufacturer of the lighting system to be used on the Project and findings shall be documented in a Lighting Evaluation Report for review and approval by the City of Paso Robles Community Development Department. The Lighting Evaluation Report shall include the following at a minimum:

a. If offsite light trespass or point-source visibility is identified in the Lighting Evaluation Report, specific recommendations shall be identified to eliminate such trespass and/or visibility. Recommendations may include but not be limited to: repositioning lights, lowering heights, increasing sizes of cut-off shields, altering types of luminaires or wattage, or modifying operational procedures.

b. The City shall include the recommendations made by the Lighting Evaluation Report as conditions of approval for the multi-purpose athletic field. The results of the Lighting Evaluation Report shall be field verified to ensure light trespass has been adequately eliminated at offsite locations and no point-source lighting is visible from beyond the athletic field boundary.

Plan Requirements and Timing. The evaluation shall be prepared prior to issuance of building permits for any proposed lighted athletic field.

Monitoring. The City shall verify that the evaluation is prepared prior to issuance of building permits for any lighted athletic field and that the evaluation recommendations are implemented.

Significance After Mitigation. Impacts associated with the creation of new sources of exterior lighting and glare would be less than significant with the incorporation of Mitigation Measure AES-3 and General Plan Policy LU-2D, Action Item 5.

6. 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 III, Environmental Setting, 2,413 new dwelling units and 2,698,421 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 Olsen-South Chandler Ranch project in the vicinity 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 under the BSP 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 north and west of the Specific Plan area. However, cumulative development on the southeastern urban fringe of the city, including the proposed project, as well as the Olsen-South Chandler Ranch project and North Chandler Ranch Vineyard Proposal (refer to Section III, 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 with identified mitigation (Class II).

7. List of Abbreviated Terms

Abbreviation	Term
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
cy	Cubic Yard(s)
NOP	Notice of Preparation
SR	State Route

8. References

City of Paso Robles. *City of El Paso de Robles General Plan 2003: Conservation Element*. Updated November 9, 2014. Available at: https://www.prcity.com/DocumentCenter/View/14339/Safety-Element-PDF. Accessed on February 25, 2020.

Paso Robles Wine Country Alliance. 2019. *Region History. Paso Robles Wine Country.* Available at: https://pasowine.com/paso-robles/region-history/. Accessed on February 25, 2020.

G. TRANSPORTATION AND TRAFFIC

1. Environmental Issue

This section describes the existing roadways and traffic conditions in the project area, outlines the applicable policies and regulations, and assesses the project impacts under existing, near-term, and cumulative conditions. The near-term and cumulative (build-out) scenarios include evaluation of phasing increments for the Beechwood Specific Plan.

The analysis in this section is a summary of the Traffic Impact Analysis (TIA) prepared by Central Coast Transportation Consulting (CCTC 2019) for the Beechwood Specific Plan EIR, which is included in the EIR Technical Appendix. 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 (County) standards for County facilities, and California Department of Transportation (Caltrans) standards for Caltrans facilities. The Tables presented in this section include all the development scenarios including the alternative projects (EIR Section VI) for comparative purposes for reader convenience.

2. Scoping Issues

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. The following issues relating to traffic and circulation were raised during the scoping process and are addressed in this section:

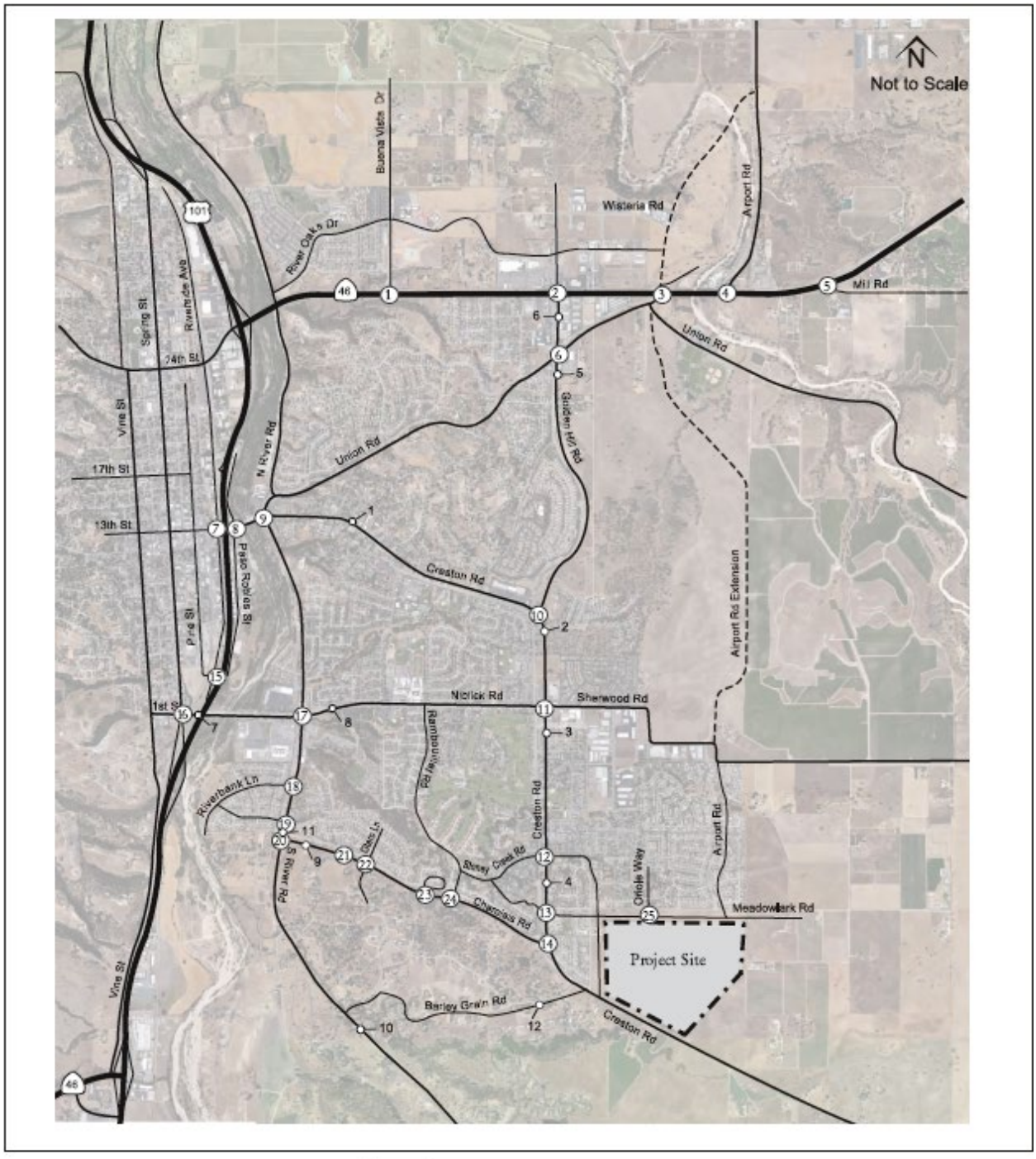
- The County requested that the EIR discuss impacts to Barley Grain Road, Creston Road, and South River Road.
- Members of the public expressed concerns about impacts to local streets; effects on Virginia Peterson Elementary school, US 101 interchanges, and Salinas River bridges; and potential added traffic to Niblick, Creston, and Charolais Roads. More than any other concern, traffic congestion was the most named issue by the public.
- Caltrans was engaged early in the CEQA process and offered substantial comment and guidance on issues related to their jurisdiction. The initial TIA scope of work was expanded to address Caltrans comments, then key assumptions and results for Existing Conditions were submitted to Caltrans for review and comment. This review resulted in further changes to the TIA scope of work, and resulted in the final TIA used for this EIR.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

This section describes the existing transportation system and current operating conditions in the study area, which is depicted in Map IV.G-1.

Map IV.G-1 Project Study Area and Analysis Location



Existing Roadway Network

The project study area includes the following roadway facilities:

- *US Highway 101 (US 101)* is a major north–south interstate facility connecting California, Oregon, and Washington. In the study area, US 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 with two travel lanes north of Union Road that expand into four travel lanes between Mesa Road and Dallons Drive. 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 (E) and Creston Road. Union Road also splits into a second arterial in the northwest-southeast direction just before connecting to SR 46E.
- *Airport Road* is a discontinuous north–south arterial with two travel lanes that runs north of SR 46E and between Linne Road and Meadowlark Road on the south.
- *Buena Vista Drive* is a north–south arterial with two travel lanes north of SR 46E.
- *Mill Road* is a primarily east–west local road with two travel lanes south of SR 46E.
- *Riverside Avenue* is a north–south collector with two travel lanes west of US 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 US 101 southbound off-ramp.
- *Paso Robles Street* is a north–south collector with two travel lanes and US 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 River Road to Rolling Hills Road has two travel lanes.
- *13th Street* is an east–west facility acting as a two-lane collector and as a two- and four-lane arterial west and east of Spring Street, respectively. 13th Street turns into Creston Road east of North River Road.
- *Niblick Road* is an east–west undivided arterial with four travel lanes between Spring Street and Creston Road. Niblick Road turns into 1st Street west of Spring Street and into Sherwood Road east of Creston Road.
- *1st Street* is an east–west collector 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 study area to the north.
- *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 and as a two- and four-lane arterial north and south of Niblick Road, respectively. South River Road turns into Union Road north of Creston Road before intersecting with North River Road.
- *Riverbank Lane* is a northeast–southwest local road with two travel lanes that serves the surrounding residential neighborhoods.
- *Bridgegate Lane* is an east–west local road with two travel lanes that serves the surrounding residential neighborhoods.
- *Holstein Drive* is a north–south local road with two travel lanes that connects the surrounding neighborhoods to Charolais Road.
- *Otero Lane* is a north–south local road with two travel lanes that connects the surrounding neighborhoods to Charolais Road.
- *St. Andrews Circle* is a north–south and east–west local road with two travel lanes that connects the surrounding neighborhood to Charolais Road.
- *Rambouillet Road* is a north–south collector road with two travel lanes that connects the surrounding residential neighborhoods to Niblick Road to the north and Charolais Road to the south.
- *Oriole Way* is a north–south local road with two travel lanes that connects the surrounding neighborhoods to Meadowlark Road to the south.
- *Barley Grain Road* is an east–west local road with two travel lanes that connects the surrounding neighborhoods to South River Road to the west and Creston Road to the east.

Existing Pedestrian and Bicycle Facilities

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, multi-use paths, and pedestrian signals at signalized intersections. The existing pedestrian facilities in the project vicinity are described below:

- *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 control 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 limits from Creston Road to River Road. 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 are no marked crosswalks on the corridor.

- *Creston Road:* Intermittent sidewalk on both sides of roadway along the limits. There is a continuous sidewalk between Flag Way and Charolais Road on the west side and between Niblick Road/Sherwood Road and Stoney Creek Road 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 limits, and 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 limits, and the southside sidewalk is 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.
- *River Road:* Continuous sidewalk on west side from north of Navajo Avenue to Charolais Road, and the east side sidewalk is intermittent. Crosswalks are provided on all four legs of the 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. A Class II bike lane provides 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 Master Plan was adopted on December 18, 2018 (City of Paso Robles 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 proposed adjacent and parallel to Airport Road connecting Creston Road and Union Road
- *Beechwood Drive:* Class I and II bikeways are proposed between Meadowlark Road and Creston Road.
- *Charolais Road:* Existing Class I bike path on the north side of the roadway along the limits from Creston Road to River Road. West of 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 proposed within the city limits.

- *Meadowlark Road:* No existing bikeways. Class II bike lanes are proposed west of Beechwood Drive. Class I and II bikeways are proposed east of Beechwood Drive.
- *Niblick Road/Sherwood Road/1st Street:* Existing Class II bike lanes from Vine Street to the easterly limits.
- *River Road:* Existing Class II bike lanes from Niblick Road to Charolais Road.

Existing Transit System

The San Luis Obispo Regional Transit Authority (SLORTA) 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.

The SLORTA also 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 fixed route service operates Routes A and B, which run clockwise and counterclockwise, respectively. The nearest Route A and B stops to the site are located across the street from one another on Stoney Creek Road, west of Creston Road, 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.

Existing School Circulation

Virginia Peterson Elementary School is located on the southwest corner of the intersection of Beechwood Drive/Meadowlark Road, adjacent to the project site. During the 2017–2018 school year, 440 students were enrolled. On-site parking is provided for buses, visitors, and staff. The designated student drop-off and pick-up area is located on the south side of Meadowlark Road adjacent to the school.

CCTC observed school traffic during the typical morning drop-off and afternoon pick-up. School crossing guards are located at both crosswalks on Meadowlark Drive adjacent to the school. Parents use the designated parking area as well as the northside of Meadowlark Drive and Beechwood Drive north of Meadowlark Drive. No congestion or queuing was observed at the intersection of Meadowlark Drive/Beechwood Drive, and additional parking was located on these two roadways.

Existing Traffic Conditions

Peak-hour intersection turning movement counts, peak hour freeway and ramp counts, and roadway segment Average Daily Trips (ADT) counts were collected by CCTC in May, June, and October 2018 during clear weather and when local schools were in session. Field observations were conducted to observe traffic operating conditions and signal timings. Additionally, pedestrian and bicycle counts were collected at the study intersections. The traffic count sheets are included in the EIR Technical Appendix along with a detailed explanation of the traffic count methodology. Map IV.G-1 shows the existing weekday peak hour traffic volumes at the study intersections.

Because of construction work near the intersection of Creston Road/Niblick Road (#11), prior turning movement count data from 2016 was used. San Luis Obispo County 2016 ADT counts

were used to analyze the capacity utilization of the roadway segment of South River Road south of Spanish Camp Road South.

The bicycle counts collected at the 13th Street/Riverside Avenue intersection (#7) were taken on the same day as the AIDS/LifeCycle event, resulting in uncharacteristically high AM southbound through volumes. The PM bicycle counts, as well as the AM bicycle counts on the unaffected approaches, show that typical bicycle demand at the intersection is not large enough to have a significant effect on the analysis results.

Hourly data from the Caltrans count station on US 101 north of Main Street shows that on midweek school days during the 2017–2018 school year, the peak hours in both directions most frequently occurred between 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM. On the counted day (Wednesday, June 6, 2018), the peak hours in both directions also occurred during these times and the peak-hour volumes were all within two percent of the average. Hourly data from the Caltrans count station on SR 46E west of McMillan Canyon Road shows that on mid-weekdays from July through September 2018, the PM peak hour in both directions most frequently occurred between 4:00 PM and 6:00 PM and had substantially larger volumes on average than the AM peak hour. This data indicates that 7:00 AM–9:00 AM and 4:00 PM–6:00 PM intersection counts are sufficient.

Intersection Level of Service

The operation of intersections is measured based on methodologies established in the Highway Capacity Manual, 6th Edition (HCM 6) Level of Service (LOS) criteria (Transportation Research Board 2017). LOS is a qualitative measure of traffic operating conditions ranging from LOS A to LOS F, where 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 1 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 1 hour of traffic flow counted between 4:00 PM and 6:00 PM on a typical weekday. Table IV.G-1 presents the existing LOS for the study intersections.

Table IV.G-1. Existing Intersection Auto Levels of Service

Intersection	Peak Hour	Delay [1] (sec/veh)	Level of Service
1. SR 46E/Buena Vista Drive	AM	16.7	B
	PM	12.0	B
2. SR 46E/Golden Hill Road	AM	24.5	C
	PM	26.2	C
3. SR 46E/Union Road	AM	4.2 (23.5)	-(C)
	PM	**5.6 (31.3)**	**- (D)**
4. SR 46E/Airport Road	AM	5.6 (20.4)	-(C)
	PM	4.6 (22.7)	-(C)

Intersection	Peak Hour	Delay [1] (sec/veh)	Level of Service
5. SR 46E/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**
7. 13th Street/Riverside Avenue	AM	30.0	C
	PM	37.6	D
8. 13th Street/Paso Robles Street	AM	15.5	B
	PM	18.0	B
9. River Road/Creston Road	AM	23.1	C
	PM	19.3	B
10. Creston Road/Golden Hill Road	AM	19.6	B
	PM	17.1	B
11. Creston Road/Niblick Road	AM	29.5	C
	PM	23.7	C
12. Creston Road/Stoney Creek Road	AM	8.1 (40.8)	-(E)
	PM	3.7 (19.9)	-(C)
13. Creston Road/Meadowlark Road	AM	12.7	B
	PM	9.8	A
14. Creston Road/Charolais Road	AM	4.7 (12.8)	- (B)
	PM	5.4 (11.6)	- (B)
15. Riverside Avenue/Pine Street/US 101 southbound ramp	AM	3.7 (12.3)	- (B)
	PM	5.2 (12.9)	- (B)
16. 1st Street-Niblick Road/Spring Street	AM	29.3	C
	PM	34.6	C
17. Niblick Road/ South River Road	AM	33.8	C
	PM	24.6	C
18. South River Road/Riverbank Lane	AM	2.6 (31.2)	- (D)
	PM	1.0 (21.9)	- (C)
19. South River Road/Bridgegate Lane	AM	1.0 (14.2)	- (B)
	PM	0.7 (14.0)	- (B)
20. South River Road/Charolais Road	AM	17.2	C
	PM	21.4	C
21. Charolais Road/Holstein Drive	AM	0.3 (14.0)	- (B)
	PM	0.3 (12.1)	- (B)

Intersection	Peak Hour	Delay [1] (sec/veh)	Level of Service
22. Charolais Road/Otero Lane	AM	1.5 (16.8)	- (C)
	PM	0.8 (14.5)	- (B)
23. Charolais Road/St Andrews Circle	AM	0.3 (14.6)	- (B)
	PM	0.2 (12.0)	- (B)
24. Charolais Road/Rambouillet Road	AM	3.4 (13.6)	- (B)
	PM	2.9 (10.9)	- (B)
25. Meadowlark Road/Oriole Way	AM	3.7 (9.3)	- (A)
	PM	3.0 (8.8)	- (A)

[1] 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.
*Note: Unacceptable operations shown in **bold** text.*

The following Caltrans intersection operates below the LOS C threshold:

- SR 46E/Union Road (#3): the northbound approach operates at LOS D during the PM peak hour due to long delays resulting from side street stop control and the high volumes along SR 46E.

The following stop-controlled City intersections operate below LOS D:

- Golden Hill Road/Union Road (#6): operates at LOS F during the AM and PM peak hours and meets signal warrants or roundabout control 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 (#12): operates at LOS E during the AM peak hour but does not meet signal warrants. Therefore, the intersection operates acceptably per the City's TIA Guidelines.

Intersection Queues

Table IV.G-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 IV.G-2. Existing Vehicular Queues

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft)[1]
1. SR 46E/Buena Vista Drive	EBL[2]	345	AM	248
			PM	197
2. SR 46E/Golden Hill Road	NBL	160	AM	142
			PM	125
	SBL	140	AM	63
			PM	108
	EBL[2]	225	AM	127
			PM	108
	WBL[2]	125	AM	29
			PM	39
3. SR 46E/Union Road	WBL[2]	195	AM	55
			PM	60
4. SR 46E/Airport Road	EBL[2]	580	AM	135
			PM	35
5. SR 46E/Mill Road	WBL[2]	305	AM	0
			PM	0
6. Golden Hill Road/Union Road	NBR	190	AM	103
			PM	153
	WBL	250	AM	235
			PM	203
7. 13th Street/Riverside Avenue	WBL	125	AM	**332**
			PM	**266**
	WBT	295	AM	268
			PM	**342**
8. 13th 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**

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft)[1]
9. River Road/Creston Road	NBL	140	AM	**182**
			PM	134
10. Creston Road/Golden Hill Road	EBL	125	AM	103
			PM	86
11. Creston Road/Niblick Road	NBL	230	AM	156
			PM	146
	SBL	245	AM	150
			PM	166
	EBL	150	AM	128
			PM	**152**
	WBL	170	AM	56
			PM	105
16. 1st Street-Niblick Road/Spring Street	NBL	165	AM	122
			PM	148
	NBR	290	AM	48
			PM	213
	SBL	305	AM	187
			PM	291
17. 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**

[1] Queue length that would not be exceeded 95% of the time.
[2] Deceleration length of 530 feet has been subtracted from the storage length per the Highway Design Manual for 60-mile-per-hour design speed.
indicates that 95th percentile volume exceeds capacity; queue may be longer.
Bold indicates queue length longer than storage length.

The following queue deficiencies are identified:

- 13th Street/Riverside Avenue (#7): 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 (#8): Queues exceed storage length during at least one peak hour on the northbound left, northbound right, and eastbound through turning movements.
- River Road/Creston Road (#9):The northbound left-turn queue length exceeds storage length during the AM peak hour.
- Creston Road/Niblick Road (#11): The eastbound left-turn queue length exceeds storage length during the PM peak hour.
- Niblick Road/South River Road (#17): 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 IV.G-3 shows the existing capacity utilization and LOS for the study segments.

Table IV.G-3. Existing Roadway Segment Operations

Street	ID	Segment	Facility Type	Lanes	ADT	LOS	Capacity Utilization
Creston Road	1	East of Ferro Lane	Arterial	2*	16,049	D	74%
	2	East of Golden Hill Road	Arterial	4	13,675	A	37%
	3	South of Niblick Road	Arterial	4	14,856	A	40%
	4	North of Meadowlark	Arterial	4	6,008	A	16%
Golden Hill Road	5	South of Union Road	Arterial	3	12,676	C	58%
	6	North of Union Road	Arterial	3	9,805	C	45%
Niblick Road	7	East of Spring Street	Arterial	4	29,676	D	79%
	8	East of Quarterhorse	Arterial	4	20,115	A	54%
Charolais Road	9	East of South River Road	Arterial	2*	7,838	C	36%
South River Road	10	South of Spanish Camp Road South	Local	2	1,458	A	15%
	11	North of Charolais Road	Arterial	2*	9,531	C	44%
Barley Grain Road	12	South of Creston Road	Local	2	439	A	5%

** Indicates the presence of a raised median or two-way left-turn lane on a two-lane arterial.*
Source: City of Paso Robles 2012; CCTC 2019.

All City road segments report a capacity utilization below 90% and both County segments operate at LOS A. 90% capacity utilization indicates operating conditions at or near capacity.

Freeway Segment Operations

Table IV.G-4 shows the existing peak-hour volumes at the freeway mainline and ramp locations, and Table IV.G-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 IV.G-4. US 101 Existing Peak Hour Volumes

Segment Direction ID Location*			Existing Peak Hour Volumes (AM (PM))
US 101 NB	1	SR 46W Off-Ramp	146 (114)
	2	SR 46W On-Ramp	427 (755)
	3	Mainline North of SR 46W	2221 (3281)
	4	Spring Street Off-Ramp	756 (1337)
	5	Paso Robles Street Off-Ramp	323 (561)
	6	Paso Robles Street On-Ramp	394 (326)
	7	Mainline South of SR 46E	1536 (1709)
	8	SR 46E Off-Ramp	890 (947)
	9	SR 46E On-Ramp	260 (249)
	10	Mainline North of SR 46E	906 (1011)
US 101 SB	11	Mainline North of SR 46E	850 (1361)
	12	SR 46E Off-Ramp	248 (327)
	13	SR 46E to Riverside/17th Street Weave On-Ramp	892 (992)
	14	SR 46E to Riverside/17th Street Weave Off-Ramp	218 (303)
	15	Mainline South of SR 46E	1276 (1723)
	16	Riverside/17th Street On-Ramp	298 (205)
	17	Riverside/Pine Street Off-Ramp	93 (126)
	18	Spring Street On-Ramp	1190 (894)
	19	Mainline North of SR 46W	3020 (3046)
	20	SR 46W Off-Ramp	510 (523)
	21	SR 46W On-Ramp	92 (146)

***** *NB = Northbound; SB = Southbound*

Table IV.G-5. Existing Freeway Operations

Direction	Location	Segment Type	Peak Hour	Density[1]	LOS
US 101 NB	SR 46W Off-Ramp	Diverge	AM	22.2	C
			PM	26.2	C
	SR 46W On-Ramp	Merge	AM	23.8	C
			PM	**30.4**	**D**
	North of SR 46W	Mainline	AM	19.9	C
			PM	**28.0**	**D**
	Spring Street Off-Ramp	Diverge	AM	27.1	C
			PM	**33.6**	**D**
	Paso Robles Street Off-Ramp	Diverge	AM	16.9	B
			PM	19.6	B
	Paso Robles Street On-Ramp	Merge	AM	17.7	B
			PM	17.0	B
	South of SR 46E	Mainline	AM	13.6	B
			PM	13.4	B
	SR 46E Off-Ramp	Diverge	AM	18.1	B
			PM	17.8	B
	SR 46E On-Ramp	Merge	AM	13.5	B
			PM	13.1	B
	North of SR 46E	Mainline	AM	10.1	A
			PM	9.7	A
US 101 SB	North of SR 46E	Mainline	AM	8.1	A
			PM	13.4	B
	SR 46E Off-Ramp	Diverge	AM	12.2	B
			PM	18.3	B
	SR 46E to Riverside/17th Street[2]	Weave	AM	-	A
			PM	-	B
	South of SR 46E	Mainline	AM	11.1	B
			PM	14.8	B
	Riverside/17th Street On-Ramp	Merge	AM	17.6	B
			PM	20.9	C
	Riverside/Pine Street Off-Ramp	Diverge	AM	18.3	B
			PM	21.7	C

Direction	Location	Segment Type	Peak Hour	Density[1]	LOS
	Spring Street On-Ramp	Merge	AM	23.6	C
			PM	23.9	C
	North of SR 46W	Mainline	AM	**28.5**	**D**
			PM	**28.6**	**D**
	SR 46W Off-Ramp	Diverge	AM	**32.5**	**D**
			PM	**32.6**	**D**
	SR 46W On-Ramp	Merge	AM	27.1	C
			PM	27.6	C

** NB = Northbound; SB = Southbound*
[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 Caltrans LOS C threshold:

- SR 46W on-ramp at US 101 northbound merge segment operates at LOS D during PM peak hour.
- US 101 mainline north of SR 46 West (W) operates at LOS D northbound during the PM peak hour and southbound during the AM and PM peak hours.
- Spring Street northbound off-ramp diverge segment operates at LOS D during the PM peak hour.
- SR 46W southbound off-ramp diverge segment operates at LOS D during the AM and PM peak hours.

Collision Rate Analysis

The following roadways segments have been identified as having a statistically significant, higher than statewide average collision rate:

- Creston Road (River Road to Golden Hill Road)
- Creston Road (Cedarwood Drive to Charolais Road)
- Niblick Road (River Road to Creston Road)
- South River Road (Charolais Road to Niblick Road)

On Creston Road and Niblick Road, approximately 50% of collisions are rear end due to unsafe speed. On South River Road, the primary collision factors are unsafe speed and auto right-of-way violations.

REGULATORY SETTING

State

California Department of Transportation (Caltrans)

Caltrans maintains the state highway system, including US 101 and SR 46, which pass through Paso Robles.

Senate Bill 743

To further the state's commitment to the goals of Senate Bill (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.

Local

County of San Luis Obispo General Plan

The County has established the acceptable LOS on roads serving areas of the unincorporated county as LOS D in urban areas and LOS C in rural areas.

San Luis Obispo County Council of Governments Regional Transportation Plan

The San Luis Obispo County Council of Governments (SLOCOG) is a joint powers authority with a goal of facilitating cooperative regional and sub-regional planning, coordination, and technical assistance on issues of mutual concern. SLOCOG is the County's designated Regional Transportation Planning Agency and therefore responsible for all regional transportation planning and programming activities, including development of a Regional Transportation Plan (RTP) to guide transportation policy. 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 RTP 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, as well as system efficiency. The RTP is updated every 5 years, and starting with the 2014 RTP, SLOCOG has developed a Sustainable Communities Strategy (SCS) that identifies land use patterns expected to reduce vehicle miles traveled (SLOCOG 2015).

City of Paso Robles General Plan

The City of El Paso de Robles General Plan 2003 Circulation Element sets forth goals, policies, and implementation programs to provide for the transportation needs of the city (City of Paso Robles 2012). The document has been developed to emphasize that the first priority of the circulation system is to provide mobility to people. This emphasis, along with the high costs and quality of life impacts of roadway widening, supports the development of an efficient system allowing travel by multiple modes. Efficiency in this context is defined as using facilities to their maximum extent possible; in other words, the efficiency as viewed from an economic perspective. The planning horizon for the Circulation Element is to the year 2045, which assumes full build out of the city.

The purpose of the City's circulation system is to maintain and enhance safe and efficient person mobility in Paso Robles (per Goal CE-1). To support this goal, the 2019 Circulation Element Update continues policies implemented in 2011 de-emphasizing an auto-centric measure (level of service or LOS) in favor of measures that represent a more efficient use of resources and support the mobility of people, quality of life, and small-town feel desired by residents (City of Paso Robles 2019). In addition, measures supporting person mobility will offer more travel choices, support public health goals by encouraging more walking and biking, and reduce GHG emissions. The following General Plan policies are the fundamental policy framework relevant to the Beechwood Specific Plan:

> ***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 motorists, movers of commercial goods, seniors, children, pedestrians, disabled persons, users of public transportation, and bicyclists as follows:*
>
> *a) Improve the circulation network on a prioritized basis;*
>
> *b) Provide adequate access for emergency vehicles and evacuation;*
>
> *c) Improve mobility through and access to Downtown Paso Robles by implementing the City Council adopted Uptown/Town Centre Specific Plan;*
>
> *d) Establish safe pedestrian and bicycle paths for children and their parents to schools and other major destinations such as Downtown, retail, and job centers;*
>
> *e) Maintain mobility for all modes by encouraging flexible and off-set working hours; car and vanpooling; transit improvements; pedestrian and bikeway improvements; and public outreach as to the availability and benefit of alternative modes of travel;*
>
> *f) Require new development to mitigate its impact on the transportation network.*
>
> ***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.*

POLICY CE-1F: Pedestrian and Bicycle Access. *Provide safe and convenient pedestrian and bicycle access to all areas of the City.*

4. Standards of Significance

According to the State CEQA Guidelines Appendix G Environmental Checklist, to determine whether transportation and traffic impacts are significant environmental effects, the following questions are analyzed and evaluated. 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 State 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 State 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, the threshold regarding Subdivision (b) consistency is not discussed further in this analysis. The applicable City and agency significance thresholds for analyzing transportation impacts are discussed in the following subsections. The City's TIA Guidelines also specify the analysis time periods, noting that typically traffic operations should be studied during the peak 1 hour of traffic on weekday mornings (between 7:00 AM and 9:00 AM) and afternoons (between 4:00 PM and 6:00 PM).

CITY OF PASO ROBLES

The City's TIA 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 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 TIA Guidelines provide mobility deficiency criteria for a variety of study elements. Table IV.G-6 summarizes these criteria, which are used to identify deficiencies.

Table IV.G-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.

Note: Summary based on Table 5 of the City's TIA Guidelines.

COUNTY OF SAN LUIS OBISPO

The County 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 SR 46 and the freeway segments on US 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 (Caltrans 2002); therefore, queuing impacts are not considered at Caltrans facilities.

INTERSECTION ANALYSIS

Table IV.G-7 presents the vehicular LOS thresholds for both City- and Caltrans-operated intersections based on the HCM.

Table IV.G-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 HCM 6.*
[2] *Source: Exhibits 20-2 and 21-8 of HCM 6.*

[3] *Source: Exhibit 22-8 of 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 IV.G-8 presents the vehicular LOS thresholds for basic freeway, merge/diverge, and weaving segments based on the HCM 6.

Table IV.G-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 HCM 6.*
[2] *Source: Exhibits 14-13 of HCM 6.*
[3] *Source: Exhibit 13-6 of 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.

5. Project Impacts and Mitigation Measures

STUDY LOCATIONS

The following intersections were evaluated during the weekday morning (7:00 AM–9:00 AM) and evening (4:00 PM–6:00 PM) time periods:

1. SR 46E/Buena Vista Drive

2. SR 46E/Golden Hill Road
3. SR 46E/Union Road
4. SR 46E/Airport Road
5. SR 46E/Mill Road
6. Golden Hill Road/Union Road
7. 13th Street/Riverside Avenue
8. 13th Street/Paso Robles Street
9. River Road/Creston Road
10. Creston Road/Golden Hill Road
11. Creston Road/Niblick Road
12. Creston Road/Stoney Creek Road
13. Creston Road/Meadowlark Road
14. Creston Road/Charolais Road
15. Riverside Avenue/Pine Street/US 101 southbound ramp
16. 1st Street-Niblick Road/Spring Street
17. Niblick Road/South River Road
18. South River Road/Riverbank Lane
19. South River Road/Bridgegate Lane
20. South River Road/Charolais Road
21. Charolais Road/Holstein Drive
22. Charolais Road/Otero Lane
23. Charolais Road/Street Andrews Circle
24. Charolais Road/Rambouillet Road
25. Meadowlark Road/Oriole Way

The following roadway segments were evaluated using ADT volumes:

1. Creston Road (River Road to Golden Hill Road)
2. Creston Road (Golden Hill Road to Niblick Road)
3. Creston Road (Niblick Road to Cedarwood Drive)
4. Creston Road (Cedarwood Drive to Charolais Road)
5. Golden Hill Road (Creston Road to Union Road)

6. Golden Hill Road (Union Road to SR 46E)
7. Niblick Road (South River Road to Spring Street)
8. Niblick Road (Creston Road to South River Road)
9. Charolais Road (South River Road to Creston Road)
10. South River Road/Spanish Camp Road South to Neal Spring Road)
11. South River Road (Charolais Road to Niblick Road)
12. Barley Grain Road (Creston Road to Spanish Camp Road)

The following freeway facilities were evaluated during the weekday morning (7:00 AM–9:00 AM) and evening (4:00 PM–6:00 PM) time periods:

1. US 101 northbound off-ramp at SR 46W
2. US 101 northbound on-ramp at SR 46W
3. US 101 northbound mainline north of SR 46W
4. US 101 northbound off-ramp at Spring Street
5. US 101 northbound off-ramp at Paso Robles Street
6. US 101 northbound on-ramp at Paso Robles Street
7. US 101 northbound mainline south of SR 46E
8. US 101 northbound off-ramp at SR 46E
9. US 101 northbound on-ramp at SR 46E
10. US 101 northbound mainline north of SR 46E
11. US 101 southbound mainline north of SR 46E
12. US 101 southbound off-ramp at SR 46E
13. US 101 southbound on-ramp at SR 46E
14. US 101 southbound off-ramp at Riverside Avenue/17th Street
15. US 101 southbound mainline south of SR 46E
16. US 101 southbound on-ramp at Riverside Avenue/17th Street
17. US 101 southbound off-ramp at Riverside Avenue/Pine Street
18. US 101 southbound on-ramp at Spring Street
19. US 101 southbound mainline north of SR 46W
20. US 101 southbound off-ramp at SR 46W
21. US 101 southbound on-ramp at SR 46W

DEVELOPMENT SCENARIOS

The above study locations were evaluated under these scenarios:

- **Existing Conditions** reflect recent traffic counts and the existing transportation network.
- **Existing Plus Project** adds project-generated traffic to Existing Conditions traffic 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 Conditions volumes. This is a 15-year time frame.
- **Cumulative Conditions** represent future traffic conditions reflective of the buildout of land uses in the area, not including the proposed project.
- **Cumulative Plus Project** represents future traffic conditions reflective of the buildout of land uses in the area, including the proposed project. This is a 25-year time frame.
- **Alternative Project** (674 residential units) is presented in all tables in this section and discussed further in EIR Chapter VI, Alternatives to the Proposed Project

For Near Term and Cumulative analyses, a list of approved, pending, and reasonably foreseeable projects was obtained from City staff.

PROJECT TRAFFIC

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.

Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition was used to estimate project trip generation for each land use (ITE 2017). Internal capture trips made between the residential and commercial land uses were subtracted from the total external trips generated by the project. Pass-by trip reductions were not applied because of low existing volumes on adjacent roads. As shown in Table IV.G-9, the proposed project at buildout would generate 10,484 net new trips per weekday, including 753 AM peak-hour trips and 959 PM peak-hour trips.

Table IV.G-9. Weekday Vehicle Trip Generation

Land Use	Size	Unit[4]	Daily	AM			PM		
				In	Out	Total	In	Out	Total
674-Unit Project									
Single-Family Residential Housing[1]	474	DU	4,352	85	256	341	285	167	452
Multifamily Housing (Low-Rise)[2]	200	DU	1,471	21	71	92	69	40	109
Shopping Center[3]	47,000	s.f.	3,598	109	66	175	149	162	311
Gross Trips			***9,421***	***215***	***393***	***608***	***503***	***369***	***872***
Internal Trips[5]			882	5	5	10	57	57	114
Net New Trips			***8,539***	***210***	***388***	***598***	***446***	***312***	***758***
911-Unit Project									
Single-Family Residential Housing[1]	676	DU	6,032	121	364	485	401	235	636
Multifamily Housing (Low-Rise)[2]	235	DU	1,736	25	82	107	79	47	126
Shopping Center[3]	47,000	s.f.	3,598	109	66	175	149	162	311
Gross Trips			***11,366***	***255***	***512***	***767***	***629***	***444***	***1,073***
Internal Trips[5]			882	7	7	14	57	57	114
Net New Trips			***10,484***	***248***	***505***	***753***	***572***	***387***	***959***

[1] ITE Land Use Code #210, Single-Family Detached Housing. Fitted curve equation used.
[2] ITE Land Use Code #220, Multi-Family Housing (Low-Rise). Fitted curve equation used.
[3] ITE Land Use Code #820, Shopping Center. Fitted curve equation used.
[4] DU = Dwelling Unit; s.f. = Square Foot Gross Leasable Area
[5] AM and PM Internal Trips from TripGen 10 software; Daily Internal Trips from TripGen 2014 software
Source: ITE Trip Generation Manual, 10th Edition, 2017; CCTC, 2019.

Trip Distribution and Assignment

Trip distribution identifies the general origins and destinations of vehicle trips in the study area. Project trip distribution was derived using a select zone procedure of the City's Travel Demand Model (TDM). Map IV.G-2 illustrates the trip distribution for the project.

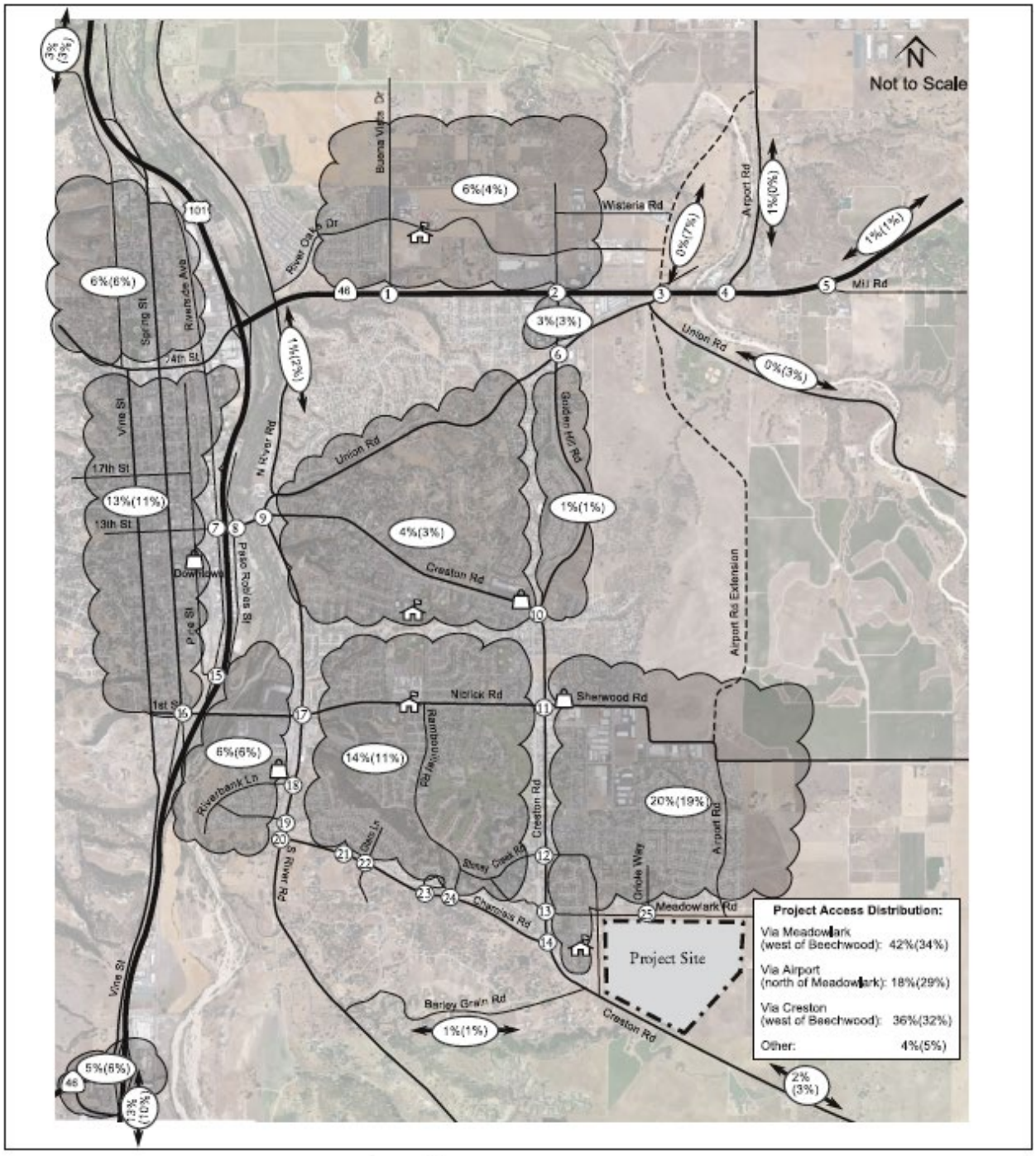
Planned Improvements

It was assumed that the project would convert the intersection of Meadowlark Road/Oriole Way (#25) to roundabout control in addition to constructing the fourth leg of the 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 TDM to develop 2025 Near Term conditions. An ambient annual growth rate of 1% per year was applied to US 101 volumes and a growth rate of 2% per year was applied to SR 46E to account for regional growth to year 2025.

Map IV.G-2 Project Trip Distribution



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 currently under design and was assumed to be in place under Near Term conditions.
- Airport Road Extension from Meadowlark Road to Creston Road: Assumed to be constructed with the Beechwood development.
- Olsen-Chandler site buildout: Roadways internal to the Olsen-Chandler Specific Plan were assumed to be in place under Near Term conditions.

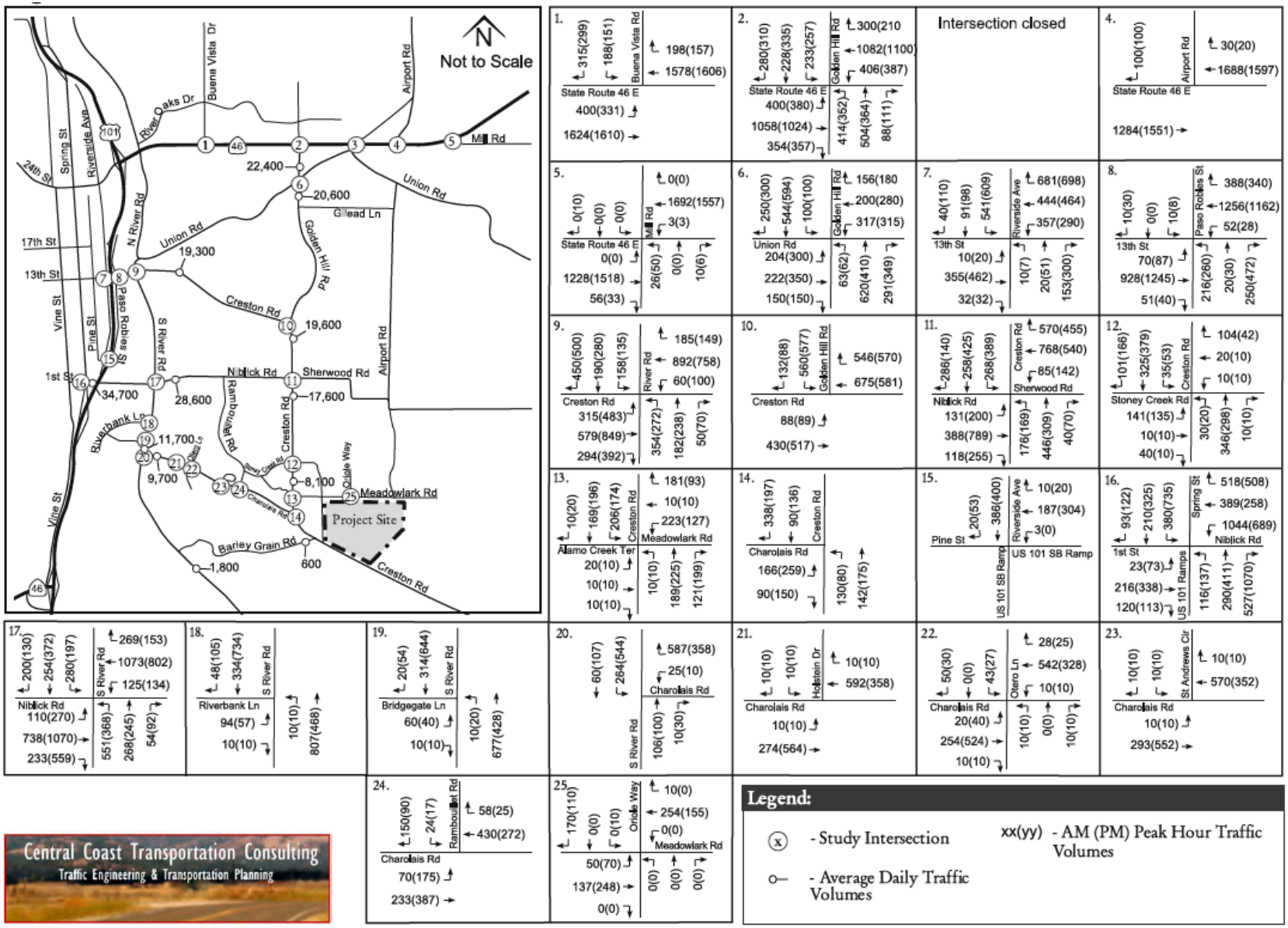
The SR 46E overcrossing at Union Road was not assumed to be in place under Near Term conditions.

Cumulative (buildout) conditions for 2045 were developed using the City and SLOCOG TDMs, which include planned network and land use changes expected upon buildout of the City's General Plan. As with Near Term conditions, the Olsen-Chandler Specific Plan, including a new elementary school, was assumed to be in place. Map IV.G-3 shows the Cumulative weekday peak hour traffic volumes at the study intersections and the Cumulative ADT on the study segments. Maps IV.G-4 and IV.G-5 display the trip assignment for the project under Cumulative conditions.

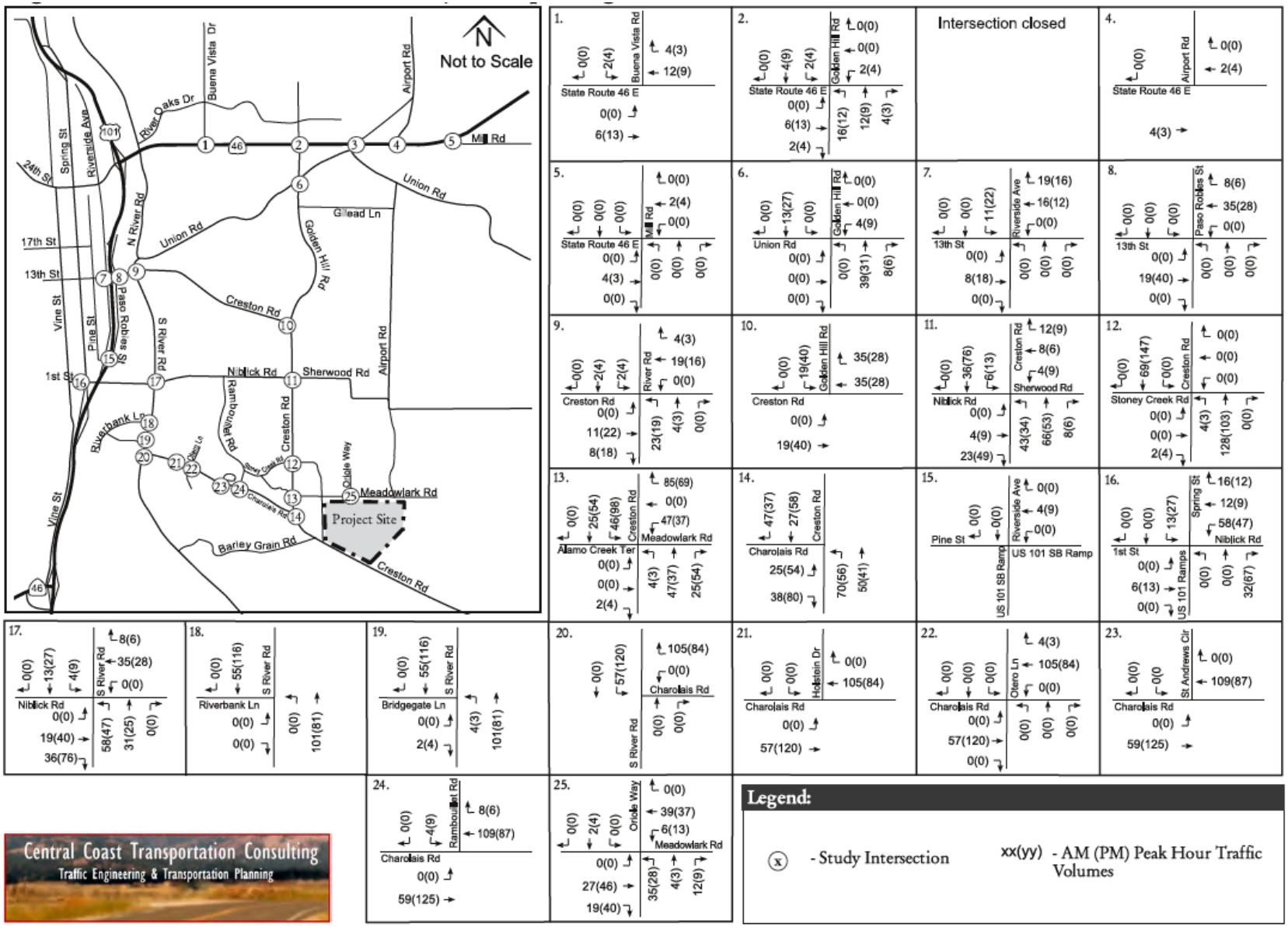
In addition to the changes for the Near Term network, the following roadway improvements were assumed to be in place under Cumulative conditions. Alternative 1 of the ongoing Union Road/SR 46E Project Approval/Environmental Document (PA/ED) was assumed to be in place under Cumulative conditions.

- SR 46E/Buena Vista Drive (#1): Second eastbound left-turn lane
- SR 46E/Union Road (#3): Intersection closed, eastbound on- and off-ramps constructed
- SR 46E/Airport Road (#4): Turns restricted to right-in-right-out
- Golden Hill Road/Union Road (#6): Multi-lane roundabout
- Creston Road/Niblick Road (#11): Second eastbound through lane, second southbound left-turn lane, dedicated southbound right-turn lane, dedicated westbound right-turn lane
- Riverside Avenue/Pine Street/US 101 SB Ramp (#15): Pine Street converted to one-way westbound
- South River Road/Charolais Road (#20): Single-lane roundabout
- Golden Hill Road widened to four-lane arterial from SR 46E 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 46E and northeasterly extension to Airport Road
- US 101/SR 46W interchange: Roundabouts at northbound and southbound ramps, Vine Street realigned with Theatre Drive

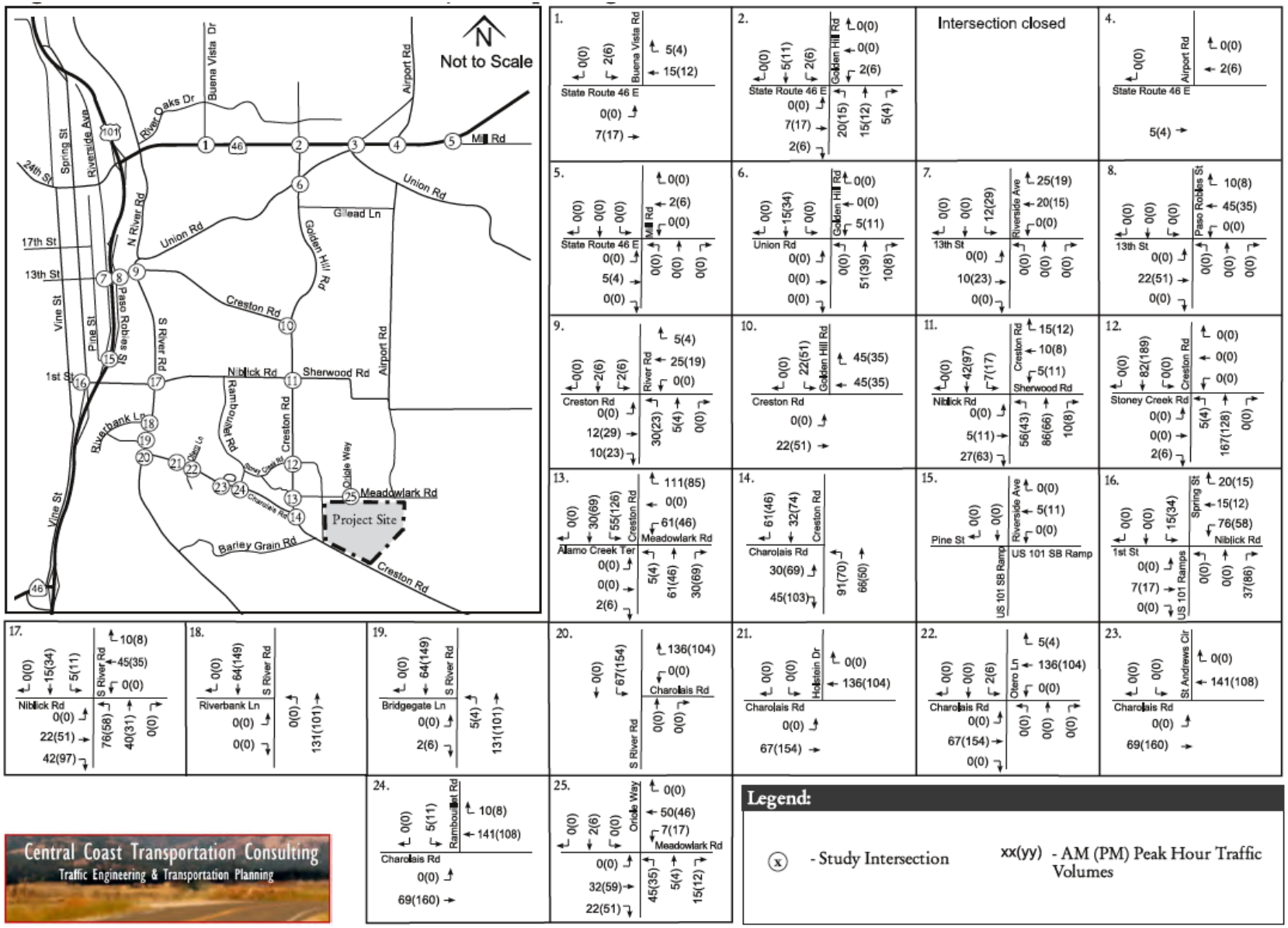
Map IV.G-3 Cumulative Traffic Volumes



Map IV.G-4 Cumulative 674-Unit Project Trip Assignment



Map IV.G-5 Cumulative 911-Unit Project Trip Assignment



CONSTRUCTION-RELATED IMPACTS

IMPACT TR-1 CONSTRUCTION-RELATED TRAFFIC WOULD NOT RESULT IN A SIGNIFICANT INCREASE IN TRANSPORTATION HAZARDS IN THE AREA WITH THE IMPLEMENTATION OF A TRAFFIC CONTROL PLAN (CLASS II).

The proposed project will be implemented over a 10-year timeframe. 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.

Construction traffic over the course of buildout of the Specific Plan will add additional traffic to Niblick Road. Niblick Road has existing deficiencies and the short-term construction traffic will create a temporary impact on Niblick Road during AM and PM peak hours. Niblick Road would operate at 92% capacity during near-term conditions, and with the addition of project-related traffic, the capacity utilization would increase but remain below 100%. The existing intersection deficiencies are limited to the AM and PM peak hours; therefore, short-term effects to intersection would be less than significant if construction traffic is minimized during peak times.

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.

Mitigation Measures

TR-1 Traffic Control Plan

The project applicant shall prepare a Traffic Control Plan for review and approval by the City Emergency Services Department and City Engineer. The Traffic Control Plan shall include provisions to prohibit construction traffic during the AM and PM peak hours on Niblick Road.

Plan Requirements and Timing. The applicant shall submit the Traffic Control Plan to the City, and the City shall approve the Traffic Control Plan prior to initial ground-disturbing or other construction activities.

Monitoring. The City shall review and approve the Traffic Control Plan prior initial ground-disturbing activities by the applicant.

Significance After Mitigation

Mitigation Measure TR-1 would reduce impacts during construction, including impacts to Niblick Road during the AM and PM peak hours, to less than significant.

LEVEL OF SERVICE, CAPACITY, AND QUEUEING RELATED IMPACTS

The following sections summarize the impacts and mitigation measures for the Existing, Existing Plus Project, Near Term Plus Project, and Cumulative Plus Project conditions. Analyses supporting these recommendations are provided in the separate EIR technical appendix.

Tables IV.G-10, 11, and 12 summarize the intersection mitigation measures needed now for existing conditions, the near-term cumulative condition with the project, and the cumulative General Plan Buildout conditions.

EXISTING PLUS PROJECT CONDITIONS

There are existing LOS deficiencies at SR 46E/Union Road and Golden Hill Road/Union Road, which will be exacerbated by added project traffic. There are existing queue deficiencies at three signalized intersections: 13th Street/Riverside Avenue, 13th Street/Paso Robles Street, and Niblick Road/South River Road, which would be exacerbated by added project traffic. Under Existing conditions, the addition of any project would worsen operations on SR 46E at Union Road due to existing deficiencies on the corridor. Study locations on the SR 46E corridor would operate acceptably under Existing conditions with or without the addition of traffic from the project if northbound left turns are prohibited at the intersection of SR 46E/Union Road.

IMPACT TR-2 UNDER EXISTING PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN AN UNACCEPTABLE LOS AT ONE CALTRANS-CONTROLLED INTERSECTION. CALTRANS COORDINATION WOULD BE REQUIRED FOR IMPROVEMENTS TO SR 46 INTERSECTION AT UNION ROAD. THEREFORE, THE PROJECT'S IMPACTS ON THE CIRCULATION SYSTEM WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

As shown in Table IV.G-13, the addition of traffic from the project would increase unacceptable delay on the side street approach of SR 46E/Union Road (#3) during the PM peak hour. Restricting the northbound left turns at the intersection would improve operations to LOS C and reduce the conflict points at the intersection. Currently, five and nine vehicles make this turn in the AM and PM peak hour, respectively. Restricting westbound left turns is not required or recommended and could impact operations at SR 46E/Golden Hill Road.

A Project Study Report has been prepared for this area, which will ultimately result in construction of an overcrossing and restriction of left turns on SR 46E. This improvement is consistent with the City's Circulation Element; however, the improvements are in the Caltrans right-of-way and subject to Caltrans review and approval.

Table IV.G-10. Existing Conditions Mitigations

Intersection	OC Int #	Impact	Mitigation	Scenario*						Cir. Elem. and TIF[1]	Responsible Agency
				No Project	Total Units						
					100	250	554	674	911		
3. SR 46E/Union Rd[2]	3	LOS	Prohibit NB lefts	X	X	X	X	X	X	Yes	Caltrans
6. Golden Hill Rd/Union Rd	6	LOS, Queue	Install single lane roundabout	X	X	X	X	X	X	Yes	City
7. 13th St/Riverside Ave	8	Queue	Optimize corridor operations, WBR and NBR overlap	X	X	X	X	X	X	No	City
8. 13th St/Paso Robles St	9	Queue	Optimize corridor operations	X	X	X	X	X	X	No	City
12. Creston Rd/Stoney Creek Rd	14	LOS	Install traffic signal	-	-	-	-	X	X	No	City
13. Creston Rd/Meadowlark Rd	15	LOS	Install traffic signal	-	-	-	-	-	X	Yes	City
17. Niblick Rd/South River Rd	19	Queue	Optimize corridor operations, corridor improvements	X	X	X	X	X	X	Yes	City
20. South River Rd/Charolais Rd	NA	LOS	Install single lane roundabout	-	-	-	X	X	X	Yes	City

** X = Mitigation required.*

[1] Intersection improvements are included in the Circulation Element and Traffic Impact Fee (TIF).

[2] The Circulation Element includes improvements on SR 46E and in the vicinity between Buena Vista Drive and Dry Creek Road. Recommend project make a fair share contribution through the City's impact fee program for ultimate improvements on SR 46E consistent with the RTP and other applicable documents. Ultimate improvements will be determined in the project documents.

Table IV.G-11. Near Term Mitigations

Intersection	OC Int #	Impact	Mitigation	Scenario*						Cir. Elem. and TIF[1]	Responsible Agency
				No Project	Total Units						
					100	250	554	674	911		
3. SR 46E/Union Rd[2]	3	LOS	Prohibit NB lefts, RTP improvements	X	X	X	X	X	X	Yes	Caltrans
4. SR 46E/Airport Rd[2]	4	LOS	RTP improvements	X	X	X	X	X	X	Yes	Caltrans
7. 13th St/Riverside Ave	8	Queue	Optimize corridor operations, WBR and NBR overlap	X	X	X	X	X	X	No	City
8. 13th St/Paso Robles St	9	Queue	Optimize corridor operations	X	X	X	X	X	X	No	City
11. Creston Rd/Niblick Rd	12	Queue	Add additional SBL, SBR, EBT, and WBR	X	X	X	X	X	X	Yes	City
12. Creston Rd/Stoney Creek Rd	14	LOS	Install traffic signal	-	-	-	X	X	X	No	City
13. Creston Rd/Meadowlark Rd	15	LOS	Install traffic signal	-	-	-	X	X	X	Yes	City
14. Creston Rd/Charolais Rd	16	LOS	Install all-way stop	-	-	-	-	-	X	No	City
16. 1st St-Niblick Rd/Spring St	18	Queue	Optimize corridor operations, corridor improvements	X	X	X	X	X	X	Yes	City
17. Niblick Rd/South River Rd	19	Queue	Optimize corridor operations, corridor improvements	X	X	X	X	X	X	Yes	City
20. South River Rd/Charolais Rd	NA	LOS	Install single lane roundabout	X	X	X	X	X	X	Yes	City

** X = Mitigation required.*

[1] Intersection improvements are included in the Circulation Element and Traffic Impact Fee (TIF).

[2] The Circulation Element includes improvements on SR 46E and in the vicinity between Buena Vista Drive and Dry Creek Road. Recommend project make a fair share contribution through the City's impact fee program for ultimate improvements on SR 46E consistent with the RTP and other applicable documents. Ultimate improvements will be determined in the project documents.

Table IV.G-12. Cumulative Mitigations

Intersection	OC Int #	Impact	Mitigation	Scenario*						Cir. Elem. and TIF[1]	Responsible Agency
				No Project	Total Units						
					100	250	554	674	911		
2. SR 46E/Golden Hill Rd[2]	2	LOS	Optimize traffic signal, SBR overlap	X	X	X	X	X	X	Yes	Caltrans
3. SR 46E/Union Road	3	-	Corridor Improvements (intersection closed)	A	A	A	A	A	A	Yes	Caltrans
4. SR 46E/Airport Road	4	-	Corridor Improvements (right-in, right-out)	A	A	A	A	A	A	Yes	Caltrans
6. Golden Hill Rd/Union Rd	6	-	Install multi-lane roundabout	A	A	A	A	A	A	Yes	City
7. 13th St/Riverside Ave	8	Queue	Optimize corridor operations, WBR and NBR overlap	X	X	X	X	X	X	No	City
8. 13th St/Paso Robles St	9	Queue	Optimize corridor operations	X	X	X	X	X	X	No	City
9. River Rd/Creston Rd	10	Queue	Optimize corridor operations	X	X	X	X	X	X	No	City
12. Creston Rd/Stoney Creek Rd	14	LOS	Install traffic signal	X	X	X	X	X	X	No	City
13. Creston Rd/Meadowlark Rd	15	LOS	Install traffic signal	-	-	-	X	X	X	Yes	City
14. Creston Rd/Charolais Rd	16	LOS	Install all-way stop	-	-	-	-	-	X	No	City
15. Riverside Ave/Pine St/ US 101 SB Ramp	17	LOS	Install all-way stop	X	X	X	X	X	X	No	Caltrans
16. 1st St-Niblick Rd/Spring St	18	Queue	Optimize corridor operations, corridor improvements	X	X	X	X	X	X	Yes	City

Intersection	OC Int #	Impact	Mitigation	Scenario*						Cir. Elem. and TIF[1]	Responsible Agency
				No Project	Total Units						
					100	250	554	674	911		
17. Niblick Rd/South River Rd	19	Queue	Optimize corridor operations, corridor improvements	X	X	X	X	X	X	Yes	City

** X = Mitigation required; A = Improvements were assumed in Cumulative Conditions. Shown for fair share %.*

[1] Intersection improvements are included in the Circulation Element and Traffic Impact Fee (TIF).

[2] The Circulation Element includes improvements on SR 46E and in the vicinity between Buena Vista Drive and Dry Creek Road. Recommend project make a fair share contribution through the City's impact fee program for ultimate improvements on SR 46E consistent with the RTP and other applicable documents. Ultimate improvements will be determined in the project documents.

Table IV.G-13. Existing and Existing Plus Project Intersection Auto Levels of Service

Intersection	Peak Hour	Existing		Existing + 674		Existing + 911	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
1. SR 46E/Buena Vista Drive	AM	16.7	B	16.9	B	16.9	B
	PM	12.0	B	12.2	B	12.3	B
2. SR 46E/Golden Hill Road	AM	24.5	C	24.8	C	24.8	C
	PM	26.2	C	26.4	C	26.5	C
3. SR 46E/Union Road	AM	4.2 (23.5)	- (C)	4.4 (24.2)	- (C)	4.4 (24.2)	- (C)
	PM	**5.6 (31.3)**	**- (D)**	**5.8 (32.2)**	**- (D)**	**5.9 (32.4)**	**- (D)**
4. SR 46E/Airport Road	AM	5.6 (20.4)	- (C)	5.8 (20.6)	- (C)	5.8 (20.6)	- (C)
	PM	4.6 (22.7)	- (C)	4.7 (23.2)	- (C)	4.8 (23.5)	- (C)
5. SR 46E/Mill Road	AM	0.1 (16.3)	- (C)	0.1 (16.4)	- (C)	0.1 (16.4)	- (C)
	PM	0.2 (19.3)	- (C)	0.2 (19.3)	- (C)	0.2 (19.3)	- (C)
6. Golden Hill Road/Union Road	AM	**51.3**	**F**	**64.2**	**F**	**68.3**	**F**
	PM	**50.5**	**F**	**64.9**	**F**	**69.3**	**F**
7. 13th Street/Riverside Avenue	AM	30.0	C	32.0	C	32.7	C
	PM	37.6	D	40.2	D	40.9	D
8. 13th Street/Paso Robles Street	AM	15.5	B	15.8	B	15.9	B
	PM	18.0	B	18.5	B	18.7	B
9. River Road/Creston Road	AM	23.1	C	24.1	C	24.3	C
	PM	19.3	B	19.8	B	20.0	B
10. Creston Road/Golden Hill Road	AM	19.6	B	21.0	C	21.4	C
	PM	17.1	B	18.1	B	18.3	B
11. Creston Road/Niblick Road	AM	29.5	C	34.6	C	36.5	D
	PM	23.7	C	26.6	C	27.8	C
12. Creston Road/Stoney Creek Road	AM	8.1 (40.8)	- (E)	**19.2 (145.5)**	**- (F)**	**24.8 (>200)**	**- (F)**
	PM	3.7 (19.9)	- (C)	4.6 (37.2)	- (E)	5.3 (46.5)	- (E)
13. Creston Road/Meadowlark Road	AM	12.7	B	26.9	D	**39.3**	**E**
	PM	9.8	A	14.9	B	18.0	C

Intersection	Peak Hour	Existing		Existing + 674		Existing + 911	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
14. Creston Road/Charolais Road	AM	4.7 (12.8)	- (B)	7.3 (21.2)	- (C)	8.9 (27.5)	- (D)
	PM	5.4 (11.6)	- (B)	8.4 (18.0)	- (C)	10.4 (22.5)	- (C)
15. Riverside Avenue/Pine Street/US 101 SB Ramp	AM	3.7 (12.3)	- (B)	3.8 (12.4)	- (B)	3.8 (12.4)	- (B)
	PM	5.2 (12.9)	- (B)	5.5 (13.2)	- (B)	5.6 (13.4)	- (B)
16. 1st Street-Niblick Road/Spring Street	AM	29.3	C	31.8	C	32.4	C
	PM	34.6	C	36.2	D	36.8	D
17. Niblick Road/South River Road	AM	33.8	C	38.9	D	40.5	D
	PM	24.6	C	33.1	C	36.6	D
18. South River Road/Riverbank Lane	AM	2.6 (31.2)	- (D)	3.7 (51.5)	- (F)	4.2 (61.3)	- (F)
	PM	1.0 (21.9)	- (C)	1.1 (31.3)	- (D)	1.2 (34.5)	- (D)
19. South River Road/Bridgegate Lane	AM	1.0 (14.2)	- (B)	1.1 (16.2)	- (C)	1.1 (16.9)	- (C)
	PM	0.7 (14.0)	- (B)	0.7 (16.3)	- (C)	0.8 (17.1)	- (C)
20. South River Road/Charolais Road	AM	17.2	C	**41.8**	**E**	**56.9**	**F**
	PM	21.4	C	**68.9**	**F**	**90.2**	**F**
21. Charolais Road/Holstein Drive	AM	0.3 (14.0)	- (B)	0.2 (16.7)	- (C)	0.2 (17.7)	- (C)
	PM	0.3 (12.1)	- (B)	0.2 (14.3)	- (B)	0.2 (15.0)	- (C)
22. Charolais Road/Otero Lane	AM	1.5 (16.8)	- (C)	1.7 (22.9)	- (C)	1.7 (25.2)	- (D)
	PM	0.8 (14.5)	- (B)	0.8 (18.5)	- (C)	0.9 (20.0)	- (C)
23. Charolais Road/St Andrews Circle	AM	0.3 (14.6)	- (B)	0.3 (18.1)	- (C)	0.3 (19.2)	- (C)
	PM	0.2 (12.0)	- (B)	0.2 (14.4)	- (B)	0.2 (15.1)	- (C)
24. Charolais Road/Rambouillet Road	AM	3.4 (13.6)	- (B)	3.5 (18.1)	- (C)	3.6 (19.9)	- (C)
	PM	2.9 (10.9)	- (B)	2.8 (15.5)	- (C)	2.8 (17.6)	- (C)

Intersection	Peak Hour	Existing		Existing + 674		Existing + 911	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
25. Meadowlark Road/Oriole Way	AM	3.7 (9.3)	- (A)	3.9	A	4.0	A
	PM	3.0 (8.8)	- (A)	3.8	A	4.0	A

[1] HCM 6 average control delay in seconds per vehicle (HCM 2000 used for Intersections 1, 10 and 15). For side-street stop controlled intersections, the worst approach's delay is reported in parentheses next to the overall intersection delay.
*Note: Unacceptable operations shown in **bold** text.*

Mitigation Measures

TR-2 Fair Share Funding for Caltrans Intersection (#3) Improvements

Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's Transportation Impact Fee (TIF) program, for the ultimate improvements on SR 46E, consistent with the RTP, which consist of restricting left turns on SR 46E at Union Road.

Plan Requirements and Timing. The fair-share contribution for required improvements shall be submitted on a per-unit basis prior to building permit issuance for each unit.

Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit.

Significance After Mitigation

Development of mitigation measures and improvements for SR 46E/Union Road (#3) would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at this intersection, impacts to SR 46E/Union Road (#3) would remain significant and unavoidable (Class I).

IMPACT TR-3 UNDER EXISTING PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN AN UNACCEPTABLE LOS AT FIVE CITY STOP-CONTROLLED INTERSECTIONS. THE PROJECT'S IMPACTS WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

As shown in Table IV.G-1, the following City-controlled intersections operate at an unacceptable LOS under Existing conditions, and implementation of the project will contribute to additional impacts at these intersections:

- Golden Hill Road/Union Road (#6): the intersection currently operates at LOS F during the AM and PM peak hours and meets signal warrants. The City's Circulation Element identifies a roundabout as the preferred alternative at this location. A single-lane roundabout would also improve operations to LOS D or better and is consistent with the City's Circulation Element. This project is currently in design.

As shown in Table IV.G-13, the following intersections would operate at an unacceptable LOS under Existing Plus Project conditions:

- Creston Road/Stoney Creek Road (#12): the addition of traffic from the project would increase delay at the intersection and would cause the intersection to meet signal warrants. The City's Circulation Element includes a traffic signal at this location. The bulb-out on the northwest corner is not recommended. The existing dedicated left, through, and right southbound turn lanes are desired for signal operations. The eastbound approach should be restriped with a dedicated left-through and right-turn lane consistent with the Circulation Element. The northbound left-turn lane storage should be maximized.
- Creston Road/Meadowlark Road (#13): the addition of traffic from the project would cause the intersection to operate below LOS D during the AM peak hour and meet signal warrants. A traffic signal installation at this location is consistent with the City's Circulation Element. Storage for the southbound left-turn lane should be extended.
- South River Road/Riverbank Lane (#18): this intersection would operate at LOS D in the AM and PM peak hours under Existing Plus Project conditions with the addition of project traffic. While the intersection would not meet signal warrants, a two way left turn lane, from Riverbank Lane to Serenade Lane, is proposed for this location to accommodate two stage left turns. This is an insignificant impact with addition of the two way left turn striping (Class II).
- South River Road/Charolais Road (#20): the addition of traffic from the project would cause the intersection to operate below LOS D during the AM and PM peak hours. The intersection would meet signal or roundabout warrants. A roundabout is consistent with the City's Circulation Element.

Mitigation Measures

The following mitigation measure has been identified to implement improvements designed to improve LOS at impacted facilities to pre-project levels, or where this performance standard is unable to be met, to improve LOS to the maximum extent feasible:

TR-3(a) Fair Share Funding for Intersection (#6) Improvements

The project shall contribute its equitable share to fund the following transportation improvements:

a. 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 TIF program for the installation of a single-lane roundabout at Golden Hill Road/Union Road.

TR-3(b) Implementation of Improvements for Intersections (#12, #13, #18, #20)

The project shall construct the following improvements to mitigate impacts to these intersections:

a. Creston Road/Stoney Creek Road (Intersection #12): The applicant shall install a traffic signal at Creston Road/Stoney Creek Road. The applicant shall conduct an intersection operations analysis prior to the issuance of the 554th building permit and install the signal if warranted at that time. If not warranted at the 554th building permit, the operations analysis shall determine at what unit count prior to the 674th unit the signal is warranted. The signal shall be

installed prior to the issuance of the 674th building permit. If the signal is installed by the Olsen-South Chandler Ranch Specific Plan, then the applicant shall pay its fair share of the signal installation. Creston Road/Meadowlark Road (Intersection #13): The applicant shall install a traffic signal at Creston Road/Meadowlark Road. The applicant shall conduct an intersection operations analysis prior to the issuance of the 554th building permit and install the signal if warranted at that time. If not warranted at the 554th building permit, the operations analysis shall determine at what unit count prior to the 911th unit the signal is warranted. The signal and associated improvements shall be installed prior to the issuance of the 911th building permit. If the signal is installed by the Olsen-South Chandler Ranch Specific Plan, then the applicant shall pay its fair share of the signal installation.

b. South River Road/Charolais Road (Intersection #20): The applicant shall construct a single-lane roundabout at South River Road/Charolais Road. The applicant shall conduct an intersection operations analysis prior to the issuance of the 250th building permit and install the signal if warranted at that time. If not warranted at the 250th building permit, the operations analysis shall determine at what unit count prior to the 554th unit the signal is warranted. The single-lane roundabout shall be installed shall be installed prior to the issuance of the 554th building permit.

c. South River Road/Riverbank Lane (#18): The applicant shall install two way left turn lane striping, between Riverbank Lane and Serenade Lane, at South River Road and Riverbank Lane. The improvement shall be installed with the South River Road/Charolais Road (Intersection #20) improvements.

Plan Requirements and Timing. The applicant is required to construct improvements to Creston Road/Stoney Creek Road (Intersection #12) prior to the issuance of building permit for the 554th unit, unless the intersection operations analysis identifies a later unit count. Improvements shall be installed no later than issuance of the building permit for the 674th unit. The applicant is required to construct improvements to Creston Road/Meadowlark Road (Intersection #13) prior to the issuance of building permit for the 554th unit, unless the intersection operations analysis identifies a later unit count. Improvements shall be installed no later than issuance of the building permit for the 911th unit. The applicant is required to construct improvements to South River Road/Charolais Road (Intersection #20) prior to the issuance of building permit for the 250th unit, unless the intersection operations analysis identifies a later unit count. Improvements shall be installed no later than issuance of the building permit for the 554th unit.

Monitoring. The City shall ensure compliance with TIF payment for Golden Hill Road/Union Road (Intersection #6) prior to final of each building permit. The City shall ensure completion of improvements prior to issuance of building permits for the specified unit.

Significance After Mitigation

With the implementation of Mitigation Measure TR-3(a) and TR-3(b), all intersections operating at unacceptable LOS as a result of the project under existing conditions would operate at pre-project conditions or better. 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 County Air Pollution Control District (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.

IMPACT TR-4 UNDER EXISTING PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN QUEUEING DEFICIENCIES AT THREE CITY-CONTROLLED INTERSECTIONS. THE PROJECT'S IMPACTS WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

As shown in Table IV.G-14 for the Existing Plus Project condition, the following queue deficiencies are identified that require mitigation:

- Golden Hill Road/Union Road (#6): the westbound left turn queue length exceeds storage during at least one peak hour with the addition of traffic from either project. A single-lane roundabout is being designed for this intersection consistent with the City's Circulation Element.
- 13th Street/Riverside Avenue (#7): the westbound left-turn and through queue lengths would further exceed storage length during both peak hours with the addition of traffic from either project. The addition of project traffic lengthens queues by a maximum of one vehicle. Bridge widening at this location is not included in the City's Circulation Element and any widening in this location is unlikely; signal timing should be reviewed, coordinated, and optimized. With coordination and overlaps, the queues would improve to no project conditions. The City's Circulation Element accepts that this location will reach capacity at General Plan Buildout.
- 13th Street/Paso Robles Street (#8): the northbound left- and right-turn and eastbound through queue lengths would further exceed storage length during at least 1 peak hour with the addition of traffic from either project. The addition of project traffic lengthens queues by a maximum two vehicles. Bridge widening at this location is not included in the City's Circulation Element and any widening in this location is unlikely; signal timing should be reviewed, coordinated, and optimized. If parking is removed on the east side of Paso Robles Street north of 12th Street the northbound right-turn lane can be extended. With signal coordination, queues would improve to no project levels. The City's Circulation Element accepts that this location will reach capacity.

Mitigation Measures

Implement Mitigation Measure TR-3(a) Fair Share Funding for Intersection (#6) Improvements.

The following mitigation measure has been identified to implement improvements designed to improve LOS at impacted facilities to pre-project levels.

TR-4(a) Implementation of Improvements at 13th Street/Riverside Avenue (#7)

The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at 13th Street/Riverside Avenue. The applicant shall provide westbound right-turn and northbound right-turn overlap phases. The applicant shall coordinate signal timing with the 13th Street/Riverside Avenue and River Road/Creston Road intersections to shorten queues to the extent possible at all three intersections. Improvements at this intersection are not eligible for TIF Program credits.

Plan Requirements and Timing. The required improvements shall be constructed prior to issuance of the first building permit. If the Olsen-South Chandler Ranch 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 issuance of the building permit for the first unit.

TR-4(b) Implementation of Improvements at 13th Street/Paso Robles Street (#8)

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 evaluate and construct the extension of the northbound right-turn lane. The applicant shall coordinate signal timing with the 13th Street/Riverside Avenue and River Road/Creston Road intersections to shorten queues to the extent possible at all three intersections. Improvements at this intersection are not eligible for TIF Program credits.

Plan Requirements and Timing. The required improvements shall be constructed prior to issuance of the first building permit. If the Olsen-South Chandler Ranch 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 issuance of the building permit for the first unit.

Significance After Mitigation

With implementation of Mitigation Measures TR-3(a), TR-4(a), and TR-4(b), unacceptable intersection queues resulting from project-added vehicle trips under Existing Plus Project conditions at Golden Hill Road/Union Road (#6), 13th Street/Riverside Avenue (#7), and 13th Street/Paso Robles Street (#8) would operate at pre-project conditions or better. 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.

IMPACT TR-5 UNDER EXISTING PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN QUEUEING DEFICIENCIES AT THREE CITY-CONTROLLED INTERSECTIONS. THE PROJECT'S IMPACTS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

- River Road/Creston Road (#9): the northbound left-turn queue length would further exceed storage length during at least 1 peak hour with the addition of traffic from either project. Additional storage is available in the striped median. Coordination with the adjacent 13th Street intersections could also shorten the queue lengths. Additional storage is available in the striped median so queues would not impact other movements, so this impact is less than significant and does not require mitigation. However, the applicant shall coordinate signal timing with the improvements at 13th Street/Paso Robles Street and 13th Street/Riverside Avenue to shorten queue lengths at this intersection.
- Creston Road/Niblick Road (#11): the northbound left-turn queue length would exceed storage length during the AM peak hour due to the addition of traffic from the project. Additional storage is available in the two-way left-turn lane, so this impact is less than significant and does not require mitigation.
- 1st Street-Niblick Road/Spring Street (#16): the southbound left-turn queue length would exceed storage length during the PM peak hour due to the addition of traffic from the project. However, additional storage is available in the bay taper, so this impact is less than significant and does not require mitigation.

Mitigation Measures

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

IMPACT TR-6 UNDER EXISTING PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN QUEUEING DEFICIENCIES AT ONE CITY-CONTROLLED INTERSECTION. FEASIBLE MITIGATION IS NOT AVAILABLE FOR THE INTERSECTION TO REDUCE QUEUES TO ACCEPTABLE LEVELS. THEREFORE, THE PROJECT'S IMPACT ON VEHICULAR QUEUES WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

- Niblick Road/South River Road (#17): the north-, south-, and westbound left-turn queue lengths would further exceed storage length during both peak hours with the addition of traffic from either project. No mitigation has been identified to return queues to no project levels. The City's Circulation Element includes widening at this intersection and corridor improvements. The intersection would benefit from additional westbound left-turn lane storage; additional right-turn lanes and right-turn overlap phasing.

Table IV.G-14. Existing and Existing Plus Project Queues

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft)[1]		
				Existing	Existing + 674	Existing + 911
1. SR 46E/Buena Vista Drive	EBL[2]	345	AM	248	252	253
			PM	197	201	201
2. SR 46E/Golden Hill Road	NBL	160	AM	142	148	150
			PM	125	131	134
	SBL	140	AM	63	64	64
			PM	108	112	112
	EBL[2]	225	AM	127	128	129
			PM	108	112	112
	WBL[2]	125	AM	29	29	29
			PM	39	40	40
3. SR 46E/Union Road	WBL[2]	195	AM	55	58	58
			PM	60	63	63
4. SR 46E/Airport Road	EBL[2]	580	AM	135	140	140
			PM	35	38	38
5. SR 46E/Mill Road	WBL[2]	305	AM	0	0	0
			PM	0	0	0
6. Golden Hill Road/Union Road	NBR	190	AM	103	118	123
			PM	153	180	188
	WBL	250	AM	235	258	260
			PM	203	248	263
7. 13th Street/Riverside Avenue	WBL	125	AM	332	333	333
			PM	266	266	266
	WBT	295	AM	268	290	296
			PM	342	362	366
8. 13th Street/Paso Robles Street	NBL	130	AM	200	200	200
			PM	221	221	221
	NBR	110	AM	42	45	46
			PM	268	273	273
	EBL	120	AM	85	85	85
			PM	107	107	107
	EBT	295	AM	227	236	238
			PM	381	408	416

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft)[1]		
				Existing	Existing + 674	Existing + 911
9. River Road/Creston Road	NBL	140	AM	182	197	202
			PM	134	145	148
10. Creston Road/Golden Hill Road	EBL	125	AM	103	103	103
			PM	86	88	88
11. Creston Road/Niblick Road	NBL	230	AM	156	#212	#234
			PM	146	#193	#206
	SBL	245	AM	150	158	159
			PM	166	182	#187
	EBL	150	AM	128	128	128
			PM	152	152	152
	WBL	170	AM	56	59	61
			PM	105	113	116
16. 1st Street-Niblick Road/Spring Street	NBL	165	AM	122	122	122
			PM	148	149	149
	NBR	290	AM	48	58	60
			PM	213	258	269
	SBL	305	AM	187	197	198
			PM	291	309	315
17. Niblick Road/South River Road	NBL	150	AM	264	#334	#356
			PM	177	207	215
	SBL	110	AM	#315	#328	#329
			PM	172	185	191
	EBL	140	AM	73	73	73
			PM	139	139	139
	WBL	80	AM	126	126	126
			PM	132	132	132

[1] Queue length that would not be exceeded 95% of the time.
[2] Deceleration length of 530 feet has been subtracted from the storage length per the HDM for 60-mile-per-hour design speed.
indicates that 95th percentile volume exceeds capacity; queue may be longer.
Bold indicates queue length longer than storage length.

Mitigation Measures

The following mitigation measure has been identified to implement improvements designed to improve LOS to the maximum extent feasible:

TR-6 Implementation of Improvements at Niblick Road/South River Road (#17)

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 install a dedicated southbound right-turn lane and signal overlap phase. If not installed by others, the applicant shall implement right-turn overlap phases to improve intersection operations. The improvements shall be constructed prior to the final of the building permit for the first unit.

Plan Requirements and Timing. The required improvements shall be constructed prior to issuance of the building permit for the first unit. If required to implement right-turn overlap phases, this improvement shall be constructed prior to final of the building permit for the first unit. If the Olsen-South Chandler Ranch 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 issuance and final of the building permit for the first unit.

Significance After Mitigation

The required corridor improvements at Niblick Road/South River Road (#17) 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 (#16) and Niblick Road/South River Road (#17), 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 (#17). As a result, queuing impacts at Niblick Road/South River Road (#17) 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. 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.

IMPACT TR-7 UNDER EXISTING PLUS PROJECT CONDITIONS, THE PROJECT WOULD INCREASE DENSITY AT FIVE CALTRANS FREEWAY SEGMENTS OPERATING AT UNACCEPTABLE LOS. CALTRANS COORDINATION WOULD BE REQUIRED FOR IMPROVEMENTS TO THESE FREEWAY SEGMENTS. THEREFORE, THE PROJECT'S IMPACTS ON THE CIRCULATION SYSTEM WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

As shown in Table IV.G-15, the project would increase the density at the following five freeway segments currently operating at an unacceptable LOS:

- US 101 northbound (SR 46W On-Ramp)
- US 101 northbound (North of SR 46W)
- US 101 northbound (Spring Street Off-Ramp)
- US 101 southbound (North of SR 46W)
- US 101 southbound (SR 46W Off-Ramp)

The addition of project traffic increases density by less than two passenger cars per mile per lane at the unacceptable locations under Existing Plus Project conditions. Therefore, implementation of the project would conflict with established freeway LOS standards resulting in a significant impact.

Table IV.G-15. Existing and Existing Plus Project Freeway Operations

Direction*	Location	Segment Type	Peak Hour	Existing		Existing + 674		Existing + 911	
				Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
US 101 NB	SR 46W Off-Ramp	Diverge	AM	22.2	C	22.4	C	22.5	C
			PM	26.2	C	26.8	C	26.9	C
	SR 46W On-Ramp	Merge	AM	23.8	C	24.2	C	24.2	C
			PM	**30.4**	**D**	**31.0**	**D**	**31.2**	**D**
	North of SR 46W	Mainline	AM	19.9	C	20.2	C	20.3	C
			PM	**28.0**	**D**	**28.9**	**D**	**29.3**	**D**
	Spring Street Off-Ramp	Diverge	AM	27.1	C	27.5	C	27.6	C
			PM	**33.6**	**D**	**34.3**	**D**	**34.5**	**D**
	Paso Robles Street Off-Ramp	Diverge	AM	16.9	B	16.9	B	16.9	B
			PM	19.6	B	19.6	B	19.6	B
	Paso Robles Street On-Ramp	Merge	AM	17.7	B	17.9	B	17.9	B
			PM	17.0	B	17.1	B	17.1	B
	South of SR 46E	Mainline	AM	13.6	B	13.7	B	13.7	B
			PM	13.4	B	13.5	B	13.5	B
	SR 46E Off-Ramp	Diverge	AM	18.1	B	18.2	B	18.2	B
			PM	17.8	B	17.9	B	17.9	B

Direction*	Location	Segment Type	Peak Hour	Existing		Existing + 674		Existing + 911	
				Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
	SR 46E On-Ramp	Merge	AM	13.5	B	13.7	B	13.7	B
			PM	13.1	B	13.2	B	13.2	B
	North of SR 46E	Mainline	AM	10.1	A	10.3	A	10.3	A
			PM	9.7	A	9.8	A	9.8	A
US 101 SB	North of SR 46E	Mainline	AM	8.1	A	8.8	A	9.0	A
			PM	13.4	B	13.9	B	14.0	B
	SR 46E Off-Ramp	Diverge	AM	12.2	B	12.9	B	13.2	B
			PM	18.3	B	18.9	B	19.0	B
	SR 46E to Riverside/ 17th Street[2]	Weave	AM	-	A	-	A	-	A
			PM	-	B	-	B	-	B
	South of SR 46E	Mainline	AM	11.1	B	11.1	B	11.1	B
			PM	14.8	B	14.9	B	15.0	B
	Riverside/17th Street On-Ramp	Merge	AM	17.6	B	17.7	B	17.7	B
			PM	20.9	C	21.1	C	21.1	C
	Riverside/Pine Street Off-Ramp	Diverge	AM	18.3	B	18.3	B	18.3	B
			PM	21.7	C	21.8	C	21.8	C
	Spring Street On-Ramp	Merge	AM	23.6	C	24.1	C	24.3	C
			PM	23.9	C	24.4	C	24.5	C
	North of SR 46W	Mainline	AM	**28.5**	**D**	**29.5**	**D**	**29.8**	**D**
			PM	**28.6**	**D**	**29.3**	**D**	**29.5**	**D**
	SR 46W Off-Ramp	Diverge	AM	**32.5**	**D**	**33.2**	**D**	**33.4**	**D**
			PM	**32.6**	**D**	**33.1**	**D**	**33.2**	**D**
	SR 46W On-Ramp	Merge	AM	27.1	C	27.6	C	27.7	C
			PM	27.6	C	27.9	C	28.0	C

** NB = Northbound; SB = Southbound*
[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.*

Mitigation Measures

No mitigation has been identified that would reduce the capacity impact on US 101.

Significance After Mitigation

Development of mitigation measures and improvements to freeway facilities would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to US 101 would be remain significant and unavoidable.

NEAR TERM PLUS PROJECT IMPACTS

Under Near Term conditions, there would be existing LOS deficiencies without the project at SR 46E/Union Road, SR 46E/Airport Road, SR 46E/Mill Road, Creston Road/Stoney Creek Road, South River Road/Riverbank Lane, and South River Road/Charolais Road that will be exacerbated by added project traffic. Under Near Term conditions, there would be existing queue deficiencies at five signalized intersections: 13th Street/Riverside Avenue, 13th Street/Paso Robles Street, Creston Road/Niblick Road, 1st Street-Niblick Road/Spring Street, and Niblick Road/South River Road. Under Near Term conditions, the addition of any project would worsen operations on SR 46E at Union Road and Airport Road due to existing deficiencies on the corridor. Study locations on the SR 46E corridor would operate acceptably under Near Term conditions with or without the addition of traffic from the project, but the Union Road/Paso Robles Boulevard Extension to Airport Road and the Union Road eastbound on-and off-ramps are needed.

IMPACT TR-8 UNDER NEAR TERM PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN AN UNACCEPTABLE LOS AT TWO CALTRANS-CONTROLLED INTERSECTIONS. CALTRANS COORDINATION WOULD BE REQUIRED FOR IMPROVEMENTS TO SR 46 INTERSECTIONS AT UNION ROAD AND AIRPORT ROAD. THEREFORE, SINCE THE CITY CANNOT ENSURE CALTRANS COOPERATION, THE PROJECT'S IMPACTS ON THE CIRCULATION SYSTEM WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

As shown in Table IV.G-16, the following Caltrans-controlled intersections would operate at an unacceptable LOS under Near Term Plus Project conditions, and implementation of the project will contribute to additional impacts at these intersections:

- The addition of traffic from the project would increase unacceptable delay on the side street approach of SR 46E/Union Road (#3) during the PM peak hour. Restricting the northbound lefts at the intersection would improve operations to LOS C and reduce the conflict points at the intersection. Currently five and nine vehicles make this turn in the AM and PM peak hour, respectively. Restricting westbound left turns is not required or recommended and could impact operations at SR 46E/Golden Hill Road.
- SR 46E/Airport Road (#4) would operate with unacceptable delay under Near Term conditions. Restricting the southbound left turns at the intersection would improve operations and reduce conflict points at the intersection. The restriction would impact five and 11 vehicles in the AM and PM peak hour, respectively. These vehicles could U-turn at Union Road. Restricting eastbound left turns is not recommended and adding a southbound right-turn lane would not improve LOS and is not recommended.

A Project Study Report has been prepared for this area, which will ultimately result in construction of an overcrossing and restriction of left turns on SR 46E. This improvement is consistent with the City's Circulation Element; however, the improvements are in the Caltrans right-of-way and subject to Caltrans review and approval.

Table IV.G-16. Near Term and Near Term Plus Project Intersection Auto Levels of Service

Intersection*	Peak Hour	Near Term		Near Term + 674		Near Term + 911	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
1. SR 46E/Buena Vista Drive	AM	19.4	B	19.6	B	19.6	B
	PM	16.9	B	17.2	B	17.3	B
2. SR 46E/Golden Hill Road	AM	26.1	C	26.6	C	26.8	C
	PM	30.3	C	30.6	C	30.7	C
3. SR 46E/Union Road	AM	5.2 (33.4)	- (D)	5.3 (33.6)	- (D)	5.5 (34.8)	- (D)
	PM	17.7 (112.7)	- (F)	18.3 (114.6)	- (F)	18.4 (115.2)	- (F)
4. SR 46E/Airport Road	AM	7.1 (25.1)	- (D)	7.3 (25.4)	- (D)	7.4 (25.5)	- (D)
	PM	6.1 (34.6)	- (D)	6.4 (35.9)	- (E)	6.4 (36.3)	- (E)
5. SR 46E/Mill Road	AM	0.1 (18.8)	- (C)	0.1 (18.8)	- (C)	0.1 (18.8)	- (C)
	PM	0.3 (26.8)	- (D)	0.3 (27.0)	- (D)	0.3 (27.0)	- (D)
6. Golden Hill Road/Union Road	AM	14.6	B	16.1	C	16.5	C
	PM	19.7	C	23.3	C	24.5	C
7. 13th Street/Riverside Avenue	AM	28.4	C	30.1	C	30.5	C
	PM	47.7	D	50.8	D	51.5	D
8. 13th Street/Paso Robles Street	AM	14.3	B	14.6	B	14.7	B
	PM	19.6	B	20.5	C	20.8	C
9. River Road/Creston Road	AM	22.1	C	22.8	C	23.0	C
	PM	21.0	C	21.6	C	21.8	C
10. Creston Road/Golden Hill Road	AM	22.3	C	24.0	C	24.6	C
	PM	19.6	B	21.9	C	22.4	C
11. Creston Road/Niblick Road	AM	64.2	E	76.9	E	80.5	F
	PM	44.4	D	52.8	D	56.1	E
12. Creston Road/Stoney Creek Road	AM	8.6 (49.5)	- (E)	19.5 (158.4)	- (F)	24.9 (>200)	- (F)
	PM	4.2 (26.3)	- (D)	6.8 (60.3)	- (F)	8.4 (80.8)	- (F)
13. Creston Road/Meadowlark Road	AM	17.7	C	52.8	F	73.7	F
	PM	11.9	B	24.2	C	34.2	D

Intersection*	Peak Hour	Near Term		Near Term + 674		Near Term + 911	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
14. Creston Road/Charolais Road	AM	4.9 (13.7)	- (B)	8.2 (24.7)	- (C)	10.5 (33.5)	- (D)
	PM	6.3 (13.4)	- (B)	12.7 (27.7)	- (D)	18.5 (41.0)	- (E)
15. Riverside Ave/Pine St/US 101 SB Ramp	AM	4.7 (12.8)	- (B)	4.8 (12.9)	- (B)	4.9 (13.0)	- (B)
	PM	6.5 (13.6)	- (B)	6.8 (13.9)	- (B)	6.9 (14.0)	- (B)
16. 1st Street-Niblick Road/Spring Street	AM	30.8	C	33.4	C	34.0	C
	PM	39.5	D	42.4	D	43.3	D
17. Niblick Road/South River Road	AM	43.0	D	50.2	D	52.6	D
	PM	30.4	C	40.2	D	43.9	D
18. South River Road/Riverbank Lane	AM	2.8 (37.6)	- (E)	3.9 (62.2)	- (F)	4.3 (71.3)	- (F)
	PM	1.3 (31.1)	- (D)	1.7 (48.5)	- (E)	1.9 (55.5)	- (F)
19. South River Road/Bridgegate Lane	AM	0.9 (14.4)	- (B)	0.9 (16.2)	- (C)	0.9 (16.8)	- (C)
	PM	0.7 (14.9)	- (B)	0.7 (17.5)	- (C)	0.7 (18.3)	- (C)
20. South River Road/Charolais Road	AM	19.6	C	46.3	E	61.3	F
	PM	40.6	E	113.6	F	138.5	F
21. Charolais Road/Holstein Drive	AM	0.2 (14.4)	- (B)	0.2 (17.0)	- (C)	0.2 (17.8)	- (C)
	PM	0.3 (13.1)	- (B)	0.2 (15.7)	- (C)	0.2 (16.5)	- (C)
22. Charolais Road/Otero Lane	AM	1.8 (18.1)	- (C)	2.0 (24.5)	- (C)	2.1 (26.9)	- (D)
	PM	1.2 (16.7)	- (C)	1.3 (23.0)	- (C)	1.4 (26.4)	- (D)
23. Charolais Road/St Andrews Circle	AM	0.2 (15.1)	- (C)	0.2 (18.2)	- (C)	0.2 (19.2)	- (C)
	PM	0.2 (13.3)	- (B)	0.2 (16.1)	- (C)	0.2 (17.1)	- (C)
24. Charolais Road/Rambouillet Road	AM	3.2 (14.8)	- (B)	3.4 (19.7)	- (C)	3.5 (21.6)	- (C)
	PM	2.9 (12.9)	- (B)	3.0 (20.1)	- (C)	3.3 (23.8)	- (C)

Intersection*	Peak Hour	Near Term		Near Term + 674		Near Term + 911	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
25. Meadowlark Road/Oriole Way	AM	3.8 (11.2)	- (B)	4.8	A	5.0	A
	PM	2.8 (9.6)	- (A)	4.7	A	4.9	A

** SB = Southbound*
[1] HCM 6 average control delay in seconds per vehicle (HCM 2000 used for Intersections 1, 10 and 15). For side-street stop controlled intersections, the worst approach's delay is reported in parentheses next to the overall intersection delay.
*Note: Unacceptable operations shown in **bold** text.*

Mitigation Measures

Implement Mitigation Measure TR-2 Fair Share Funding for Caltrans Intersection (#3) Improvements (see Existing Plus Project, above).

TR-8 Fair Share Funding for Intersection (#4) Improvements

The applicant shall make a fair-share contribution through the City's TIF program for ultimate improvements on SR 46E, consistent with the RTP, which consists of restricting left turns on SR 46E at Union Road and Airport Road.

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.

Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit.

Significance After Mitigation

Development of mitigation measures and improvements for SR 46E/Union Road (#3) and SR 46E/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 SR 46E/Union Road (#3) and SR 46E/Airport Road (#4) would remain significant and unavoidable.

IMPACT TR-9 SR 46E/MILL ROAD (#5) WOULD OPERATE AT LOS D IN THE PM PEAK HOUR UNDER NEAR TERM CONDITIONS. THE ADDITION OF PROJECT TRAFFIC INCREASES SIDE STREET DELAY BY LESS THAN 0.3 SECONDS, AND THE PROJECT DOES NOT ADD TRAFFIC TO THE SIDE STREET. THIS IS AN INSIGNIFICANT IMPACT (CLASS III).

Mitigation Measures

This impact would be insignificant without the need for mitigation.

IMPACT TR-10 UNDER NEAR TERM PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN AN UNACCEPTABLE LOS AT FIVE CITY-CONTROLLED INTERSECTIONS. THE PROJECT'S IMPACTS WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

As shown in Table IV.G-16, under the Near Term Plus Project condition, the following stop-controlled City intersections operate below LOS D:

- Creston Road/Stoney Creek Road (#12): the intersection would operate below LOS D in the AM peak hour under Near Term Conditions and under PM peak hour conditions with the addition of traffic from the project. The intersection meets signal warrants. The City's Circulation Element includes a rectangular rapid flashing beacon (RRFB) at this location. A traffic signal shall be installed rather than the RRFB. The existing dedicated left, through, and right southbound turn lanes are desired for signal operations. The eastbound approach should be restriped with a dedicated left-through and right-turn lane consistent with the Circulation Element. The northbound left-turn lane storage should be maximized.
- Creston Road/Meadowlark Road (#13): the addition of traffic from the project would cause the intersection to operate at LOS F during the AM peak hour and meet signal warrants. A traffic signal and restriping at this location is consistent with the City's Circulation Element. Storage for the southbound left-turn lane should be extended.
- Creston Road/Charolais Road (#14): the intersection would operate below LOS D in the PM peak hour under Project Plus Near Term conditions. The intersection would meet signal warrants; however, the intersection operates at LOS C or better with installation of all-way stop control. Where traffic signals are warranted, all-way stop control is an interim measure.
- South River Road/Riverbank Lane (#18): this intersection would operate at LOS D in the AM and PM peak hours under Existing Plus Project conditions with the addition of project traffic. While the intersection would not meet signal warrants, a two way left turn lane is proposed for this location to accommodate two stage left turns. This is an insignificant impact with addition of the two way left turn striping (Class II).
- South River Road/Charolais Road (#20): the intersection would operate below LOS D in the PM peak hour under Near Term Conditions and in the AM peak hour with the addition of traffic from the project. However, the intersection would meet signal warrants. A roundabout is consistent with the City's Circulation Element.

Mitigation Measures

The following mitigation measures have been identified to implement improvements designed to improve LOS at impacted facilities to pre-project levels, or where this performance standard is unable to be met, to improve LOS to the maximum extent feasible:

Implement Mitigation Measure TR-3(b) Implementation of Improvements for Intersections (#12, #13, #18, #20) (see Existing Plus Project, above).

TR-10 Implementation of Improvements at Creston Road/Charolais Road (#14)

The applicant shall evaluate and install an all-way stop control at Creston Road/Charolais Road.

Plan Requirements and Timing. The required improvements shall be constructed prior to issuance of the 911th building permit. If the Olsen-South Chandler Ranch Specific Plan constructs these improvements prior to the 911th Beechwood unit, the applicant shall contribute their fair-share amount for these improvements prior to issuance of the building permit for the 911th unit.

Monitoring. The City shall ensure compliance prior to issuance of the 911th building permit.

Significance After Mitigation

With the implementation of Mitigation Measures TR-3(b) and TR-10, all intersections operating at unacceptable LOS as a result of the project under near-term conditions would operate at pre-project conditions or better.

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.

IMPACT TR-11 UNDER NEAR TERM PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN QUEUEING DEFICIENCIES AT THREE CITY-CONTROLLED INTERSECTIONS. THE PROJECT'S IMPACTS WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

As shown in Table IV.G-17, for the Near Term Plus Project condition, the following queue deficiencies are identified that require mitigation:

- 13th Street/Riverside Avenue (#7): the westbound left-turn and through queue lengths would further exceed storage length during both peak hours with the addition of traffic from the project. The addition of project traffic lengthens queues by one vehicle or less, an insignificant amount. Bridge widening at this location is not included in the City's Circulation Element and any widening in this location is unlikely; signal timing should be reviewed, coordinated, and optimized. With coordination and overlaps, the queues would improve to no project conditions. The City's Circulation Element accepts that this location will reach capacity at General Plan Buildout.
- 13th Street/Paso Robles Street (#8): the northbound left- and right-turn and eastbound through queue lengths would further exceed storage length during at least 1 peak hour with the addition of traffic from the project. The addition of project traffic lengthens queues by two vehicles or fewer. Bridge widening at this location is not included in the City's Circulation Element and any widening in this location is unlikely; signal timing should be reviewed, coordinated, and optimized. If parking is removed on the east side of Paso Robles

Street north of 12th Street the northbound right-turn lane can be extended. With coordination, queues would improve to no project levels. The City's Circulation Element accepts that this location will reach capacity.

Creston Road/Niblick Road (#11): the northbound, southbound, and eastbound left-turn queue lengths exceed storage in at least 1 peak hour under Near Term conditions. The City's Circulation Element includes the addition of a second southbound left-turn lane and a southbound, eastbound, and westbound right-turn lane, allowing for two through lanes. With these improvements, the left turn queues could be accommodated in available two-way left-turn lane and bay taper storage.

Mitigation Measures

Implement Mitigation Measure TR-4(a) Implementation of Improvements at 13th Street/Riverside Avenue (#7) and TR-4(b) Implementation of Improvements at 13th Street/Paso Robles Street (#8) (see Existing Plus Project, above).

TR-11 Fair Share Funding for Intersection (#11) 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.

a. Creston Road/Niblick Road (#11): Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's TIF program for the installation of a second southbound left-turn, southbound right-turn, and eastbound right-turn lanes. If the Olsen-South Chandler Ranch Specific Plan has not started construction of the improvements prior to the building permit final of the 500th Beechwood unit, the applicant shall construct these improvements.

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 at Creston Road/Niblick Road (#11), the improvements shall be completed prior to the building permit final of the 500th unit.

Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit. If the applicant is required to construct improvements at Creston Road/Niblick Road (#11), the City shall ensure that the improvements are completed prior to the building permit final of the 500th unit.

Significance After Mitigation

With the implementation of Mitigation Measures TR-4(a), TR-4(b), and TR-11, unacceptable intersection queues resulting from project-added vehicle trips under Near Term Plus Project conditions at 13th Street/Riverside Avenue (#7), 13th Street/Paso Robles Street (#8), and Creston Road/Niblick Road (#11) would operate at pre-project conditions or better.

IMPACT TR-12 UNDER NEAR TERM PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN QUEUEING DEFICIENCIES AT RIVER ROAD/CRESTON ROAD (#9). THE NORTHBOUND LEFT-TURN QUEUE LENGTH WOULD FURTHER EXCEED STORAGE LENGTH DURING AT LEAST 1 PEAK HOUR WITH THE ADDITION OF TRAFFIC FROM THE PROJECT. ADDITIONAL STORAGE IS AVAILABLE IN THE STRIPED MEDIAN. COORDINATION WITH THE ADJACENT 13TH STREET INTERSECTIONS COULD ALSO SHORTEN THE QUEUE LENGTHS. ADDITIONAL STORAGE IS AVAILABLE IN THE STRIPED MEDIAN SO QUEUES WOULD NOT IMPACT OTHER MOVEMENTS, SO THIS IMPACT IS LESS THAN SIGNIFICANT AND DOES NOT REQUIRE MITIGATION. (CLASS III).

Mitigation Measures

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

IMPACT TR-13 UNDER NEAR TERM PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN QUEUEING DEFICIENCIES AT TWO CITY-CONTROLLED INTERSECTIONS. FEASIBLE MITIGATION IS NOT AVAILABLE AT THESE INTERSECTIONS TO REDUCE QUEUES TO ACCEPTABLE LEVELS. THEREFORE, THE PROJECT'S IMPACT ON VEHICULAR QUEUES WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

- 1st Street-Niblick Road/Spring Street (#16): the southbound left-turn and northbound right-turn queue lengths would exceed the storage length during the PM peak hour under Near Term conditions. No feasible mitigation has been identified to return queues to no project levels. The City's Circulation Element includes corridor improvements on Niblick Road and Spring Street.
- Niblick Road/South River Road (#17): all left-turn queue lengths would further exceed the storage length during 1 or more peak hours with the addition of traffic from the project. No mitigation has been identified to return queues to no project levels. The City's Circulation Element includes widening at this intersection and corridor improvements. The intersection would benefit from additional westbound left-turn lane storage, additional right-turn lanes, and right-turn overlap phasing.

Table IV.G-17. Near Term and Near Term Plus Project Queues

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft)[1]		
				Near Term	Near Term + 674	Near Term + 911
1. SR 46E/Buena Vista Drive	EBL[2]	345	AM	#354	#358	#359
			PM	305	311	312
2. SR 46E/Golden Hill Road	NBL	160	AM	185	192	195
			PM	164	169	170
	SBL	140	AM	72	73	73
			PM	137	138	138

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft)[1]		
				Near Term	Near Term + 674	Near Term + 911
	EBL[2]	225	AM	147	149	149
			PM	139	139	139
	WBL[2]	125	AM	34	35	35
			PM	47	48	48
3. SR 46E/Union Road	WBL[2]	195	AM	60	63	63
			PM	95	103	103
4. SR 46E/Airport Road	EBL[2]	580	AM	188	193	195
			PM	65	68	68
5. SR 46E/Mill Road	WBL[2]	305	AM	0	0	0
			PM	0	0	0
6. Golden Hill Road/Union Road	Intersection is a roundabout under Near Term Conditions					
7. 13th Street/Riverside Avenue	WBL	125	AM	328	329	332
			PM	268	268	268
	WBT	295	AM	326	349	355
			PM	372	393	398
8. 13th Street/Paso Robles Street	NBL	130	AM	216	216	216
			PM	233	233	233
	NBR	110	AM	57	57	57
			PM	286	289	290
	EBL	120	AM	88	88	88
			PM	109	109	109
	EBT	295	AM	254	265	267
			PM	438	470	479
9. River Road/Creston Road	NBL	140	AM	205	220	225
			PM	154	165	169
10. Creston Road/Golden Hill Road	EBL	125	AM	103	103	103
			PM	88	88	88
11. Creston Road/Niblick Road	NBL	230	AM	#209	#277	#296
			PM	#179	#231	#244
	SBL	245	AM	#289	#302	#305
			PM	#414	#440	#448
	EBL	150	AM	131	131	131
			PM	154	154	154

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft)[1]		
				Near Term	Near Term + 674	Near Term + 911
	WBL	170	AM	#87	#96	#97
			PM	118	#136	#140
16. 1st Street-Niblick Road/Spring Street	NBL	165	AM	#158	#158	#158
			PM	154	154	154
	NBR	290	AM	65	77	79
			PM	307	378	400
	SBL	305	AM	208	218	219
			PM	337	357	363
17. Niblick Road/South River Road	NBL	150	AM	292	#378	#400
			PM	196	226	#245
	SBL	110	AM	#371	#382	#385
			PM	#233	#266	#274
	EBL	140	AM	74	74	74
			PM	148	148	148
	WBL	80	AM	#171	#171	#171
			PM	153	153	153

[1] Queue length that would not be exceeded 95% of the time.
[2] Deceleration length of 530 feet has been subtracted from the storage length per the HDM for 60-mile-per-hour design speed.
indicates that 95th percentile volume exceeds capacity; queue may be longer.
Bold indicates queue length longer than storage length.

Mitigation Measures

Implement Mitigation Measure TR-6 Implementation of Improvements at Niblick Road/South River Road (#17).

The following mitigation measures have been identified to implement improvements designed to improve LOS at impacted facilities to the maximum extent feasible:

TR-13 Fair Share Funding for Intersection (#16) 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.

a. Creston Road/Niblick Road (#11): Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's TIF program for the installation of a second southbound left-turn, southbound right-turn, and eastbound right-turn lanes. If the Olsen-South Chandler Ranch Specific Plan has not started construction of the improvements prior to the

building permit final of the 500th Beechwood unit, the applicant shall construct these improvements. Should the applicant be required to construct the improvements, the project will be eligible to receive TIF credits for the improvements in accordance with City policy.

b. 1st Street-Niblick Road/Spring Street (#16): Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's TIF program for the installation of an eastbound right turn lane at this intersection.

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 at Creston Road/Niblick Road (#11), the improvements shall be completed prior to the building permit final of the 500th unit.

Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit. If the applicant is required to construct improvements at Creston Road/Niblick Road (#11), the City shall ensure that the improvements are completed prior to the building permit final of the 500th unit.

Significance After Mitigation

The required corridor improvements at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) 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 (#16) and Niblick Road/South River Road (#17), 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 (#17). As a result, queuing impacts at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) 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. 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.

IMPACT TR-14 UNDER NEAR TERM PLUS PROJECT CONDITIONS, NIBLICK ROAD EAST OF SPRING STREET WOULD OPERATE AT 99% CAPACITY. PROJECT IMPACTS TO THIS ROADWAY SEGMENT 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 IV.G-18 summarizes the study area roadway segment operations under Near Term Plus Project conditions.

Niblick Road east of Spring Street operates at 92% capacity under Near Term conditions. With the addition of traffic from the project, the capacity utilization would increase but remain below 100%. The projected capacity utilization of 99% on Niblick Road does not justify the widening of this roadway. Widening the bridge to a six-lane arterial would result in a capacity utilization below 70%, which would reduce vehicle delays, but would also support higher vehicle speeds and would conflict with the City's multimodal goals and desire to maintain its small-town character.

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.

IMPACT TR-15 UNDER NEAR TERM PLUS PROJECT CONDITIONS, THE PROJECT WOULD INCREASE DENSITY AT SEVEN CALTRANS FREEWAY SEGMENTS OPERATING AT UNACCEPTABLE LOS. CALTRANS COORDINATION WOULD BE REQUIRED FOR IMPROVEMENTS TO THESE FREEWAY SEGMENTS. THEREFORE, THE PROJECT'S IMPACTS ON THE CIRCULATION SYSTEM WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

As shown in Table IV.G-19, the project would increase the density at the following seven freeway segments currently operating at unacceptable LOS under Near Term Plus Project conditions:

- US 101 northbound (SR 46W Off-Ramp)
- US 101 northbound (SR 46W On-Ramp)
- US 101 northbound (North of SR 46W)
- US 101 northbound (Spring Street Off-Ramp)
- US 101 southbound (North of SR 46W)
- US 101 southbound (SR 46W Off-Ramp)
- US 101 southbound (SR 46W On-Ramp)

The addition of project traffic increases density by less than two passenger cars per mile per lane at the unacceptable locations under Existing Plus Project conditions. Therefore, implementation of the project would conflict with established freeway LOS standards resulting in a significant impact.

Table IV.G-18. Near Term and Near Term Plus Project Roadway Segment Operations

Street	ID	Segment	Facility Type	Lanes	Near Term			Near Term + 674			Near Term + 911		
					ADT	LOS	Capacity Utilization	ADT	LOS	Capacity Utilization	ADT	LOS	Capacity Utilization
Creston Road	1	East of Ferro Lane	Arterial	2*	17,600	D	81%	18,198	D	84%	18,334	D	84%
	2	East of Golden Hill Road	Arterial	4	16,700	A	45%	18,664	A	50%	19,111	A	51%
	3	South of Niblick Road	Arterial	4	16,900	A	45%	19,846	A	53%	20,517	A	55%
	4	North of Meadowlark	Arterial	4	7,400	A	20%	10,773	A	29%	11,541	A	31%
Golden Hill Road	5	South of Union Road	Arterial	3	15,200	D	70%	16,139	D	74%	16,353	D	75%
	6	North of Union Road	Arterial	3	11,900	C	55%	12,583	C	58%	12,739	C	59%
Niblick Road	7	East of Spring Street	Arterial	4	34,400	D	92%	36,663	E	98%	37,178	E	99%
	8	East of Quarterhorse	Arterial	4	25,700	C	69%	26,767	C	72%	27,011	C	72%
Charolais Road	9	East of South River Road	Arterial	2*	9,200	C	42%	11,975	C	55%	12,607	C	58%
South River Road	10	South of Spanish Camp Road South	Local	2	1,500	A	16%	1,585	A	17%	1,605	A	17%
	11	North of Charolais Road	Arterial	2*	11,000	C	51%	13,775	D	63%	14,407	D	66%
Barley Grain Road	12	South of Creston Road	Local	2	500	A	5%	585	A	6%	605	A	6%

** Indicates the presence of a raised median or two-way left-turn lane on a two-lane arterial.*
Source: City of Paso Robles 2012; CCTC 2019.

Table IV.G-19. Near Term and Near Term Plus Project Freeway Operations

Direction *	Location	Segment Type	Peak Hour	Near Term		Near Term + 674		Near Term + 911	
				Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
US 101 NB	SR 46W Off-Ramp	Diverge	AM	25.0	C	25.2	C	25.3	C
			PM	30.2	D	30.7	D	30.8	D
	SR 46W On-Ramp	Merge	AM	25.7	C	26.0	C	26.1	C
			PM	33.7	D	34.3	D	34.5	D
	North of SR 46W	Mainline	AM	21.9	C	22.3	C	22.4	C
			PM	34.2	D	35.6	E	36.0	E
	Spring Street Off-Ramp	Diverge	AM	29.3	D	29.7	D	29.8	D
			PM	37.6	E	38.3	E	38.5	E
	Paso Robles Street Off-Ramp	Diverge	AM	18.1	B	18.1	B	18.1	B
			PM	21.8	C	21.8	C	21.8	C
	Paso Robles Street On-Ramp	Merge	AM	17.9	B	18.0	B	18.0	B
			PM	19.0	B	19.1	B	19.1	B
	South of SR 46E	Mainline	AM	14.5	B	14.6	B	14.6	B
			PM	15.3	B	15.4	B	15.4	B
	SR 46E Off-Ramp	Diverge	AM	19.1	B	19.2	B	19.3	B
			PM	20.1	C	20.2	C	20.2	C
	SR 46E On-Ramp	Merge	AM	12.7	B	12.8	B	12.8	B
			PM	13.1	B	13.2	B	13.2	B
	North of SR 46E	Mainline	AM	9.3	A	9.4	A	9.5	A
			PM	9.7	A	9.8	A	9.8	A
US 101 SB	North of SR 46E	Mainline	AM	8.8	A	8.8	A	8.8	A
			PM	14.4	B	14.5	B	14.5	B
	SR 46E Off-Ramp	Diverge	AM	13.0	B	13.0	B	13.0	B
			PM	19.4	B	19.5	B	19.6	B
	SR 46E to Riverside/17th Street[2]	Weave	AM	-	A	-	A	-	B
			PM	-	B	-	B	-	B
	South of SR 46E	Mainline	AM	13.2	B	13.2	B	13.2	B
			PM	16.5	B	16.6	B	16.6	B
	Riverside/17th Street On-Ramp	Merge	AM	19.8	B	19.8	B	19.8	B
			PM	22.5	C	22.6	C	22.6	C
	Riverside/Pine Street Off-Ramp	Diverge	AM	20.6	C	20.7	C	20.7	C
			PM	23.5	C	23.6	C	23.7	C

Direction *	Location	Segment Type	Peak Hour	Near Term		Near Term + 674		Near Term + 911	
				Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
	Spring Street On-Ramp	Merge	AM	26.7	C	27.2	C	27.4	C
			PM	26.2	C	26.7	C	26.8	C
	North of SR 46W	Mainline	AM	34.8	D	36.1	E	36.5	E
			PM	33.1	D	34.0	D	34.3	D
	SR 46W Off-Ramp	Diverge	AM	36.3	E	37.0	E	37.2	E
			PM	35.4	E	35.9	E	36.0	E
	SR 46W On-Ramp	Merge	AM	29.7	D	30.1	D	30.3	D
			PM	29.6	D	29.9	D	30.0	D

** NB = Northbound; SB = Southbound*
[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.*

Mitigation Measures

No mitigation has been identified that would reduce the capacity impact on the US 101 freeway segments.

Widening US 101 to a six-lane facility between Spring Street in Paso Robles and Main Street in Templeton would improve mainline and ramp operations to LOS C or better for all segments except the US 101 northbound Spring Street off-ramp with or without the proposed project under Near Term conditions. An additional lane at the US 101 northbound Spring Street off-ramp is needed under Near Term conditions for acceptable operations. However, widening to a six-lane facility has not been identified in SLOCOG or Caltrans studies.

The US 101 Corridor Mobility Study identified LOS D-E for the northbound segments and LOS D for the southbound off-ramp diverge under 2035 conditions; however, no improvements were identified.

Significance After Mitigation

Development of mitigation measures and improvements to freeway facilities would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to US 101 would be remain significant and unavoidable.

6. Cumulative Impacts

In addition to the changes for the Near Term network, the following roadways improvements were assumed to be in place under Cumulative conditions. Alternative 1 of the on-going Union Road/SR 46E PA/ED was assumed to be in place under Cumulative conditions.

- SR 46E/Buena Vista Drive (#1): Second eastbound left-turn lane
- SR 46E/Union Road (#3): Intersection closed, eastbound on- and off-ramps constructed

- SR 46E/Airport Road (#4): Turns restricted to right-in-right-out
- Golden Hill Road/Union Road (#6): Multi-lane roundabout
- Creston Road/Niblick Road (#11): Second eastbound through lane, second southbound left-turn lane, dedicated southbound right-turn lane, dedicated westbound right-turn lane
- Riverside Avenue/Pine Street/US 101 SB Ramp (#15): Pine Street converted to one-way westbound
- South River Road/Charolais Road (#20): Single-lane roundabout
- Golden Hill Road widened to four-lane arterial from SR 46E 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 46E and northeasterly extension to Airport Road
- US 101/SR 46W interchange: Roundabouts at northbound and southbound ramps, Vine Street realigned with Theatre Drive

Under Cumulative conditions, the addition of any project traffic would worsen deficient operations at SR 46E at Golden Hill Road. A multi-lane roundabout at Golden Hill Road/Union Road, a traffic signal at Creston Road/Stoney Creek Road, and all-way stop control at Riverside Avenue/Pine Street/US 101 southbound ramp are all needed under Cumulative conditions. There are Cumulative queue deficiencies at five signalized intersections including: 13th Street/Riverside Avenue, 13th Street/Paso Robles Street, River Road/Creston Road, 1st Street-Niblick Road/Spring Street and Niblick Road/South River Road. Project development would require up to two additional intersection mitigations, including installation of a traffic signal at Creston Road/Meadowlark Road, as well as installation of all-way stop control at Creston Road/Charolais Road.

Project traffic could be mitigated by traffic signal improvements at SR 46E/Golden Hill Road. For the intersection to operate acceptably under Cumulative conditions with or without the project, additional corridor improvements are needed.

IMPACT TR-16 UNDER CUMULATIVE PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN AN UNACCEPTABLE LOS AT TWO CALTRANS-CONTROLLED INTERSECTIONS. CALTRANS COORDINATION WOULD BE REQUIRED FOR IMPROVEMENTS TO SR 46E/GOLDEN HILL ROAD INTERSECTION. THEREFORE, THE PROJECT'S IMPACTS ON THE CIRCULATION SYSTEM WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

As shown in Table IV.G-20, the following City-controlled intersections operate at an unacceptable LOS under Cumulative Plus Project conditions.

- SR 46E/Golden Hill Road (#2): the addition of traffic from either project would increase unacceptable delay at the intersection during the AM and PM peak hours. Installation of a southbound right-turn overlap phase and time of day operations would improve intersection operations to at least Cumulative conditions. Eastbound U-turns would need to be prohibited with implementation of a southbound right-turn overlap. Under existing PM

peak hour conditions, 285 vehicles make a southbound right turn and intersection operations will benefit. Northbound U-turns are allowed at Golden Hill Road and the commercial project driveway north of SR 46. A Project Study Report has been prepared for this area, which will ultimately result in construction of an overcrossing east of this location. The full interchange alternative is needed to improve operations at this location, which would restrict access at this intersection to right-in, right-out. This improvement is consistent with the City's Circulation Element; however, the improvements are in the Caltrans right-of-way and subject to approval.

- Riverside Avenue/Pine Street/US 101 Southbound Ramps (#15): the intersection would operate at LOS D in the PM peak hour under Cumulative conditions with Pine Street west of Riverside Avenue one-way westbound. Although the typical all-way stop control and traffic signal warrants would not be met, the intersection has two legs with equal volumes and would operate at LOS C or better with all-way (southbound and westbound) stop control.

Table IV.G-20. Cumulative and Cumulative Plus Project Intersection Auto Levels of Service

Intersection	Peak Hour	Cumulative		Cumulative + 674		Cumulative + 911	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
1. SR 46E/Buena Vista Drive	AM	28.6	C	29.1	C	29.2	C
	PM	19.9	B	20.2	C	20.3	C
2. SR 46E/Golden Hill Road	AM	**81.5**	**F**	**83.9**	**F**	**84.4**	**F**
	PM	**59.5**	**E**	**61.7**	**E**	**62.3**	**E**
3. SR 46E/Union Road	Intersection closed						
4. SR 46E/Airport Road	AM	**0.9 (28.6)**	**- (D)**	**0.9 (28.6)**	**- (D)**	**0.9 (28.6)**	**- (D)**
	PM	0.8 (24.6)	- (C)	0.8 (24.7)	- (C)	0.8 (24.7)	- (C)
5. SR 46E/Mill Road	AM	**0.4 (35.6)**	**- (E)**	**0.4 (35.6)**	**- (E)**	**0.4 (35.6)**	**- (E)**
	PM	**1.4 (75.3)**	**- (F)**	**1.4 (75.3)**	**- (F)**	**1.4 (75.3)**	**- (F)**
6. Golden Hill Road/Union Road	AM	29.4	D	34.4	D	36.2	E
	PM	31.7	D	37.4	E	39.1	E
7. 13th Street/Riverside Avenue	AM	45.4	D	47.9	D	48.6	D
	PM	70.6	E	74.5	E	75.5	E
8. 13th Street/Paso Robles Street	AM	16.1	B	16.3	B	16.4	B
	PM	27.5	C	28.5	C	28.8	C
9. River Road/Creston Road	AM	28.0	C	29.3	C	29.8	C
	PM	27.1	C	28.0	C	28.3	C

Intersection	Peak Hour	Cumulative		Cumulative + 674		Cumulative + 911	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
10. Creston Road/Golden Hill Road	AM	27.5	C	29.2	C	29.7	C
	PM	23.9	C	25.4	C	25.8	C
11. Creston Road/Niblick Road	AM	47.0	D	53.2	D	55.0	E
	PM	32.4	C	36.1	D	37.6	D
12. Creston Road/Stoney Creek Road	AM	**19.3 (104.0)**	**- (F)**	**45.6 (>200)**	**- (F)**	**55.0 (>200)**	**- (F)**
	PM	**7.0 (41.8)**	**- (E)**	**15.1 (120.8)**	**- (F)**	**19.6 (166.4)**	**- (F)**
13. Creston Road/Meadowlark Road	AM	19.6	C	**49.8**	**E**	**63.3**	**F**
	PM	12.9	B	24.2	C	32.2	D
14. Creston Road/Charolais Road	AM	5.1 (14.4)	- (B)	8.1 (24.9)	- (C)	10.0 (32.4)	- (D)
	PM	6.6 (14.5)	- (B)	12.9 (29.4)	- (D)	**18.2 (41.8)**	**- (E)**
15. Riverside Ave/Pine St/US 101 SB Ramp	AM	5.4 (16.4)	- (C)	5.5 (16.6)	- (C)	5.6 (16.6)	- (C)
	PM	**11.5 (27.6)**	**- (D)**	**12.3 (29.0)**	**- (D)**	**12.5 (29.3)**	**- (D)**
16. 1st Street-Niblick Road/Spring Street	AM	36.4	D	39.1	D	39.8	D
	PM	46.6	D	49.7	D	50.7	D
17. Niblick Road/South River Road	AM	50.8	D	57.3	E	59.5	E
	PM	35.0	D	43.8	D	46.7	D
18. South River Road/Riverbank Lane	AM	3.9 (48.5)	- (E)	5.7 (79.5)	- (F)	6.4 (91.8)	- (F)
	PM	1.8 (36.3)	- (E)	2.4 (55.8)	- (F)	2.6 (62.6)	- (F)
19. South River Road/Bridgegate Lane	AM	1.0 (15.1)	- (C)	1.0 (16.8)	- (C)	1.1 (17.2)	- (C)
	PM	0.8 (15.8)	- (C)	0.9 (18.1)	- (C)	0.9 (18.9)	- (C)
20. South River Road/Charolais Road	AM	7.6	A	9.1	A	9.7	A
	PM	7.3	A	8.8	A	9.3	A
21. Charolais Road/Holstein Drive	AM	0.5 (16.2)	- (C)	0.5 (19.0)	- (C)	0.5 (19.9)	- (C)
	PM	0.4 (15.8)	- (C)	0.4 (19.3)	- (C)	0.4 (20.4)	- (C)
22. Charolais Road/Otero Lane	AM	2.6 (21.6)	- (C)	3.0 (29.7)	- (D)	3.2 (32.6)	- (D)

Intersection	Peak Hour	Cumulative		Cumulative + 674		Cumulative + 911	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
	PM	1.9 (19.4)	- (C)	2.2 (28.1)	- (D)	2.3 (32.1)	- (D)
23. Charolais Road/St Andrews Circle	AM	0.5 (16.1)	- (C)	0.5 (19.1)	- (C)	0.5 (20.0)	- (C)
	PM	0.4 (15.4)	- (C)	0.4 (18.8)	- (C)	0.4 (20.0)	- (C)
24. Charolais Road/Rambouillet Road	AM	3.6 (16.7)	- (C)	4.0 (22.1)	- (C)	4.2 (24.2)	- (C)
	PM	3.1 (14.2)	- (B)	3.3 (20.6)	- (C)	3.5 (23.2)	- (C)
25. Meadowlark Road/Oriole Way	AM	3.8 (11.4)	- (B)	5.0	A	5.1	A
	PM	3.0 (10.2)	- (B)	5.0	A	5.2	A

[1] HCM 6 average control delay in seconds per vehicle (HCM 2000 used for Intersections 1, 10 and 15). For side-street stop controlled intersections, the worst approach's delay is reported in parentheses next to the overall intersection delay.
*Note: Unacceptable operations shown in **bold** text.*

Mitigation Measures

TR-16(a) Fair Share Funding for Caltrans Intersection (#2) Improvements

The applicant shall make a fair-share contribution through the City's TIF program for ultimate improvements on SR 46E, consistent with the RTP, which consists of restricting access at the intersection to right-in, right-out.

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.

Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit.

TR-16(b) Fair Share Funding for Riverside Avenue/Pine Street/US 101 Southbound Ramps (#15) Improvements

The applicant shall make a fair-share contribution through the City's TIF program for installation of an all-way stop control at Riverside Avenue/Pine Street at the US 101 southbound ramps.

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.

Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit.

Significance After Mitigation

Installation of an all-way stop control at Riverside Avenue/Pine Street at the US 101 southbound ramps would allow the intersection to operate at LOS C or better. Development of mitigation measures and improvements for SR 46E/Union Road (#3) would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to SR 46E/Union Road (#3) would remain significant and unavoidable.

IMPACT TR-17 UNDER CUMULATIVE PLUS PROJECT CONDITIONS, THE ADDITION OF PROJECT TRAFFIC WOULD NOT FURTHER DEGRADE SR 46E/MILL ROAD (#5) DURING THE AM AND PM PEAK HOURS, OR SR 46E/AIRPORT ROAD (#5) DURING THE AM PEAK HOUR. THEREFORE, NO IMPROVEMENTS ARE RECOMMENDED FOR THOSE INTERSECTIONS. THIS IS AN INSIGNIFICANT IMPACT (CLASS III).

Mitigation Measures

This impact would be insignificant without the need for mitigation.

IMPACT TR-18 UNDER CUMULATIVE PLUS PROJECT CONDITION, THE PROJECT WOULD RESULT IN AN UNACCEPTABLE LOS AT FOUR CITY-CONTROLLED INTERSECTIONS. THE PROJECT'S IMPACTS WOULD BE SIGNIFICANT BUT MITIGABLE (CLASS II).

As shown in Table IV.G-20, above, under the Cumulative Plus Project condition, the following stop-controlled City intersections operate below LOS D:

- Golden Hill Road/Union Road (#6): the intersection would operate at LOS E during the PM peak hour with the addition of traffic from either project under Cumulative conditions. Cumulative conditions assumes the multi-lane roundabout in the City's Circulation Element. The ultimate lane configuration of the roundabout will depend on access to SR 46E at Golden Hill Road and Union Road.
- Creston Road/Stoney Creek Road (#12): the intersection would operate below LOS D in both AM and PM peak hours under Cumulative conditions. The intersection meets signal warrants. The City's Circulation Element includes a traffic signal at this location. The bulb-out on the northwest corner is not recommended. The existing dedicated left, through, and right southbound turn lanes are desired for signal operations. The eastbound approach should be restriped with a dedicated left-through and right-turn lane consistent with the Circulation Element. The northbound left-turn lane storage should be maximized.
- Creston Road/Meadowlark Road (#13): the intersection would operate below LOS D in the AM peak hour with the addition of traffic from either project and would meet signal warrants. A traffic signal and restriping at this location are consistent with the City's Circulation Element. Storage for the southbound left-turn lane should be extended.
- Creston Road/Charolais Road (#14): the intersection would operate at LOS E in the PM peak with the 911-Unit Project under Cumulative conditions. The intersection would meet signal warrants; however, the intersection operates at LOS C with installation of all-way stop control. Where traffic signals are warranted, all-way stop control is an interim measure.

Mitigation Measures

Implement Mitigation Measures TR-3(a).1, TR-3(b).1, TR-3(b).2, and TR-10.

Significance After Mitigation

With the implementation of Mitigation Measures TR-3(a).1, TR-3(b).1, TR-3(b).2, and TR-10, all intersections operating at unacceptable LOS as a result of the project under cumulative conditions would operate at pre-project conditions or better.

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.

IMPACT TR-19 SOUTH RIVER ROAD/RIVERBANK LANE (#18) WOULD OPERATE AT LOS D IN THE AM AND PM PEAK HOURS UNDER CUMULATIVE CONDITIONS WITH THE ADDITION OF PROJECT TRAFFIC. WHILE THE INTERSECTION WOULD NOT MEET SIGNAL WARRANTS, A TWO-WAY LEFT TURN LANE IS PROPOSED FOR THIS LOCATION TO ACCOMMODATE TWO STAGE LEFT TURNS. THIS IS AN INSIGNIFICANT IMPACT WITH THE INCORPORATION OF MITIGATION MEASURE TR-3(B).4 (CLASS III).

Mitigation Measures

This impact would be insignificant with the implementation of Mitigation Measure TR-3b).4.

IMPACT TR-20 UNDER CUMULATIVE PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN QUEUEING DEFICIENCIES AT THREE CITY-CONTROLLED INTERSECTIONS. PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

As shown in Table IV.G-21, for the Cumulative Plus Project condition, the following queue deficiencies are identified that require mitigation:

- 13th Street/Riverside Avenue (#7): the westbound left-turn and through movement queue lengths would further exceed storage during both AM and PM peak hours with the addition of traffic from the project. Bridge widening at this location in not included in the City's Circulation Element and any widening in this location is unlikely; signal timing should be reviewed, coordinated, and optimized. With coordination and overlaps, queues would improve to no project levels. The City's Circulation Element accepts that this location will reach capacity.

- 13th Street/Paso Robles Street (#8): the northbound and eastbound queue lengths would further exceed storage length during at least 1 peak hour with the addition of traffic from the project. Bridge widening at this location in not included in the City's Circulation Element and any widening in this location is unlikely; signal timing should be reviewed, coordinated, and optimized. If parking is removed on the east side of Paso Robles Street north of 12th Street, the northbound right-turn lane could be extended. With coordination and overlaps, queues would improve to no project levels. The City's Circulation Element accepts that this location will reach capacity.
- River Road/Creston Road (#9): the northbound and southbound left-turn queue lengths would further exceed storage during both AM and PM peak hours with the addition of traffic from the project. Bridge widening at this location in not included in the City's Circulation Element; signal timing should be reviewed, coordinated, and optimized. In addition to coordinated signal timing, the intersection would benefit from restriping of the southbound lanes to a dedicated left-turn, through, and right-turn lane. With these modifications, queues could be accommodated in the existing bay taper. The City's Circulation Element accepts that this location will reach capacity.

Mitigation Measures

The following mitigation measures have been identified to implement improvements designed to improve LOS at impacted facilities to pre-project levels, or where this performance standard is unable to be met, to improve LOS to the maximum extent feasible:

Implement Mitigation Measure TR-4(a) and TR-4(b).

TR-20 Implementation of Improvements at North River Road/Creston Road (#9)

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-turn, through, and right-turn lane on the southbound intersection leg. This shall be done in conjunction with TR-4(a), TR-4(b), and TR-4(c). Improvements at this intersection are not eligible for TIF Program credits.

Plan Requirements and Timing. The required improvements shall be constructed prior to the issuance of the building permit for the first unit. This improvement shall be done in conjunction with TR-4(a) and TR-4(b).

Monitoring. The City shall ensure compliance prior to the issuance of the building permit for the first unit.

Significance After Mitigation

With the implementation of Mitigation Measure TR-4(a), TR-4(b), and TR-20, queueing deficiencies at all intersections as a result of the project under cumulative conditions would operate at pre-project conditions or better.

IMPACT TR-21 UNDER CUMULATIVE PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN QUEUEING DEFICIENCIES AT TWO CITY-CONTROLLED INTERSECTIONS. FEASIBLE MITIGATION IS NOT AVAILABLE AT THESE INTERSECTIONS TO REDUCE QUEUES TO ACCEPTABLE LEVELS. THEREFORE, THE PROJECT'S IMPACT ON VEHICULAR QUEUES WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

- 1st Street-Niblick Road/Spring Street (#16): the southbound left-turn and northbound left- and right-turn queue lengths would further exceed the storage length during the PM peak hour under Cumulative conditions. No feasible mitigation has been identified to return queues to no project levels. The City's Circulation Element includes corridor improvements on Niblick Road and Spring Street.
- Niblick Road/South River Road (#17): all left-turn lengths would exceed storage in 1 or more peak hours under Cumulative conditions. No mitigation has been identified to return queues to no project levels. The City's Circulation Element includes widening at this intersection and corridor improvements. The intersection would benefit from additional westbound left-turn lane storage, additional right-turn lanes, and right-turn overlap phasing.

Table IV.G-21. Cumulative and Cumulative Plus Project Queues

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft)[1]		
				Cumulative	Cumulative + 674	Cumulative + 911
1. SR 46E/Buena Vista Drive	EBL[2]	345	AM	298	298	298
			PM	224	224	224
2. SR 46E/Golden Hill Road	NBL	160	AM	**#431**	**#453**	**#458**
			PM	**#311**	**#328**	**#331**
	SBL	140	AM	**193**	**194**	**194**
			PM	**201**	**204**	**205**
	EBL[2]	225	AM	**#434**	**#434**	**#434**
			PM	**#372**	**#372**	**#372**
	WBL[2]	125	AM	**#441**	**#445**	**#445**
			PM	**#373**	**#384**	**#388**
3. SR 46E/Union Road	Intersection closed					
4. SR 46E/Airport Road	Intersection is right-in-right-out under Cumulative Conditions					
5. SR 46E/Mill Road	WBL[2]	305	AM	0	0	0
			PM	0	0	0
6. Golden Hill Road/Union Road	Intersection is a roundabout under Cumulative Conditions					
7. 13th Street/Riverside Avenue	WBL	125	AM	**#419**	**#419**	**#419**
			PM	**#358**	**#358**	**#358**

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft)[1]		
				Cumulative	Cumulative + 674	Cumulative + 911
	WBT	295	AM	**381**	**398**	**403**
			PM	**445**	**457**	**463**
8. 13th Street/Paso Robles Street	NBL	130	AM	**228**	**228**	**228**
			PM	**246**	**246**	**246**
	NBR	110	AM	95	98	99
			PM	**#415**	**#417**	**#418**
	EBL	120	AM	98	98	98
			PM	**#122**	**#122**	**#122**
	EBT	295	AM	**308**	**316**	**318**
			PM	**491**	**516**	**523**
9. River Road/Creston Road	NBL	140	AM	**#224**	**#246**	**#253**
			PM	**#161**	**#185**	**#189**
	SBL	225	AM	**#235**	**#240**	**#240**
			PM	#194	#204	#207
10. Creston Road/Golden Hill Road	EBL	125	AM	**#183**	**#183**	**#183**
			PM	**#168**	**#168**	**#168**
11. Creston Road/Niblick Road	NBL	230	AM	216	**#287**	**#314**
			PM	199	**237**	**248**
	SBL	245	AM	#169	#176	#177
			PM	205	212	214
	EBL	150	AM	**#193**	**#194**	**#194**
			PM	**236**	**236**	**236**
	WBL	170	AM	123	129	130
			PM	**179**	**189**	**191**
16. 1st Street-Niblick Road/Spring Street	NBL	165	AM	**189**	**189**	**189**
			PM	**207**	**207**	**207**
	NBR	290	AM	84	92	94
			PM	**345**	**411**	**431**
	SBL	305	AM	259	269	270
			PM	**447**	**#489**	**#496**
17. Niblick Road/South River Road	NBL	150	AM	**#354**	**#413**	**#429**
			PM	**201**	**#240**	**#252**
	SBL	110	AM	**#400**	**#412**	**#415**
			PM	**#261**	**#278**	**#283**

Intersection	Movement	Storage Length (ft)	Peak Hour	95th Percentile Queues (ft)[1]		
				Cumulative	Cumulative + 674	Cumulative + 911
	EBL	140	AM	#103	#104	#104
			PM	**#170**	**#170**	**#170**
	WBL	80	AM	**#195**	**#196**	**#196**
			PM	**#208**	**#208**	**#208**

[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 HDM for 60-mile-per-hour design speed.
indicates that 95th percentile volume exceeds capacity; queue may be longer.
Bold indicates queue length longer than storage length.

Mitigation Measures

The following mitigation measures have been identified to improve LOS to the maximum extent feasible:

Implement Mitigation Measures TR-6 and TR-13.

Significance After Mitigation

The required corridor improvements at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) 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 (#16) and Niblick Road/South River Road (#17), 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 (#17). As a result, queuing impacts at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) would be significant and unavoidable.

IMPACT TR-22 UNDER CUMULATIVE CONDITIONS, CRESTON ROAD/GOLDEN HILL ROAD (#10) WOULD RESULT IN QUEUEING DEFICIENCIES IN THE EASTBOUND LEFT-TURN LANE. TRAFFIC FROM THE PROJECT WOULD NOT DEGRADE THE INTERSECTION OPERATIONS, SO THE PROJECT'S IMPACTS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

Mitigation Measures

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

IMPACT TR-23 UNDER CUMULATIVE PLUS PROJECT CONDITIONS, THE PROJECT WOULD RESULT IN QUEUEING DEFICIENCIES AT CRESTON ROAD/NIBLICK ROAD (#11). THE LEFT-TURN QUEUES COULD BE ACCOMMODATED IN AVAILABLE TWO-WAY LEFT-TURN LANE AND BAY TAPER STORAGE. THEREFORE, THE PROJECT'S IMPACTS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

Mitigation Measures

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

IMPACT TR-24 UNDER CUMULATIVE PLUS PROJECT CONDITIONS, TWO CITY-CONTROLLED ROADWAY SEGMENTS WOULD OPERATE ABOVE 90% CAPACITY, BUT LESS THAN 100%. PROJECT IMPACTS TO THIS ROAD SEGMENT 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 IV.G-22 summarizes the study area roadway segment operations under Existing Plus Project and Near Term Plus Project conditions. Two roadway segments would operate above 90% utilization:

- Niblick Road east of Spring Street: operates at 93% capacity under Cumulative conditions. With the addition of traffic from the project, the capacity utilization would increase but remain below 100%. The projected capacity utilization of 99% on Niblick Road does not justify the widening of this roadway. Widening the bridge to a six-lane arterial would result in a capacity utilization below 70%, which would reduce vehicle delays, but would also support higher vehicle speeds and would conflict with the City's multimodal goals and desire to maintain its small-town character.
- Creston Road (east of Ferro Lane): would operate at 89% capacity under Cumulative conditions. With the addition of traffic from either project, the capacity utilization would increase above 90% but remain below 100%. The project capacity utilization of 92% does not justify widening per the City's multimodal goals. Corridor improvements including a center left-turn lane and bike lanes have been adopted by the City.

Mitigation Measures

No mitigation has been identified that would reduce the capacity impact on these two roadway segments.

Significance After Mitigation

Because no mitigation has been identified this impact would be significant and unavoidable.

IMPACT TR-25 UNDER CUMULATIVE PLUS PROJECT CONDITIONS, THE PROJECT WOULD INCREASE DENSITY AT EIGHT CALTRANS FREEWAY SEGMENTS OPERATING AT UNACCEPTABLE LOS. CALTRANS COORDINATION WOULD BE REQUIRED FOR IMPROVEMENTS TO THESE FREEWAY SEGMENTS. THEREFORE, THE PROJECT'S IMPACTS ON THE CIRCULATION SYSTEM WOULD BE SIGNIFICANT AND UNAVOIDABLE (CLASS I).

As shown in Table IV.G-23. Cumulative and Cumulative Plus Project Freeway Operations, the project would increase the density at the following eight freeway segments currently operating at unacceptable LOS under Cumulative Plus Project conditions:

- US 101 northbound (SR 46W Off-Ramp)
- US 101 northbound (SR 46W On-Ramp)

- US 101 northbound (North of SR 46W)
- US 101 northbound (Spring Street Off-Ramp)
- US 101 southbound (Spring Street On-Ramp)
- US 101 southbound (North of SR 46W)
- US 101 southbound (SR 46W Off-Ramp)
- US 101 southbound (SR 46W On-Ramp)

The addition of project traffic increases density by less than two passenger cars per mile per lane at the unacceptable locations under Existing Plus Project conditions. 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 reduce the capacity impact on the US 101 freeway segments.

Widening US 101 to a six-lane facility between Spring Street in Paso Robles and Main Street in Templeton would improve mainline and ramp operations to LOS C or better for all segments except the US 101 northbound Spring Street off-ramp with or without the proposed project under Cumulative conditions. An additional lane at the US 101 northbound Spring Street off-ramp is needed under Near Term and Cumulative conditions for acceptable operations. However, widening to a six-lane facility has not been identified in SLOCOG or Caltrans studies.

The US 101 Corridor Mobility Study identified LOS D-E for the northbound segments and LOS D for the southbound off-ramp diverge under 2035 conditions; however, no improvements were identified. The US 101 Transportation Concept Report for this segment found that in the year 2035 demand is projected to exceed capacity in both the northbound and southbound directions between the urbanized area of Atascadero and south of the Paso Robles urban boundary. The report identifies the following improvement options:

- Interchange improvements
- Parallel route development
- Ramp and auxiliary lane improvements
- Enhanced transit and rail service
- Transportation Demand Management (TDM)
- Transportation System Management (TSM)

The SLOCOG RTP identifies a future SR 46 Urban Multi-Modal Corridor Study for this area.

Significance After Mitigation

Development of mitigation measures and improvements to freeway facilities would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to US 101 would remain significant and unavoidable.

Table IV.G-22. Cumulative and Cumulative Plus Project Roadway Segment Operations

Street	ID	Segment	Facility Type	Lanes	Cumulative			Cumulative + 674			Cumulative + 911		
					ADT	LOS	Capacity Utilization	ADT	LOS	Capacity Utilization	ADT	LOS	Capacity Utilization
Creston Road	1	East of Ferro Lane	Arterial	2*	19,300	D	89%	19,812	D	91%	19,929	D	92%
	2	East of Golden Hill Road	Arterial	4	19,600	A	52%	21,137	A	57%	21,487	A	57%
	3	South of Niblick Road	Arterial	4	17,600	A	47%	20,162	A	54%	20,745	A	55%
	4	North of Meadowlark	Arterial	4	8,100	A	22%	11,003	A	29%	11,665	A	31%
Golden Hill Road	5	South of Union Road	Arterial	4	20,600	A	55%	21,454	A	57%	21,648	A	58%
	6	North of Union Road	Arterial	4	22,400	B	60%	23,083	B	62%	23,239	B	62%
Niblick Road	7	East of Spring Street	Arterial	4	34,700	D	93%	36,664	E	98%	37,111	E	99%
	8	East of Quarterhorse	Arterial	4	28,600	C	76%	29,539	D	79%	29,753	D	80%
Charolais Road	9	East of South River Road	Arterial	2*	9,700	C	45%	12,006	C	55%	12,531	C	58%
South River Road	10	South of Spanish Camp Road South	Local	2	1,800	A	19%	1,885	A	20%	1,905	B	20%
	11	North of Charolais Road	Arterial	2*	11,700	C	54%	14,006	D	65%	14,531	D	67%
Barley Grain Road	12	South of Creston Road	Local	2	600	A	6%	685	A	7%	705	A	7%

** Indicates the presence of a raised median or two-way left-turn lane on a two-lane arterial.*
Source: City of Paso Robles 2012; CCTC 2019.

Table IV.G-23. Cumulative and Cumulative Plus Project Freeway Operations

Direction*	Location	Segment Type	Peak Hour	Cumulative		Cumulative + 674		Cumulative + 911	
				Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
US 101 NB	SR 46W Off-Ramp	Diverge	AM	27.9	C	**28.1**	**D**	**28.2**	**D**
			PM	**33.2**	**D**	**33.6**	**D**	**33.7**	**D**
	SR 46W On-Ramp	Merge	AM	**28.9**	**D**	**29.1**	**D**	**29.2**	**D**
			PM	**37.2**	**E**	**v/c > 1**	**F**	**v/c > 1**	**F**
	North of SR 46W	Mainline	AM	**26.1**	**D**	**26.5**	**D**	**26.5**	**D**
			PM	**43.0**	**E**	**44.7**	**E**	**v/c > 1**	**F**
	Spring Street Off-Ramp	Diverge	AM	**33.1**	**D**	**33.5**	**D**	**33.5**	**D**
			PM	**v/c > 1**	**F**	**v/c > 1**	**F**	**v/c > 1**	**F**
	Paso Robles Street Off-Ramp	Diverge	AM	21.1	C	21.1	C	21.1	C
			PM	24.7	C	24.7	C	24.7	C
	Paso Robles Street On-Ramp	Merge	AM	20.5	C	20.6	C	20.6	C
			PM	21.3	C	21.3	C	21.3	C
	South of SR 46E	Mainline	AM	17.0	B	17.1	B	17.1	B
			PM	17.5	B	17.6	B	17.6	B
	SR 46E Off-Ramp	Diverge	AM	22.1	C	22.2	C	22.2	C
			PM	22.6	C	22.7	C	22.7	C
	SR 46E On-Ramp	Merge	AM	14.6	B	14.7	B	14.7	B
			PM	15.2	B	15.3	B	15.3	B
	North of SR 46E	Mainline	AM	11.1	B	11.3	B	11.3	B
			PM	11.7	B	11.8	B	11.8	B
US 101 SB	North of SR 46E	Mainline	AM	10.6	A	10.7	A	10.7	A
			PM	17.3	B	17.4	B	17.5	B
	SR 46E Off-Ramp	Diverge	AM	15.1	B	15.1	B	15.1	B
			PM	22.7	C	22.9	C	22.9	C
	SR 46E to Riverside/17th Street[2]	Weave	AM	-	B	-	B	-	B
			PM	-	C	-	C	-	C
	South of SR 46E	Mainline	AM	14.3	B	14.4	B	14.4	B
			PM	19.1	C	19.1	C	19.2	C
	Riverside/17th Street On-Ramp	Merge	AM	21.7	C	21.8	C	21.8	C
			PM	25.6	C	25.7	C	25.7	C
	Riverside/Pine Street Off-Ramp	Diverge	AM	22.9	C	22.9	C	22.9	C
			PM	27.0	C	27.1	C	27.1	C
	Spring Street On-Ramp	Merge	AM	**28.3**	**D**	**28.8**	**D**	**28.9**	**D**
			PM	**29.0**	**D**	**29.3**	**D**	**29.4**	**D**

Direction*	Location	Segment Type	Peak Hour	Cumulative		Cumulative + 674		Cumulative + 911	
				Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
	North of SR 46W	Mainline	AM	**38.6**	**E**	**40.0**	**E**	**40.4**	**E**
			PM	**39.5**	**E**	**40.5**	**E**	**40.8**	**E**
	SR 46W Off-Ramp	Diverge	AM	**38.2**	**E**	**38.7**	**E**	**38.9**	**E**
			PM	**38.5**	**E**	**39.0**	**E**	**39.1**	**E**
	SR 46W On-Ramp	Merge	AM	**31.4**	**D**	**31.7**	**D**	**31.8**	**D**
			PM	**32.6**	**D**	**32.8**	**D**	**32.9**	**D**

** NB = Northbound; SB = Southbound*
[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.*

SITE ACCESS AND ON-SITE CIRCULATION

This section discusses issues related to site access and circulation within the proposed Specific Plan area. On-site circulation deficiencies would occur if project designs fail to meet appropriate standards, fail to provide adequate truck access, or would result in hazardous conditions.

Roadways within the development shall be designed consistent with the City's Circulation Element Policies and Standards and Specifications. Any improvements outside the City shall be consistent with County Public Improvement Standards. The Specific Plan circulation plan is shown in Map I-4 in EIR Section I.

IMPACT TR-26 ALL PROJECT ACCESS POINTS WOULD OPERATE ACCEPTABLY UNDER CUMULATIVE PLUS PROJECT CONDITIONS WITH THE PROPOSED INTERSECTION CONTROL, INCLUDING THE INTERSECTION OF MEADOWLARK ROAD/BEECHWOOD DRIVE. IMPACTS ARE LESS THAN SIGNIFICANT (CLASS III).

Access points for the proposed project are located on Creston Road, Beechwood Drive, Meadowlark Road, and the future extension of Airport Road. The following summarizes the access points on these roadways, along with mitigation to provide safety:

- *Creston Road*: Two new stop-controlled access points on Creston Road are proposed, one with the Airport Road extension and another local road connection. This arrangement is adequate and no impact is identified.
- *Beechwood Drive*: Stop-controlled access points are proposed on Beechwood Drive at the existing school driveway, at Silverwood Way, and at Beechwood Court/Ridge Road. This arrangement is adequate and no impact is identified.
- *Meadowlark Road*: Three new connections at existing intersections are proposed on Meadowlark Road. Mini-roundabouts are proposed at Oriole Way and Deer Springs Drive.
- *Airport Road Extension*: The project will extend Airport Road from Meadowlark Road to Creston Road. Four new stop-controlled access points are proposed on the Airport Road Extension, one with Ridge Road and three local road connections.

At the intersection of Meadowlark Road/Airport Road, the existing two-way stop control is forecast to operate acceptably under Cumulative Plus Project conditions. Two-way stop control should remain at the intersection until the California Manual on Uniform Traffic Control Devices (CAMUTCD) all-way stop control warrants are met, if ever. The warrants require 8 hours of traffic volume data.

The extension of Airport Road should be constructed at the time of adjacent development. Airport Road north of Ridge Road should be constructed during Phase 1 (Subareas A through H). The Airport Road extension to Creston Road should be constructed prior to development of Phase 2 (Subareas I and J). This is consistent with the proposed improvements phasing in the Specific Plan.

ON-SITE CIRCULATION

In addition to the Airport Road collector extension, the proposed project will construct a network of local residential streets. Class II bike lanes are included on all collectors and arterials on the project boundary as is more than one north–south and east–west Class I bikeway connection. The development contains minimal cul-de-sacs to facilitate pedestrian and bicycle travel.

Ridge Road is proposed to have travel lane widths of 11 feet with 5-foot Class II bike lanes in both directions.

The project is consistent with the City's Circulation Element by establishing safe pedestrian and bicycle paths and improving the circulation network.

Mitigation Measures

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

IMPACT TR-27 ALL PROJECT ACCESS POINTS WOULD OPERATE ACCEPTABLY UNDER CUMULATIVE PLUS PROJECT CONDITIONS WITH THE PROPOSED INTERSECTION CONTROL, INCLUDING THE INTERSECTION OF MEADOWLARK ROAD/BEECHWOOD DRIVE. IMPACTS ARE 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. 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 TR-1, 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 preparation of a Traffic Control Plan, as detailed in Mitigation Measure TR-1, would ensure that impacts to emergency access would be less than significant.

SCHOOL CIRCULATION

Virginia Peterson Elementary School is located at the southwest corner of the intersection of Beechwood Drive/Meadowlark Road and the proposed project is located at the southeast corner of the intersection. The following section summarizes the recommendations for school access and circulation.

Pedestrian Access

Sidewalks are located adjacent to the school site and additional sidewalks will be constructed on the new sections of roadway to facilitate pedestrian travel. Currently, school crosswalks are located at the following locations:

- *Creston Road:* Stop-controlled crosswalk on north leg of Meadowlark Road intersection.
- *Beechwood Drive/Meadowlark Road:* Stop-controlled crosswalks on the north and west legs of the intersection with crossing guards during school drop-off and pick-up.
- *Meadowlark Road:* Uncontrolled crosswalk on the west side of Falcon Drive intersection with crossing guard during school drop-off and pick-up.

A crosswalk with an RRFB at the school driveway on Beechwood Drive is proposed. A bulb-out on the southwest corner and additional crosswalks on the south and east side of the Beechwood Drive/Meadowlark Road intersection are also proposed. These measures are adequate and no impact is identified.

Mitigation Measures

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

IMPACT TR-28 EXISTING CROSSING SIGNAGE AT THE SCHOOL IS NOT CONSISTENT WITH THE CURRENT CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION (CLASS II).

Mitigation Measures

TR-28 Implementation of Improvements at Virginia Peterson Elementary School

To mitigate safety impacts to pedestrians, the applicant shall update existing school speed limit and crossing signage per the CAMUTCD and include a yellow beacon that flashes during school hours. The applicant shall install ladder crosswalk striping at uncontrolled crossings and use consistent crosswalk striping at stop-controlled crossings. The applicant shall also install an RRFB at the school crosswalk.

Plan Requirements and Timing. The improvements shall be installed prior to final of building permit for the first unit.

Monitoring. The City shall ensure compliance with improvement installation prior to final of building permit for the first unit.

Significance After Mitigation

Impacts will be reduced to less than significant.

Bike Access

There are currently no marked bikeways adjacent to the school. Class II bike lanes are proposed on Meadowlark Road. West of Beechwood Drive, Meadowlark Road is 44-feet in width measured from curb to curb. The project proposes to restripe the roadway with two 10-foot travel lanes, two 5-foot Class 2 bike lanes, and on-street parallel parking 7-feet in width on both sides of the street.

IMPACT TR-29 MEADOWLARK ROAD IS NOT CONSISTENT WITH THE CIRCULATION ELEMENT DUE TO LACK OF CLASS II BIKE LANES. THIS IS A SIGNIFICANT BUT MITIGABLE IMPACT (CLASS II).

Mitigation Measures

TR-29 Implementation of Bike Lane Improvements

To mitigate impacts, Class II bike lanes shall be installed on Meadowlark Road.

Plan Requirements and Timing. The improvements to Meadowlark Road west of Beechwood Drive shall be installed prior to final of building permit for the first unit of the development. Improvements to Meadowlark Road east of Beechwood Drive shall be installed prior to final of building permits for the first unit for each subarea in Phase 1.

Monitoring. The City shall ensure compliance with improvement installation prior to final of building permit for the first unit.

Significance After Mitigation

Impacts will be reduced to less than significant.

Student Drop-off and Pick-up

The current student drop-off and pick-up area at Virginia Peterson Elementary School is located on the south side of Meadowlark Road between Falcon Drive and Beechwood Drive. Students have direct access from the school and can wait at this location for parents. No modification to this drop-off area is needed and the project would not result in impacts to this drop-off area.

The project will construct back-in angled parking on the east side of Beechwood Drive adjacent to the school. Students can access the school from either of the two new proposed crosswalks to be provided on Beechwood Drive at Meadowlark Road and the school driveway.

The two drop-off and pick-up areas will facilitate circulation clockwise and counterclockwise surrounding the school.

NEIGHBORHOOD CIRCULATION

Traffic Calming

Charolais Road has a separated Class I bikeway as well as adjacent sidewalk in some portions and a Class III bikeway is proposed. The existing posted speed limit is 45 miles per hour (mph); the speed limit was previously 40 mph and was raised due to higher prevailing speed. The road has rolling terrain with horizontal and vertical curves. Based on the California Vehicle Code and prevailing speeds, a lower speed is not warranted or recommended. Pedestrian and bicycle traffic are separated from vehicular traffic and no traffic calming is recommended. The collision rate is well below the state average and no collision patterns are observed. No improvements are recommended.

Meadowlark Road is fully developed west of Beechwood Drive and on the north side of the road from Creston Road to east of Airport Road. The existing posted speed limit is 25 mph west of Beechwood Drive and 45 mph east of Beechwood Drive. The road is straight with rolling terrain. Prior to 2014, the speed limit on Meadowlark Road was 35 mph. Based on the prevailing speed of traffic, the City raised the speed limit to 40 mph in 2014 and to 45 mph in 2018 to maintain enforcement.

The project proposes to incorporate traffic calming measures designed to reduce the prevailing speed of drivers consistent with an urban residential neighborhood collector. Proposed roadway improvements include restriping with ten-foot travel lands and Class II bike lanes, and two mini roundabouts spaced at approximately equal intervals between Beechwood Drive and Airport Road.

Mini roundabouts are proposed at Oriole Way and Deer Springs Drive to control speeds. Mini-roundabouts are small roundabouts with a fully traversable central island. The Federal Highway Administration (FHWA) does not recommend mini-roundabouts where approach speeds are greater than 30 mph or in locations with high U-turning volumes. Controlling the entry speeds into the proposed mini-roundabout should be considered in the design.

The proposed project will construct roadway improvements and curb, gutter, and sidewalk along the south side of the road east of Beechwood Drive. A Class I bikeway is proposed on the south side of the road between Beechwood Drive and Airport Road. East of Airport Road, the Class I bikeway is proposed along the north side of the street consistent with the current Olsen-South Chandler Ranch Specific Plan. Class II bikeways are proposed along the entire length of Meadowlark Road.

Beechwood Drive is fully developed north of Meadowlark Road and on the west side of the road south of Meadowlark Road. There is currently no posted speed limit and with limited driveways the street does not qualify as a 25-mph residential district per the California Vehicle Code. The road is flat and straight which can increase speeds. Bulb-outs are proposed at all new two-way stop-controlled intersection connections with the school driveway, Beechwood Court/Ridge Road, and Silverwood Way. A Class I bikeway on the east side of the roadway, Class II bike lanes, and a crosswalk with an RRFB at the school driveway are also proposed. In addition to these improvements, 25-mph school signage and other school signage consistent with the CAMUTCD are recommended.

Creston Road Bicycle and Pedestrian Assessment

On the west side of Creston Road, there is continuous curb, gutter, and sidewalk between Flag Way and Charolais Road. Between Niblick Road/Sherwood Road and Flag Way there is approximately 1,800 feet of rolled curb and gutter without sidewalk adjacent to residential parcels north of Santa Ynez Avenue and 600 feet of curb and gutter south of Santa Ynez Avenue fronting the Paso Robles Golf Club.

On the east side of the roadway there is continuous sidewalk between Niblick Road/Sherwood Road and Stoney Creek Road. There is a 600-foot gap in curb, gutter, and sidewalk on the east side between Stoney Creek Road and Meadowlark Road fronting three residential parcels.

Crosswalks are marked at most side street stop-controlled and all side-street signal-controlled locations. Marked crosswalks on Creston Road are located at:

- *Niblick Road/Sherwood Road:* Signal-controlled crosswalks on both north and south leg.
- *Cedarwood Drive:* Signal-controlled crosswalks on both north and south leg.
- *Myrtlewood Drive:* Uncontrolled crosswalk on south leg.
- *Meadowlark Road:* Stop-controlled crosswalk on north leg.

There is currently all-way stop control at the intersection of Creston Road/Santa Ynez Road; however, no crosswalks are provided. Future crossings are planned at:

- *Meadowlark Road:* Future traffic signal per the City's Circulation Element
- *Scott Street:* Future traffic signal per the City's Circulation Element
- *Stoney Creek Road:* Future traffic signal warranted.
- *Charolais Road:* Recommended all-way stop in mitigation measures presented above.

There is currently a marked bike lane on Creston Road between Niblick Road/Sherwood Road and Scott Street. A marked bike lane does not exist between Scott Street and Meadowlark Road, and between Meadowlark Road and Charolais Road a northbound bike lane is signed.

Parking is restricted on the corridor except on the west side adjacent to the rolled curb and on the east side near Stoney Creek Road. The existing posted speed limit is 35 mph north of Charolais Road and 45 mph south of Charolais Road. The road is four lanes north of Flag Way and between Meadowlark Road and Charolais Road.

CCTC recommends restriping the remainder of Creston Road to include Class II bike lanes. The existing width can accommodate Class II bike lanes with existing lane configurations and parking except near Stoney Creek Road. North of Stoney Creek, parking would likely need to be removed to allow for the existing southbound left-turn lane to remain. Parking near the future signalized intersection is also not recommended. Widening on the east side between Stoney Creek Road and Meadowlark Road would reduce the transition but is not required. Where width allows, buffered Class II bike lanes are recommended. Class II bike lanes and corridor improvements are consistent with the City's Circulation Element.

CCTC also recommends completing the sidewalk gap on the east side between Stoney Creek Road and Meadowlark Road. With no planned crossing in the area and no attractors, the sidewalk gap on

the west side between Niblick Road/Sherwood Road and Santa Ynez Avenue adjacent to residential driveways is not required for overall connectivity. Completing the sidewalk gap on the west side between Santa Ynez Avenue and Flag Way is recommended. Pedestrians can use the traffic signal at Niblick Road/Sherwood Road and the all-way stop controlled intersection at Santa Ynez Avenue to cross Creston Road. A traffic signal at Scott Street is not currently installed and crossing at that location is not recommended. It is also recommended that the unsignalized crossing at Myrtlewood Drive be removed when the traffic signal is installed at Stoney Creek Road. This action will require a public hearing.

In addition, the City's Circulation Element includes construction of a frontage road on the west side of Creston Road between Niblick Road and Santa Ynez Avenue and a traffic signal at Scott Street.

7. List of Abbreviated Terms

Abbreviation	Term
AB	Assembly Bill
ADT	Average Daily Trip
Caltrans	California Department of Transportation
CAMUTCD	California Manual on Uniform Traffic Control Devices
CCTC	Central Coast Transportation Consulting
CEQA	California Environmental Quality Act
County	County of San Luis Obispo
E	East
EBL	Eastbound left turn
EBT	Eastbound through
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
GHG	Greenhouse gas
HCM 6	Highway Capacity Manual, 6th Edition
ITE	Institute of Transportation Engineers
LOS	Level of Service
NB	Northbound
NBL	Northbound left turn
NBR	Northbound right turn
NOP	Notice of Preparation
PA/ED	Project Approval/Environmental Document
PCE	Passenger car equivalent
pcph	Passenger cars per hour
PHF	Peak hour factors

Abbreviation	Term
RRFB	Rectangular rapid flashing beacon
RTP	Regional Transportation Plan
SB	Southbound
SB	Senate Bill
SBL	Southbound left turn
SCS	Sustainable Communities Strategy
SLOAPCD	San Luis Obispo County Air Pollution Control District
SLOCOG	San Luis Obispo County Council of Governments
SLORTA	San Luis Obispo Regional Transit Authority
SR	State Route
TDM	Travel Demand Model
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
TIF	Transportation Impact Fee
TSM	Transportation System Management
US 101	U.S. Highway 101
VMT	Vehicle miles traveled
vph	Vehicles per hour
W	West
WBL	Westbound left turn
WBT	Westbound through

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H. NOISE

1. Environmental Issues

This section discusses the project's potential impacts relating to noise and groundborne vibration. The setting and impact analysis from the Noise Impact Assessment prepared for the project by Ambient Air Quality and Noise Consultants (Ambient) in March 2019 was incorporated into this section. The Noise Impact Assessment is provided in Appendix D.

2. Scoping Issues for Noise

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. The following issues relating to noise and circulation were raised during the scoping process and are addressed in this section:

- At the public EIR scoping meeting members of the public expressed concerns about construction noise and noise increases due to added vehicles on the streets in the neighborhood.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

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.

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 IV.H-1.

Table IV.H-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.

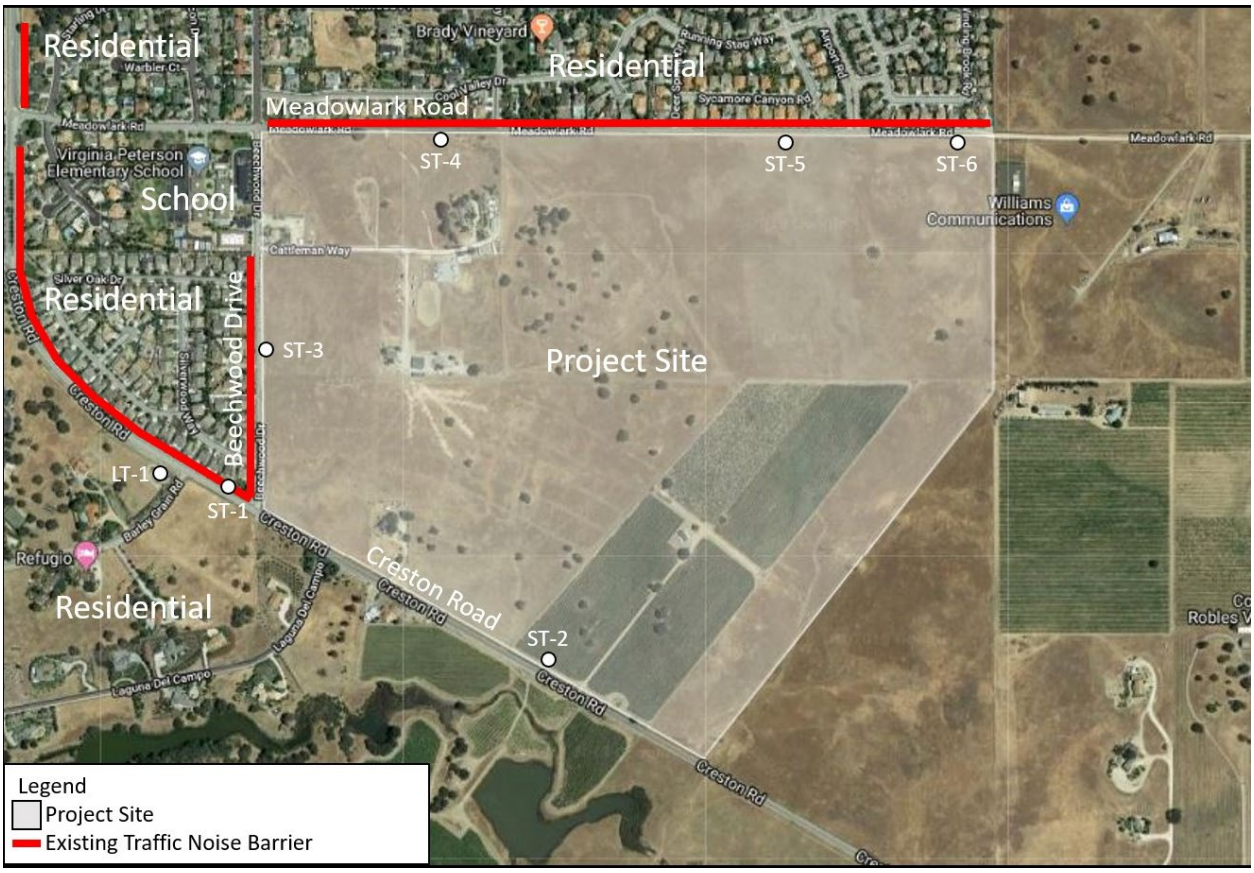
Source: FTA 2006.

Existing Ambient Noise Environment

The BSP planning area vicinity is characterized by residential, public, and commercial development to the west, southwest, northwest, and north and rural agricultural uses in the BSP planning area and to the east, northeast, and south. Consequently, the primary noise sources in the BSP planning area are vehicular traffic and agricultural equipment. Occasional aircraft flyovers are also audible in the BSP planning area. Existing noise levels at the project site were documented during six short-term (i.e., 10-15 minutes), and one long-term (i.e., 24-hour), ambient noise measurements on February 1, 2019 and February 25, 2019, respectively. Ambient noise levels were primarily influenced by vehicular traffic on area roadways. No nearby stationary sources of noise were detectable in the BSP planning 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 4.5 feet above ground level from approximately 18 to 45 feet from the centerline of nearby roadways. The long-term noise measurement was conducted at approximately 32 feet from the centerline of Creston Road. Table IV.H-2 describes the short-term sound level measurement locations and results. Figure IV.H-1 depicts the sound level measurement locations in the BSP planning 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 IV.H-2.

Figure IV.H-1 Nearby Noise-Sensitive Land Uses and Ambient Noise Monitoring Locations



Notes: Locations are approximate.

Table IV.H-2. Summary of Measured Short-Term Ambient Noise Levels

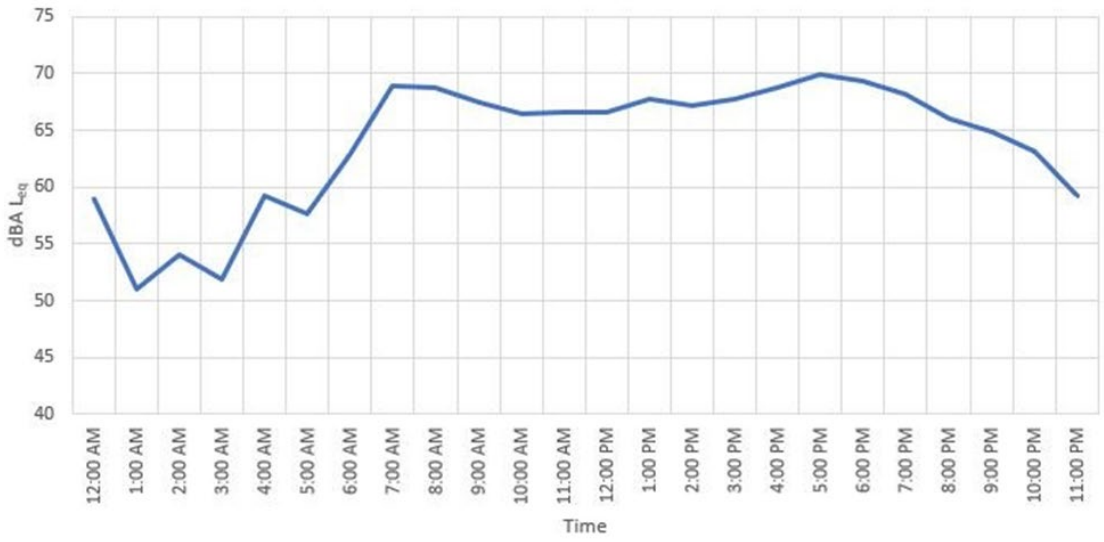
Monitoring Location	Monitoring Period	Monitoring Location	Noise Level (dBA)	
			Leq	Lmax
ST-1	1030-1045	Creston Road near Beechwood Drive, approximately 45 feet from the road centerline.	69.7	82.2
ST-2	1055-1110	Creston Road, approximately 18 feet from the road centerline.	74.2	89.0
ST-3	1125-1135	Beechwood Drive near Beechwood Court, approximately 25 feet from the road centerline.	58.6	77.7
ST-4	1150-1200	Meadowlark Road near Oriole Way, approximately 20 feet from the road centerline.	64.6	79.9
ST-5	1210-1220	Meadowlark Road near Airport Road, approximately 20 feet from the road centerline.	60.7	77.3
ST-6	1230-1240	Meadowlark Road, approximately 20 feet from the road centerline.	51.0	73.9

Noise measurement survey was conducted on February 1st, 2019 using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter positioned at a height of approximately 4.5 feet above ground level. Refer to Figure IV.H-1 for noise measurement locations.

As indicated in Table IV.H-2, measured ambient noise levels at locations in the BSP planning area vicinity ranged from approximately 51 to 74 dBA Leq during the daytime hours. Instantaneous noise levels measured during the daytime hours ranged from approximately 74 to 89 dBA Lmax. Average hourly noise levels measured over a 24-hour period near Creston Road are shown in Figure IV.H-2.

As shown in Figure IV.H-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.

Figure IV.H-2 Measured Long-Term Ambient Noise Level Along Creston Road



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 IV.H-3.

Table IV.H-3. Predicted Existing Traffic Noise Levels

Roadway Segment	Noise Level (dBA CNEL)				
	At 50 Feet from Near-Travel-Lane Centerline	70	65	60	55
Creston Road, East of Ferro Lane	66.3	WR	68	145	313
Creston Road, East of Golden Hill Road	60.6	WR	WR	80	167
Creston Road, South of Niblick Road	64.4	WR	68	140	298
Creston Road, North of Meadowlark Road	62.0	WR	WR	76	163
Creston Road, East of Beechwood Drive	65.5	WR	61	130	280

Roadway Segment	Noise Level (dBA CNEL)				
	At 50 Feet from Near-Travel-Lane Centerline	70	65	60	55
Creston Road, West of Beechwood Drive	62.4	WR	WR	97	206
Golden Hill Road, South of Union Road	65.6	WR	74	155	332
Golden Hill Road, North of Union Road	65.0	WR	62	131	280
Niblick Road, East of Spring Street	68.8	63	128	273	585
Niblick Road, East of Quarterhorse Lane	67.1	WR	100	211	452
Charolais Road, East of South River Road	65.8	WR	64	136	293
South River Road, South of Spanish Camp Road	55.8	WR	WR	WR	64
South River Road, North of Charolais Road	64.8	WR	60	128	275
Barley Grain Road, South of Creston Road	47.2	WR	WR	WR	WR
Meadowlark Road, East of Beechwood Drive	60.5	WR	WR	60	130
Beechwood Drive, South of Meadowlark Road	53.7	WR	WR	WR	WR

Traffic noise levels were calculated using the FHWA roadway noise prediction model. WR=Within Road Right-of-Way.

As shown in Table IV.H-3, existing traffic noise levels are estimated to range from 47 to 69 dBA CNEL/Ldn at 50 feet from the near travel-lane centerline. Based on field observations conducted by Ambient, existing noise barriers are located along Creston Road, west of Beechwood Drive; Beechwood Drive, between Creston Road and Meadowlark Road; and Meadowlark Road, East of Beechwood Drive. These existing noise barriers range in height from approximately 5.5 to 6 feet. These existing barriers are depicted on Figure IV.H-1. Predicted traffic noise levels noted in Table IV.H-3 take into account existing noise barriers

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 BSP planning area consist predominantly of residential dwellings. The nearest residential land uses to the BSP planning area are located approximately 60 feet of the Project area, across Meadowlark Road; approximately 60 feet to the west, across Beechwood Drive; and approximately 60 feet to the southwest, across Creston Road. In addition, Virginia Peterson Elementary School is located 60 feet west of the project site, across

Beechwood Drive. Noise-sensitive land uses near the BSP planning area are shown in Figure IV.H-1.

Noise-sensitive receptors further from the BSP planning area may also be affected by increased traffic noise levels along area roadways.

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.

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).

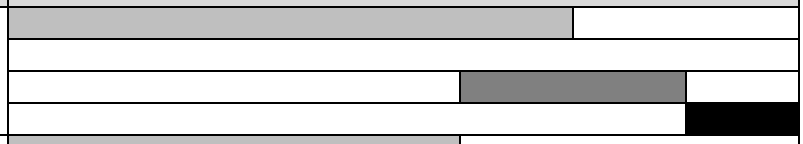
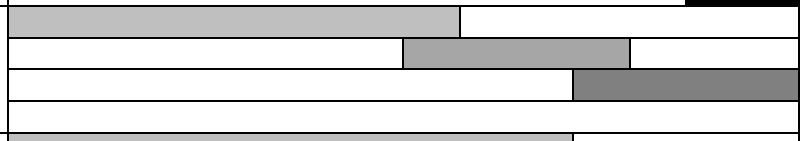
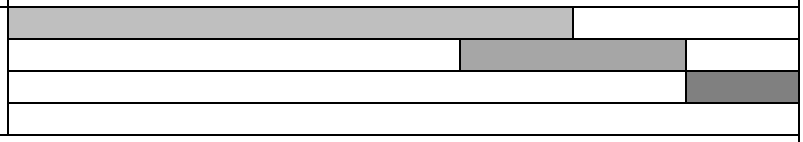
Local

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 IV.H-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 IV.H-4. Land Use Compatibility Noise Criteria Transportation Noise Sources

Land Use	Exterior Noise Exposure Threshold Ldn or CNEL, dB						
	55	60	65	70	75	80	85
Residential – Low Density Single Family, Duplex, Mobile Homes							
Residential – Multi-Family							
Transient Lodging – Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							

Land Use	Exterior Noise Exposure Threshold Ldn or CNEL, dB 55 60 65 70 75 80 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	
Office Buildings, Business Commercial and Professional	
Industrial, Manufacturing, Utilities, Agriculture	
	Normally Acceptable: Specified land use 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 after a detailed analysis of the noise reduction requirements is 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.
	Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable New construction or development should generally not be undertaken.

Source: City of Paso Robles 2003.

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 are 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 IV.H-5.

Table IV.H-5. Maximum Allowable Noise Exposure due to Stationary Noise Sources

	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L, dB[1]	50	45
Maximum level, dB[2]	70	65
Maximum level, dB-Impulsive Noise[3]	65	60

[1] As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of the noise barriers or other property line noise mitigation measures.
[2] Sound level measurements shall be made with the slow meter response.
[3] Sound level measurements shall be made with the fast meter response.
Source: City of El Paso de Robles 2003

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. Standards of Significance

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 BSP planning 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. Therefore, these criteria are not applicable, and are not discussed further in the impacts evaluation.

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 above, 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 IV.H-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 IV.H-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 IV.H-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 IV.H-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.

Vibration Level (in/sec ppv)	Human Reaction	Effect on Buildings
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 IV.H-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 version 1.1) and the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual. Noise levels were predicted based on an average noise-attenuation rate of 6 to 7.5 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 and the 2006 FTA Transit Noise Impact and Vibration Assessment. Potential vibration levels were identified for onsite and offsite locations that are sensitive to vibration, including nearby residences. Groundborne vibration impacts related to structural damage and human annoyance were evaluated taking into account the distance from construction activities to nearby land uses and the typically applied criteria for structural damage and human annoyance

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. 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. Traffic noise levels were calculated for existing, near-term (year 2025), and future cumulative (year 2045) conditions. The compatibility of proposed land uses was evaluated based on projected on-site future cumulative noise levels in comparison to applicable City noise standards. 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.

5. Project Impacts and Mitigation Measures

IMPACT N-1 LONG-TERM TRAFFIC GENERATED BY BSP PLANNING AREA DEVELOPMENT WOULD INCREASE LOCAL TRAFFIC NOISE LEVELS. THE ANTICIPATED INCREASE IN LOCAL TRAFFIC NOISE UNDER 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 near-term (year 2025) and cumulative conditions (year 2045), with and without implementation of the proposed project, are discussed below.

Existing Conditions

Traffic noise levels under existing conditions are shown in Table IV.H-3.

Near-Term Conditions

Predicted increases in traffic noise levels under near-term conditions with and without the project are shown in Table IV.H-7.

Table IV.H-7. Predicted Increases in Traffic Noise Levels – Near-Term Conditions

Roadway Segment	Noise Level (dBA CNEL/Ldn) at 50 Feet From Near-Travel-Lane Centerline			Significant Increase?[1]
	Near-Term without BSP	Near-Term with BSP	Increase	
Creston Road, East of Ferro Lane	66.7	66.8	0.2	No
Creston Road, East of Golden Hill Road	61.5	62.0	0.6	No
Creston Road, South of Niblick Road	65.0	65.8	0.8	No
Creston Road, North of Meadowlark Road	62.9	64.8	1.9	No
Creston Road, East of Beechwood Drive	64.6	66.5	1.9	No
Creston Road, West of Beechwood Drive[2]	57.6	60.2	2.6	No
Golden Hill Road, South of Union Road	66.4	66.7	0.3	No

Roadway Segment	Noise Level (dBA CNEL/Ldn) at 50 Feet From Near-Travel-Lane Centerline			Significant Increase?[1]
	Near-Term without BSP	Near-Term with BSP	Increase	
Golden Hill Road, North of Union Road	65.8	66.1	0.3	No
Niblick Road, East of Spring Street	69.5	69.8	0.3	No
Niblick Road, East of Quarterhorse Lane	68.2	68.4	0.2	No
Charolais Road, East of South River Road	66.5	67.9	1.4	No
South River Road, South of Spanish Camp Road	56.0	56.3	0.3	No
South River Road, North of Charolais Road	65.5	66.6	1.2	No
Barley Grain Road, South of Creston Road	47.7	48.5	0.8	No
Meadowlark Road, East of Beechwood Drive[2]	59.2	60.8	1.6	No
Beechwood Drive, South of Meadowlark Road[2]	49.3	52.1	2.8	No

[1] A significant increase in traffic noise levels is defined as an increase of 3 dBA, or greater.
[2] Takes into account existing noise barriers.

As shown in Table IV.H-7, increases in near-term traffic noise levels along area roadways attributable to the project would range from approximately 0.2 to 2.8 dBA CNEL/Ldn. The highest increases in predicted near-term traffic noise levels would occur along roadways located nearest the project site, including nearby segments of Creston Road, Charolais Road, Meadowlark Road, and Beechwood Drive. However, as noted in Table IV.H-7, the proposed project would not result in a significant increase (i.e., 3 dBA, or greater) in near-term traffic noise levels at noise-sensitive land uses located along area roadways. 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 IV.H-8.

Table IV.H-8. Predicted Increases in Traffic Noise Levels –Cumulative Conditions

Roadway Segment	Noise Level (dBA CNEL/Ldn) at 50 Feet From Near-Travel-Lane Centerline			Significant Increase?[1]
	Cumulative without Specific Plan	Cumulative with 911-Unit Specific Plan	Increase	
Creston Road, East of Ferro Lane	66.7	67.2	0.5	No
Creston Road, East of Golden Hill Road	61.5	62.5	1.1	No
Creston Road, South of Niblick Road	65.0	65.9	0.9	No
Creston Road, North of Meadowlark Road	62.9	64.9	2.0	No

Roadway Segment	Noise Level (dBA CNEL/Ldn) at 50 Feet From Near-Travel-Lane Centerline			Significant Increase?[1]
	Cumulative without Specific Plan	Cumulative with 911-Unit Specific Plan	Increase	
Creston Road, East of Beechwood Drive	65.3	66.7	1.4	No
Creston Road, West of Beechwood Drive[2]	58.3	60.4	2.1	No
Golden Hill Road, South of Union Road	66.4	67.9	1.5	No
Golden Hill Road, North of Union Road	65.8	68.7	2.9	No
Niblick Road, East of Spring Street	69.5	69.8	0.3	No
Niblick Road, East of Quarterhorse Lane	68.2	68.8	0.6	No
Charolais Road, East of South River Road	66.5	67.9	1.3	No
South River Road, South of Spanish Camp Road	56.0	57.0	1.0	No
South River Road, North of Charolais Road	65.5	66.7	1.2	No
Barley Grain Road, South of Creston Road	47.7	49.2	1.5	No
Meadowlark Road, East of Beechwood Drive[2]	59.5	60.8	1.3	No
Beechwood Drive, South of Meadowlark Road[2]	49.9	52.2	2.3	No

[1] *A significant increase in traffic noise levels is defined as an increase of 3 dBA, or greater.*
[2] *Takes into account existing noise barriers.*

As shown in Table IV.H-8, increases in cumulative traffic noise levels along area roadways attributable to the project would range from approximately 0.3 to 2.9 dBA CNEL/Ldn. The highest increases in predicted future cumulative traffic noise levels would occur along nearby segments of Creston Road, Golden Hill Road, Barley Grain Road, and Beechwood Drive. The proposed Project would not result in a significant increase (i.e., 3 dBA, or greater) in future cumulative traffic noise levels along area roadways. As a result, this impact would be less than significant.

Mitigation Measures

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

IMPACT N-2 FUTURE DEVELOPMENT IN THE BSP PLANNING 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, and commercial land uses in the BSP planning 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 BSP planning area) to minor increases in ambient noise levels. Noise typically associated with residential development includes lawn and garden equipment, voices, air conditioning equipment, and amplified music. Noise generated by these land uses would result in only minor increases in ambient noise levels, primarily during the day and evening hours and less frequently at night. As a result, increased noise levels associated with proposed residential land uses would be less than significant.

Recreational Land Uses

Noise typically associated with neighborhood parks, pools, trails, and open space areas is typically limited to the voices of adults and children and the occasional opening and closing of vehicle doors. Noise levels associated with these uses typically average less than 50 dBA Leq at approximately 25 feet. These noise events are typically sporadic and limited primarily to the daytime hours of operation. Parks, trails, 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. For these reasons, noise-generated by the planned park, trails, and open space 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 various 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. Areas where commercial and residential development would occur in close proximity would be of particular concern. As a result, noise generated by planned commercial uses would be potentially significant.

Mitigation Measures

Mitigation Measure N-2 would ensure planned residential, recreational, and commercial uses in the BSP planning 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 BSP shall include a policy or development standard that requires applicants for new development in the BSP planning area to provide an acoustical assessment prepared by a qualified professional where new commercial land uses are within 825 feet of existing noise-sensitive land uses.

The acoustical assessments shall evaluate potential noise impacts attributable to the proposed Project, as well as, the compatibility of proposed land uses in comparison to applicable City noise standards for stationary noise sources. Where the acoustical analysis determines that stationary-source noise levels would exceed applicable City noise standards, noise-reduction measures shall be incorporated sufficient to reduce operational noise levels to below applicable noise standards. Such measure may include, but are not limited to, the incorporation of setbacks, sound barriers, berms, hourly limitations, or equipment enclosures.

Plan Requirements and Timing. The final BSP 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 BSP planning area where commercial land uses would be located within 825 feet of 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. With implementation of the required mitigation, this impact would be less than significant.

IMPACT N-3 THE PROJECT WOULD RESULT IN TEMPORARY NOISE IN THE BSP PLANNING 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 IV.H-9.

Table IV.H-9. Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) 50 feet from Source		Distance to Noise Contours (feet, dBA Leq)		
	Lmax	Leq	70	65	60
Air Compressor	80	76	105	187	334
Backhoe/Front End Loader	80	76	105	187	334
Compactor (Ground)	80	73	74	133	236
Concrete Mixer Truck	85	81	187	334	594
Concrete Saw	90	83	236	420	748
Crane	85	77	118	210	374
Dozer/Grader/Excavator/Scraper	85	81	187	334	594
Drill Rig Truck	84	77	118	210	374
Generator	82	79	149	265	472
Gradall	85	81	187	334	594
Hydraulic Break Ram	90	80	167	297	529
Jack Hammer	85	78	133	236	420
Impact Hammer/Hoe Ram (Mounted)	90	83	236	420	748
Pavement Scarifier/Roller	85	78	133	236	420
Paver	85	82	210	374	667
Pneumatic Tools	85	82	210	374	667
Pumps	77	74	83	149	265
Truck (Dump/Flat Bed)	84	80	167	297	529

Based on maximum equipment noise levels. Actual noise levels are typically lower, particularly if the equipment is fitted with exhaust mufflers and engine shrouds.
Sources: FTA 2006; FHWA 2008.

As shown in Table IV.H-9, maximum noise levels generated by individual pieces of construction equipment typically range from approximately 77 dBA to 90 dBA Noise from localized point sources, such as construction sites, typically decreases by approximately 6 to 7.5 dBA with each doubling of distance from a source. Assuming a minimum noise attenuation rate of 6 dB per doubling of distance from the source and the equipment noise levels noted above, construction-related noise levels could reach approximately 65 dBA Leq at approximately 400 feet from the construction site.

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 both west and north of the BSP planning 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. In addition, assuming a minimum exterior-to-interior noise reduction of 20 dB for the existing school, construction activities occurring within approximately 400 feet of Virginia Peterson Elementary School would result in increased noise levels that could potentially exceed a commonly applied interior noise standard of 45 dBA Leq, which may interfere with instructional activities at the school. 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 BSP planning area, noise attenuation techniques shall be employed to ensure that noise levels are minimized. Such techniques shall include:

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. 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. Signage shall be posted at the site perimeter identifying the public liaison's contact information.

e. Virginia Peterson Elementary School shall be provided written notification a minimum of two weeks prior to beginning construction when construction activities are anticipated to occur within 400 feet of the school. The notification shall identify of the anticipated location, dates and hours of construction; as well as, the contact information for the public liaison.

f. Where necessary, temporary noise barriers shall be installed.

g. Staging and queuing areas shall be located at the furthest distance possible from nearby noise-sensitive land use identified in the project area at the time of construction.

Plan Requirements and Timing. Construction plans shall note construction hours, truck routes, and construction 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 the implementation of Mitigation Measure N-3 this impact would be less than significant.

IMPACT N-4 THE PROJECT WOULD RESULT IN GROUNDBORNE VIBRATION IN THE BSP PLANNING 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 LESS THAN SIGNIFICANT (CLASS III).

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 IV.H-10.

Table IV.H-10. Representative Construction Equipment Vibration Levels

Equipment	Vibration Level at 25 Feet	
	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 IV.H-10, ground vibration generated by construction equipment would not exceed approximately 0.09 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 commonly recommended criteria for structural damage and human annoyance (i.e., 0.2 in/sec ppv).

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, this impact would be considered less than significant.

The Proposed Project could increase perceptible ground borne vibration during construction but based on Caltrans recommended criteria this short-term construction condition would be less than significant and no mitigation is required.

Mitigation Measures

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

6. Cumulative Impacts

Planned, proposed, and approved projects in and around the city (refer to Section III) 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 BSP planning 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 BSP planning area may generate noise levels in excess of existing measured noise levels and may affect sensitive receptors in the BSP planning area vicinity. As described in Impact N-3 the nearest residences are located adjacent to and both west and north of the BSP planning 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.

7. List of Abbreviated Terms

Abbreviation	Term
ADT	Average Daily Trips
AVE	Avenue
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
DB	Decibel
DBA	Decibels
EIR	Environmental Impact Report
LDN	Day-Night Level
LEQ	Equivalent Continuous Noise Level
NOP	Notice of Preparation
SR	State Route
USEPA	U.S. Environmental Protection Agency
VDB	Vibration Decibels

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I. AIR QUALITY AND GREENHOUSE GAS EMISSIONS

1. Environmental Issue

This section discusses the project's potential impacts relating to air quality and greenhouse gas (GHG) emissions. The impact analysis included in this section is based on estimated construction and operational air emissions calculated for the proposed project using the California Emissions Estimator Model (CalEEMod). The results of the CalEEMod calculations are included in Appendix E.

2. Scoping Issues for Air Quality and Greenhouse Gas Emissions

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. The San Luis Obispo Air Pollution Control District (SLOAPCD) submitted comments requesting that the EIR provide a quantitative air emissions analysis for all phases of the project, a quantified greenhouse gas (GHG) emissions analysis, an evaluation of a range of reasonable alternatives that would effectively minimize air quality impacts, a cumulative analysis that encompasses all planned construction activities within 1 mile of the project site, and recommended mitigation measures (both on- and off-site) to reduce or avoid significant air quality impacts.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

Climate and Topography

The Specific Plan Area (Plan Area) is located 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 IV.I-1.

Table IV.I-1. Paso Robles Climate Conditions

Temperature Conditions	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, 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.

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). 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). San Luis Obispo Air Pollution Control District (SLOAPCD) uses the term ROG to denote organic precursors.

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. NO_2 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. NO_2 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 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 $PM_{2.5}$. Suspended particulates are mostly dust particles, nitrates, and sulfates. Both PM_{10} and $PM_{2.5}$ are byproducts of fuel combustion and wind erosion of soil and unpaved roads and are directly emitted into the atmosphere through these processes (CARB 2019c). Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with PM_{10} and $PM_{2.5}$ can be very different. PM_{10} 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 particulate matter include increased respiratory symptoms, aggravated asthma, development of chronic bronchitis, nonfatal heart attacks, and premature death in people with heart or lung disease (Appendix E).

Sulfur Dioxide

Sulfur dioxide (SO_2) is included in a group of highly reactive gases known as "oxides of sulfur." The largest sources of SO_2 emissions are from fossil fuel combustion at power plants (73%) and other industrial facilities (20%). Smaller sources of SO_2 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. SO_2 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) (California Air Resource Board [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). County of 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 (County of San Luis Obispo 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, or bone or joint infection. Symptoms may appear between 1 and 3 weeks after exposure. Some patients have reported having symptoms for 6 months or longer, especially if the infection is not diagnosed early.

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% 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 GHGs. The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). 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, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are usually by-products of fossil fuel combustion, and CH_4 results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and SF_6 (U.S. 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 (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2e), and is the amount of GHG emitted multiplied by its GWP. CO_2 has a 100-year GWP of one. By contrast, CH_4 has a GWP of 25, meaning its global warming effect is 25 times greater than CO_2 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 degrees 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.

Greenhouse Gas Emissions Inventory

Worldwide anthropogenic emissions of GHGs were approximately 46,000 million metric tons (MMT or gigatonne) CO_2e in 2010 (IPCC 2014). CO_2 emissions from fossil fuel combustion and industrial processes contributed about 65% of total emissions in 2010. Of anthropogenic GHGs, CO_2 was the most abundant accounting for 76% of total 2010 emissions. CH_4 emissions accounted for 16% of the 2010 total, while NO and fluorinated gases accounted for 6% and 2%, respectively (IPCC 2014).

Federal Emissions Inventory

Total U.S. GHG emissions were 6,456.7 MMT CO_2e in 2017 (USEPA 2019). Total U.S. emissions have increased by 1.3% since 1990; emissions decreased by 0.5% from 2016 to 2017 (USEPA 2019). 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 2019). Since 1990, U.S. emissions have increased at an average annual rate of 0.05%. In 2017, the industrial and transportation end-use sectors accounted for 30% and 29%, respectively, of GHG emissions while, the residential and commercial end-use sectors accounted for 15% and 16% of GHG emissions, respectively, with electricity emissions distributed among the various sectors (USEPA 2019).

California Emissions Inventory

Based on the CARB California Greenhouse Gas Inventory for 2000–2017, California produced 424.1 MMT CO_2e in 2017 (CARB 2019b). The major source of GHGs in California is associated with transportation, contributing 41% of the state's total GHG emissions. The industrial sector is the second largest source, contributing 24% of the state's GHG emissions, and electric power accounting for approximately 15% (CARB 2019b). 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 CO_2e (CARB 2019b). The annual 2030 statewide target emissions level is 260 MMT CO_2e (CARB 2017). With implementation of the 2017 Scoping Plan, regulated GHG emissions are projected to decline to 260 MMT CO_2e 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 citywide emissions, the city generated approximately 169,557 metric tons (MT) of CO_2e communitywide. The transportation sector was the largest source of emissions, contributing approximately 40% of total emissions. The residential and commercial/industrial sectors generated approximately 24% and 20% of total GHG emissions, respectively (City of Paso Robles 2013). Since 2005, the population of Paso Robles has grown by approximately 15.4% from approximately 27,045 to 31,204 residents (U.S. Census Bureau 2000, 2010; California Department of Finance 2018a, 2018b). 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.

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, 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 snowpack, 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 2 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 United States, including the Sierra Nevada, decreased by about 10% 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% 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 snowpack, 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 31–67% 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 saltwater 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 CO_2 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%. 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.

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).

REGULATORY SETTING

State

Federal and State Clean Air Acts

The federal and state Clean Air Acts regulate the emission of airborne pollutants from various mobile and stationary sources. The USEPA is the federal agency designated to administer air quality regulation, while the CARB is the state equivalent within the 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 the 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 SLOAPCD.

The USEPA 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 O_3, CO, NO_2, SO_2, lead, PM_{10}, and $PM_{2.5}$. Table IV.I 2 summarizes the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for each of these pollutants. California standards are more restrictive than federal standards for each of these pollutants, except for lead, the 8-hour average for CO, and the 8-hour average for O_3.

Table IV.I-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) 0.070 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	0.100 ppm (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg) 0.5 ppm (3-hr avg) 0.14 ppm (24-hr avg) 0.030 ppm (annual avg)	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)

Pollutant	Federal Standard	California Standard
Lead	0.15 µg/m3 (rolling 3-month avg) 1.5 µg/m3 (calendar quarter)	1.5 µg/m^3 (30-day avg)
Particulate Matter (PM_{10})	150 µg/m3 (24-hr avg)	50 µg/m3 (24-hr avg) 20 µg/m3 (annual avg)
Particulate Matter ($PM_{2.5}$)	35 µg/m3 (24-hr avg) 12 µg/m3 (annual avg)	12 µg/m3 (annual avg)
Visibility Reducing Particles	No Federal Standards	Extinction coefficient of 0.23 per kilometer – visibility of 10 miles or more (0.07–30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70%. Method: Beta Attenuation and Transmittance through Filter Tape. (8-hr avg)
Sulfates	No Federal Standards	25 µg/m3 (24-hr avg)
Hydrogen Sulfide	No Federal Standards	0.03 ppm (1-hr avg)
Vinyl Chloride	No Federal Standards	0.01 ppm (24-hr avg)

Note: ppm= parts per million; µg/m3 = micrograms per cubic meter
Source: SLOAPCD 2019

In accordance with Section 109(b) of the federal Clean Air Act, the 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 attainting 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, 2019e). The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every 5 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 PM2.5) 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 Plan Area is located in the western portion of the county that is designated in attainment for this federal standard (SLOAPCD 2019). 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 San Luis Obispo 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 San Luis Obispo County that are north of the 35.45 degree latitude line.

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 the 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 (BACT).

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% fewer GHGs and 75% 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 CO_2e. 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 5 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% 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 6 MT CO_2e by 2030 and 2 MT CO_2e 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 CEQA documents. In March 2010, the California Natural 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% reduction in GHGs from transportation sources by 2020 and an 11% reduction in GHGs from transportation sources by 2035. SLOCOG adopted the 2019 RTP in June 2019, which includes the region's SCS and meets the requirements of SB 375 (SLOCOG 2019).

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% below 2013 levels
- Hydrofluorocarbons: 40% below 2013 levels
- Anthropogenic black carbon: 50% 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% of total retail sales by 2020, 60% by 2030, and 100% 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 (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

The Building Energy Efficiency Standards or California Energy Code (24 CCR Part 6), originally enacted in 1978, establishes energy-efficiency standards for residential and nonresidential

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% more energy-efficient compared to the 2016 Standards, and single-family homes will be 7% more energy-efficient (CEC 2018). In addition, the 2019 Standards require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories or fewer. When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use approximately 50% less energy compared to homes built to the 2016 standards (CEC 2018). 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 10 or more single-family residences that do not have a photovoltaic system installed.
- Minimum area of 15% 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 10 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 5 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 (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% reduction in indoor water use relative to specified baseline levels;
- 50% 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 3% of the parking spaces for all new multi-family developments with 17 or more units.

The voluntary standards require:

- **Tier I:** 15% improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65% reduction in construction waste, 10% recycled content, 20% permeable paving, 20% cement reduction, cool/solar reflective roof; and
- **Tier II:** 30% improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75% reduction in construction waste, 15% recycled content, 30% permeable paving, and 30% 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% reduction in indoor water use by either showing a 20% 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% of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; (2) diversion of 50% of all solid waste on and after January 1, 2000; and (3) diversion of 75% 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 California Resources Agency has adopted amendments to the State CEQA Guidelines for determining the effects and feasible mitigation of GHG emissions. The adopted State 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 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 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 State 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 CO_2e 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

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 (SLOAPCD 2001) 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.

In 2009, SLOAPCD adopted guidelines for assessment and mitigation of air quality impacts under CEQA. The CEQA Air Quality Handbook, which was updated in 2012 and 2017 (SLOAPCD 2012a, 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.

SLOCOG 2019 RTP

SLOCOG is the federally designated 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 2019):

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 adopted its Climate Action Plan for reducing GHG emissions. The Climate Action Plan is a strategic document, prepared pursuant to AB 32. The Climate Action Plan outlines the City's approach to achieving its GHG reduction target of 15% below 2005 levels by 2020 and is a qualified GHG reduction plan consistent with State CEQA Guidelines Section 15183.5 through year 2020. The Climate Action Plan allows the City to streamline the CEQA review process of certain development projects with buildout years through 2020, and 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% below 2005 levels by the year 2020.
- Establishment of City government and communitywide 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 Climate Action Plan measures and adapt efforts moving forward as necessary.

City of Paso Robles General Plan

The City of Paso Robles General Plan Conservation Element (2014) 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.*
>
> ***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.*

4. Standards of Significance

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;
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people;
- 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.

As stated in the State CEQA Guidelines, the significance criteria established by the regional air quality management or APCD 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 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 PM_{10} Mitigation Measures and may require the implementation of a CAMP. The 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 2012a).

SLOAPCD's long-term operational emission thresholds are summarized in Table IV.I-3.

Table IV.I-3. SLOAPCD Operational Emissions Significance Thresholds

Pollutant	Threshold[1]	
	Daily (pounds/day)	Annual (tons/year)
ROG + NOX (combined)[2]	25	25
Diesel Particulate Matter (DPM)[2]	1.25	--
Fugitive Particulate Matter (PM10), Dust	25	25
CO	550	--

Note: 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 2012a).
Source: SLOAPCD 2012a.

GREENHOUSE GAS EMISSIONS

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% 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:

- **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
- **Bright-Line Threshold.** A project would have a significant impact if it exceeds the "bright-line threshold" of 1,150 MT CO_2e per year; OR

- **Efficiency Threshold**. A project would have a significant impact if the efficiency threshold exceeds 4.9 MT CO_2e per service person per year. The service population is defined as the number of residents plus employees for a given project.

As discussed in the Regulatory Setting, the City of Paso Robles Climate Action Plan 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 2030; therefore, this analysis does not rely on consistency with the City's Climate Action Plan 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 by 2030. As a result, in accordance with State 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 year 2030 (project buildout year and next milestone GHG target year per the 2017 Scoping Plan). This locally-appropriate emissions total was divided by the statewide 2030 projected service population, respectively, to determine a locally-appropriate, project-level threshold. Project-generated GHG emissions that would exceed the efficiency threshold of 3.3 MT CO_2e per service person in year 2030 would be considered to have a potentially significant impact on the environment. See Table IV.I-4 for threshold calculations. These thresholds are applicable specifically to the proposed project and are therefore not thresholds adopted for general use in CEQA review by the City per CEQA Guidelines Section 15064.7(b).

Table IV.I-4. SB 32 Locally-Appropriate Project-Specific Thresholds

Topic	Metric	2030
Projected Statewide Service Population	California Population (persons)[1]	43,939,250
	California Employment Projection (persons)[2]	20,795,940
	Service Population (persons)	64,735,190
Locally Appropriate Project Thresholds	Locally-Appropriate Emissions Sectors (MT CO_2e)[3]	213,000,000
	Service Population (persons)	64,735,190
	Service Person Target (MT CO_2e per service person per year)	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 CARB 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% 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% 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 IV.I.3, 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 and employees that would be accommodated by the project (Appendix C). As discussed in Section IV.N., Population and Housing, the proposed Specific Plan would accommodate approximately 2,478 residents and approximately 376 employees. Therefore, the project's service population would be 2,854 persons (2,478 residents + 376 employees).

5. Project Impacts and Mitigation Measures

CURRENT AIR QUALITY

Table IV.I-5 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 Plan Area is the Paso Robles-Santa Fe Avenue station, located at 235 Santa Fe Avenue approximately 0.4 mile west of the Plan Area. The pollutants monitored at this station are O_3 and PM_{10}. Data for NO_2 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 Plan Area. The data collected at these stations is generally representative of the baseline air quality experienced at the Plan Area. SO_2 has not been monitored at any stations within San Luis Obispo County since 2013. The last recorded 24-hour average SO_2 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 IV.I-5. 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
PM2.5 (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

Note: 1 Data from Paso Robles-Santa Fe Avenue monitoring station; 2 Data from Atascadero-Lift Station #5 monitoring station
Source: CARB 2019dppm= parts per million; µg/m3 = micrograms per cubic meter

The primary pollutants of concern in San Luis Obispo are ozone and PM_{10}. As shown in Table IV.I-5, 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 PM_{10} standard for six days in 2017 and for 26 days in 2018.

The major local sources for PM_{10} 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).

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.

In general, the sensitive air quality receptors within 1,000 feet of the Plan Area boundary include:

- The Virginia Peterson Elementary School at 2501 Beechwood Drive, approximately 60 feet west of the Specific Plan planning area boundary;
- The single-family residential neighborhood west of Beechwood Drive, approximately 60 feet west of the Specific Plan planning area boundary; and
- The single-family residential neighborhood north of Meadowlark Road, approximately 60 feet north of the Specific Plan planning area boundary.

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 (H_2S), which emits an odor similar to rotten eggs. The nearest existing source of odor in the vicinity of the Plan Area is the Paso Robles Wastewater Treatment Plant located approximately 2.25 miles west of the Plan Area across the Salinas River.

METHODOLOGY

Air Quality

Expected air pollutant emissions from construction and operation of the project were estimated using 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 the 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.

Greenhouse Gas Emissions

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these make up 98% 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 SF_6, 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 CO_2 (CO_2e). 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 CO_2e amounts.

GHG emissions from construction and operation of the project were estimated using 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 ITE, consistent with the trip generation methodology included in the project 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 (2012a),

Greenhouse Gas Thresholds and Supporting Evidence guidance document (2012b), and the Clarification Memorandum (2017).

PROJECT IMPACTS AND MITIGATION MEASURES

IMPACT 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).

A project would be inconsistent with the 2001 CAP and would therefore result in a potentially significant impact if it would exceed the SLOAPCD-recommended population projections used in the 2001 CAP for the same area, generate vehicle trips and vehicle miles traveled (VMT) 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.

Population Growth

The proposed project would result in an increase of approximately 2,478 residents. Based on U.S. Census data, the city's existing population is approximately 32,212 residents. Under the medium growth scenario evaluated in the SLOCOG 2050 Regional Growth Forecast for San Luis Obispo County, the city's population is estimated to total 37,858 residents in 2050. As compared to existing conditions, this equates to an increase of approximately 5,103 residents by year 2050. The proposed project would result in near-term increases in population that would not exceed the city's population increase projection for year 2050 (Appendix C).

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 10,484 daily trips to local roadways (refer to Section IV.G, Transportation, and Appendix Volume II). 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 2,251,025, or an average daily VMT of 6,167.19 (annual VMT divided by 365 days per year). Buildout of the Plan Area would increase the city's daily VMT to 1,343,438.19 in 2025, an increase of approximately 0.4%. The City's existing (2018) population is approximately 31,559 residents, and SLOCOG's 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 2018a, 2018b; SLOCOG 2017). As discussed in Section IV.N, *Population and Housing*, buildout of the Specific Plan Area would increase the city's population by approximately 2,478 residents, which would increase the city's population to 36,792, an increase of 6.7%. The project's percent increase in total VMT (0.4%) would not exceed the project's contribution to population growth (6.7%). 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 planning strategies and TCMs is assessed in Table IV.I-6.

Table IV.I-6. SB 32 Locally Appropriate Project-Specific Thresholds

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 with Mitigation Incorporated** 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 multifamily 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. 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 Plan Area, providing pedestrians and bicyclists with off-street circulation options. These bicycle and pedestrian facilities would encourage the use of alternative transportation modes and nearby existing transit facilities. However, future transit stop locations have not yet been identified for all roadways/locations in the Plan Area. Mitigation Measures AQ-1(a–c) and (e–f) would address this issue by incorporating a goal/policy into the Specific Plan to expand Paso Express Routes A and B with new stops in the Plan Area, providing public transit amenities in the Plan Area to facilitate this expansion, reducing vehicle queuing and improving the pedestrian environment in non-residential parking lots, and providing additional on-site bicycle parking at non-residential uses beyond CALGreen standards. In addition, Mitigation Measures T-1(a–c), T-2(a–b), T-5, and T-7(a–b) require traffic control devices and other various improvements to reduce vehicle congestion and promote traffic calming, which would also serve to improve the public transportation system.
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.
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.	**Consistent** According to SLOCOG's 2019 Regional Housing Needs Assessment Proposed Final Plan, Paso Robles has approximately 27% 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 E).

2001 CAP Control Measure	Project Consistency
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: • Promoting accessibility in the transportation system • Promoting walking and bicycling • Parking management • Transportation demand management	**Consistent with Mitigation Incorporated** 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 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 Plan Area. Mitigation Measures AQ-1(a–c) and (e–f) would address this issue by incorporating a goal/policy into the Specific Plan to expand Paso Express Routes A and B with new stops in the Plan Area, providing public transit amenities in the Plan Area to facilitate this expansion, reducing vehicle queuing and improving the pedestrian environment in non-residential parking lots, and providing additional on-site bicycle parking at non-residential uses beyond CALGreen standards.
Transportation Control Measures	
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.	**Consistent with Mitigation Incorporated** Existing transit stops for the San Luis Obispo County Regional Transit Authority (SLORTA) 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 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. Mitigation Measures AQ-1(a–b) would address this issue by incorporating a goal/policy into the Specific Plan to expand Paso Express Routes A and B with new stops in the Plan Area and by providing public transit amenities in the Plan Area to facilitate this expansion. In addition, Mitigation Measures T-1(a–c), T-2(a–b), T-5, and T-7(a–b) would require traffic control devices and other various improvements to reduce vehicle congestion and promote traffic calming, which would also serve to improve the public transportation system.
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.	
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 with Mitigation Incorporated** 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 with Mitigation Incorporated** See discussion of strategy L-1.

2001 CAP Control Measure	Project Consistency
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.	**Consistent with Mitigation Incorporated** 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. Mitigation Measure AQ-1(d) would address this issue by incorporating a goal/policy into the Specific Plan to implement programs to reduce employee vehicle miles travelled at non-residential land uses, including alternative employee schedules and telecommuting.

Note: Two TCMs (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 IV.I-6, 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 is considered potentially 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 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 IV.G, Transportation, 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 system 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 (SLORTA) Paso Express Routes A and B with new stops in the Plan Area to ensure a majority of the Plan Area is within 0.25 mile of a transit stop.

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 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 VMT 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%.

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 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 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).

IMPACT AQ-2 CONSTRUCTION OF THE PROJECT WOULD GENERATE TEMPORARY INCREASES IN CRITERIA AIR POLLUTANT EMISSIONS. CONSTRUCTION EMISSIONS WOULD EXCEED SLOAPCD CONSTRUCTION THRESHOLDS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED (CLASS II).

Construction of new development in the Plan Area would generate temporary emissions of air pollutants. Ozone precursors (NO_X and ROG) as well as DPM (exhaust $PM_{2.5}$ and PM_{10}) would be

emitted by the operation of construction equipment, while fugitive dust (PM_{10}) 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 IV.I-7 and Table IV.I-8. Modeling of construction emissions assumed that construction would occur continuously over a period of 21 months (inclusive of all ground-disturbing and construction activities), which is a conservatively brief timeframe based on the size of the Plan Area and scale of proposed development in the Plan Area. Construction would likely occur discontinuously or over a longer duration (buildout is estimated to occur over 9 years), which would result in lower daily air pollutant emissions than shown in Table IV.I-7.

Table IV.I-7. Estimated Maximum Daily Construction Air Pollutant Emissions[1]

Construction Year	Maximum Daily Emissions (lbs/day)[1]	
	ROG + NO_x	**DPM[2]**
Construction Year 2020	30.53	1.17
Construction Year 2021	148.98	1.77
SLOAPCD Daily Threshold	*137*	*7*
Threshold Exceeded?	**Yes**	**No**

Notes: All emissions modeling was completed using CalEEMod. Due to the size of the Plan Area and scale of potential development in the 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 PM_{10} emissions.
Source: Appendix E

Table IV.I-8. Estimated Maximum Quarterly Construction Air Pollutant Emissions[1]

Construction Year	Maximum Quarterly Emissions (tons/quarter)[2]		
	ROG + NO_x	**DPM[3]**	**Dust[4]**
Construction Year 2020	0.84	0.03	0.06
Construction Year 2021	0.83	0.02	0.04
SLOAPCD Quarterly Tier 1 Threshold	***2.5***	***0.13***	***2.5***
Threshold Exceeded?	**No**	**No**	**No**
SLOAPCD Quarterly Tier 2 Threshold	***6.3***	***0.32***	***None***
Threshold Exceeded?	**No**	**No**	**N/A**

N/A = not applicable
Notes: All emissions modeling was completed using CalEEMod.. Due to the size of the Plan Area and scale of potential development in the 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+NOX 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 PM_{10} emissions.
[4] Dust is equal to fugitive PM_{10} reported by CalEEMod.
Source: Appendix E

As shown in Tables IV.I-7 and IV.I-8, the project's combined ROG and NO_X emissions would exceed SLOAPCD's daily thresholds but not the quarterly Tier 1 or Tier 2 thresholds. The project's DPM emissions would not exceed the daily threshold or quarterly Tier 1 or Tier 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 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 Tier 2 thresholds, SLOAPCD requires any project with grading areas greater than 4 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 Plan Area, the project applicant shall prepare a 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 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 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 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 for Construction

The following BACT for diesel-fueled construction equipment shall be included in the CAMP and implemented during construction activities in the 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 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.** California Code of Regulations Title 13, Section 2485 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 5 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 5-minute idling limit. The specific requirements and exceptions in the regulation can be reviewed at the following website: www.arb.ca.gov/msprog/truck-idling/2485.pdf.

c. **Idling Restrictions for Off-Road Equipment.** Off-road diesel equipment shall comply with the 5-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/frooal.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 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 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 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% opacity for greater than 3 minutes in any 60-minute period. The 20% 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. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour 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.

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.

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 miles per hour 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 2 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 m. the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% 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 the City 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 SLOAPCD 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 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.

IMPACT AQ-3 OPERATION OF THE PROJECT WOULD GENERATE LONG-TERM OPERATIONAL AIR POLLUTANT EMISSIONS THAT WOULD EXCEED SLOAPCD DAILY EMISSIONS THRESHOLDS FOR ROG + NOX AND DPM. 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 IV.I-9 and Table IV.I-10 (see Appendix C for complete CalEEMod results) and compared to the applicable SLOAPCD operational emissions thresholds.

As shown in Table IV.I-9, the project's operational emissions would exceed SLOAPCD's daily operational emissions thresholds for ROG + NO_X and DPM. However, as shown in Table IV.I-10, annual operational emissions would not exceed SLOAPCD's thresholds for ROG + NO_X or fugitive PM_{10}. Impacts from operational emissions would be potentially significant and mitigation would be required to reduce impacts associated with operational air pollutant emissions.

Table IV.I-9. Estimated Daily Operational Air Pollutant Emissions

Emission Source	Emissions (lbs/day)[1]			
	ROG + NO_x (combined)	**Fugitive PM_{10} (dust)**	**DPM[2]**	**CO**
Area and Energy Sources	46.60	N/A	0.86	77.32
Mobile Sources	58.24	56.98	0.35	124.99
Total Emissions	**104.84**	**56.98**	**1.21**	**202.31**
SLOAPCD Daily Threshold	***25***	***25***	***1.25[3]***	***550***
Threshold Exceeded?	**Yes**	**Yes**	**No**	**No**

N/A = not applicable
[1] Daily emissions are based on the highest emissions for summer and winter operational conditions for buildout year 2030 conditions. Totals may not sum due to rounding.
[2] DPM estimates were derived from the "PM_{10} Exhaust" output from CalEEMod. This estimate represents a worst case scenario because it includes all PM_{10} exhaust.
[3] The SLOAPCD-recommended DPM significance threshold applies to on-site emission sources (i.e., area and energy sources).
Source: Appendix E

Table IV.I-10. Estimated Annual Operational Air Pollutant Emissions

Emission Source	Emissions (tons/year)	
	ROG + NO_x (combined)	**Fugitive PM_{10} (dust)**
Proposed Project Annual Emissions	17.89	9.04
SLOAPCD Annual Threshold	***25***	***25***
Threshold Exceeded?	**No**	**No**

Notes: All numbers may not sum exactly due to rounding.
Source: Appendix E

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 Plan Area shall define and incorporate into the Beechwood 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:

a. Install electric fireplace in place of USEPA certified Tier 2 residential wood-burning appliances.

b. Provide shade over 50% of parking spaces in parking areas for multi-family land uses 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, 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.

P**lan Requirements and Timing**. The project applicant or applicants for individual developments within the 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 IV.I-11 and Table IV.I-12. 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 DPM (PM_{10}). 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 IV.I-11. Estimated Mitigated Daily Operational Air Pollutant Emissions

Emission Source	Emissions (lbs/day)[1]			
	ROG + NO_x (combined)	**Fugitive PM_{10} (dust)**	**DPM[2]**	**CO**
Area and Energy Sources	46.60	N/A	0.86	77.32
Mobile Sources	55.39	50.65	0.32	115.18
Total Emissions	101.98	50.65	1.18	192.50
SLOAPCD Daily Threshold	***25***	***25***	***1.25[3]***	***550***
Threshold Exceeded?	**Yes**	**Yes**	**No**	**No**

Notes:
[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 "PM_{10} Exhaust" output from CalEEMod. This estimate represents a worst-case scenario because it includes all PM_{10} exhaust.
[3] The SLOAPCD-recommended DPM significance threshold applies to on-site emission sources (i.e., area and energy sources).
Source: Appendix E

Table IV.I-12. Estimated Mitigated Annual Operational Air Pollutant Emissions

Emission Source	Emissions (tons/year)	
	ROG + NO_x (combined)	**Fugitive PM_{10} (dust)**
Proposed Project Annual Emissions	17.42	8.03
SLOAPCD Annual Threshold	***25***	***25***
Threshold Exceeded?	**No**	**No**

Notes: All numbers may not sum exactly due to rounding.
Source: Appendix E

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 particulate matter 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 SCAQMD 2018; Brief for SJVAPCD 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 particulate matter concentration because local particulate matter concentrations are affected by several factors, including wind transport, meteorology, and complex chemical factors. In addition, secondary particulate matter 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 particulate matter 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 PM_{10} 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 the section 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 PM_{10} include increased respiratory symptoms, aggravated asthma, development of chronic bronchitis, nonfatal heart attacks, and premature death in people with heart or lung disease.

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. 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 Plan Area would be located approximately 2.15 miles east of U.S. 101. In addition, as shown in the TIA, daily traffic volumes on roadways within 500 feet of the Plan Area would be less than 50,000 vehicles per day (Appendix E). 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. 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

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

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 in 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 Code of Federal Regulations [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 within the 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 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 Particulate Matter 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 particulate matter emissions during construction activities 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 particulate matter 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 NESHAP requirements (40 CFR 61, Subpart M) for the control of asbestos emissions during demolition activities. SLOAPCD is delegated authority by the USEPA 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 the SLOAPCD 10 days prior to the start of demolition.

Plan Requirements and Timing. The project applicant or developers of individual projects in the Plan Area shall submit proof that the 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, and AQ-4 would reduce air quality impacts to sensitive receptors to a less-than-significant level.

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 (e.g., 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 applicant 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 miles per hour or peak daily temperatures exceed 95°F for 3 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 miles per hour or lower and outdoor air temperatures are below a peak daily temperature of 90°F for at least 2 consecutive days.

b. Heavy construction equipment traveling on un-stabilized roads within the Plan Area shall be preceded by a water truck to dampen roadways and reduce dust from transportation along such roads.

c. The project developer(s) shall notify the City and the County Public Health Department not more than 60 nor less than 30 days before construction activities commence to allow the 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 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 County Public Health Department, to develop an educational handout for on-site workers and surrounding residents within 3 miles of the project site that includes the following information on Valley Fever:

    i. Potential sources/causes
    ii. Common symptoms
    iii. Options or remedies available should someone be experiencing these symptoms
    iv. 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 3 miles of the 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 Plan Area shall submit proof that the 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 3 miles of the 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 County Public Health Department, implementation of the worker training program, and mailing of the educational handout through 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, and AQ-5 would reduce air quality impacts to sensitive receptors to a less than significant level.

IMPACT AQ-6 THE PROJECT WOULD NOT RESULT IN OBJECTIONABLE ODORS THAT WOULD AFFECT A SUBSTANTIAL NUMBER OF PEOPLE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

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, mixed use development, a community park, and open space land uses. None of these uses are identified by SLOAPCD as uses that typically create objectionable odors. Therefore, the project would not result in objectionable odors that would affect a substantial number of people and impacts related to odor would be less than significant.

Mitigation Measures

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

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 Plan Area and heavy trucks transporting 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 21 months, which is a conservatively brief timeframe based on the size of the Plan Area and scale of proposed development in the Plan Area (actual buildout is proposed to occur over 9 years). The construction equipment mix was based on locally appropriate industry standard CalEEMod default values. Estimated annual construction-related GHG emissions are shown in Table IV.I-13.

Table IV.I-13. Estimated GHG Emissions During Construction

Year	Annual Emissions (MT CO_2e)
2020	694.13
2021	420.57
Total	**694.13**
Amortized over estimated project lifetime (30 years)[1]	***23.14***

Notes: All numbers may not sum exactly due to rounding.
[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.
Source: Appendix E

As shown in Table IV.I-13, project construction would emit approximately 694.13 MT CO_2e over the 21-month construction period, or approximately 23.14 MT CO_2e 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 IV.I-14 summarizes and combines the amortized construction and operational GHG emissions associated with the project for Plan buildout year 2030 (next milestone GHG target year per the 2017 Scoping Plan).

Table IV.I-14. Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT CO_2e)
	2030
Construction	23.14
Operational	
Area[1]	20.74
Energy[2]	1,665.31
Mobile[3]	7,100.37
Solid Waste[4]	478.05
Water[5]	121.82

Emission Source	Annual Emissions (MT CO_2e)
	2030
Total Emissions	**9,409.42**
Service Population	2,854
Emissions per Service Person	3.3
Threshold	***3.3***
Threshold Exceeded?	**No**

Notes: All numbers may not sum exactly due to rounding.
[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% reduction in residential energy use due to the requirements of the 2019 Building Energy Efficiency Standards (CEC 2018)
[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 CH_4, N_2O, and CO_2, expressed in CO_2e.
[4] Based on an average annual waste diversion/recycling rate of 50% based on statewide averages.
[5] Includes the use of low-flow water fixtures and water-efficient irrigation systems, per current building code requirements.
Source: Appendix E

As shown in Table IV.I-14, combined annual GHG emissions would be approximately 3.3 MT CO_2e per service person per year buildout year 2030. The project has been designed with a mix of land uses, including single- and multi-family residential, commercial, and recreational 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 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 3.3 MT CO_2e per service person per year for year 2030. Therefore, impacts related to GHG emissions would be less than significant.

Mitigation Measures

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

IMPACT GHG-2 THE PROJECT WOULD BE INCONSISTENT WITH THE CITY'S CLIMATE ACTION PLAN AND THE SLOCOG 2019 RTP WITHOUT MITIGATION. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED (CLASS II).

As discussed under the section, *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 Climate Action Plan and the SLOCOG 2019 RTP are discussed below.

City of Paso Robles Climate Action Plan

The City's Climate Action Plan is a long-range plan to reduce GHG emissions from City government operations and community activities within Paso Robles. The Climate Action Plan 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 Climate Action Plan strategies to evaluate the significance of the project's GHG emissions; however, the City's Climate Action Plan 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 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). 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. 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 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 ZNE buildings, improved transportation choices that result in reduced per capita 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. In 2018, CARB adopted more aggressive SB 375 targets as a means of supporting progress toward the 2017 Scoping Plan goals. For the SLOCOG region, CARB set passenger vehicle GHG reduction targets of an 8% decrease in per capita VMT by 2020 and an 8% decrease in per capita VMT by 2035. This equates to a reduction from 22.7 daily VMT per capita in 2005 to 20.7 daily VMT per capita for 2035 (SLOCOG 2019). Assuming a linear reduction in daily VMT per capita, the target reduction for 2024 (the project's buildout year) would equate to a daily rate of approximately 21.4 VMT per capita.

Based on emissions modeling conducted for the project, buildout of the Plan Area would generate an average of approximately 6,167.19 VMT on a daily basis (Appendix E). Based on this estimated average daily VMT and a project population of 2,854 persons (2,478 residents + 376 employees), the daily VMT per capita for the project would be 2.16 without implementation of mitigation. This

rate would be below the year 2024 target of 21.4 daily VMT per capita and would also be below the year 2035 target of 20.7 daily VMT. As a result, projected increases in VMT associated with the proposed project and associated GHG emissions would be consistent with SLOCOG 2019 RTP without mitigation. As a result, this impact would be less than significant.

Mitigation Measures

Implementation of Mitigation Measures AQ-1, AQ-3, and GHG-2 would reduce daily VMT per capita and 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 Beechwood Specific Plan GHG emission reduction measures that are consistent with the "mandatory" measures identified in the Paso Robles Climate Action Plan. To the extent possible, "voluntary" measures identified in the City's Climate Action Plan should also be incorporated. Consistent with the City's Climate Action Plan, 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. (Climate Action Plan 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. (Climate Action Plan 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). (Climate Action Plan Measure TL-1)

d. All tentative subdivision maps and improvement plans within the 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. (Climate Action Plan Measure TL-2)

e. The Specific Plan transportation network shall be designed to minimize barriers to pedestrian access and interconnectivity. (Climate Action Plan 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.). (Climate Action Plan Measure TL-2)

g. Prior to the approval of any/all tentative subdivision maps, the applicant shall consult with the SLORTA 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 Plan Area (Climate Action Plan Measure TL-3).

h. Any tentative subdivision map that results in the permanent closure of a road 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. (Climate Action Plan Measure TL-3)

i. The Specific Plan shall be designed accommodate future public transit bus stop pull outs as recommended by the SLORTA. (Climate Action Plan Measure TL-3)

j. Plan Area development shall comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation. (Climate Action Plan Measure W-1)

k. Subdivision improvement plans shall include infrastructure to accommodate recycled water when it becomes available. (Climate Action Plan Measure W-1).

l. The Plan Areas shall utilize recycled water to the maximum extent feasible when recycled water becomes available. (Climate Action Plan Measure W-1)

m. Construction activity in the Plan Area shall divert a minimum of 65% of nonhazardous construction or demolition debris. (Climate Action Plan 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). (Climate Action Plan Measure T-1)

o. 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 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 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-1 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 nonresidential structures. Therefore, Mitigation Measure GHG-1 would ensure that the project would be consistent with the city's CAP. Implementation of Mitigation Measures AQ-1 and AQ-3 would reduce daily VMT per capita and ensure that the project would be consistent with SLOCOG's 2019 RTP VMT targets for 2024 and 2035.

For informational purposes, Table IV.I-15 summarizes GHG emissions reductions achieved by implementation of Mitigation Measure GHG-1 as well as the mobile source emissions reduction measures described in Mitigation Measure AQ-1. 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 buildout year 2030. Nevertheless, as shown in Table IV.I-15, implementation of Mitigation Measures GHG-2 and AQ-1 would reduce project-related GHG emissions further below the level of significance.

Table IV.I-15. 2030 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT CO_2e)
Construction	23.14
Operational	
Area[1]	20.74
Energy[2]	1,440.65
Mobile[3]	6,370.60
Solid Waste[4]	478.05
Water[5]	99.85
Total Emissions	**8,433.03**
Service Population	2,854
Emissions per Service Person	2.95
Threshold	***3.3***
Threshold Exceeded?	**No**

Notes: All numbers may not sum exactly due to rounding.
[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% reduction in residential energy use due to the requirements of the 2019 Building Energy Efficiency Standards (CEC 2018)
[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 CH_4, N_2O, and CO_2, expressed in CO_2e.
[4] Based on an average annual waste diversion/recycling rate of 50% based on statewide averages.
[5] Includes the use of low-flow water fixtures and water-efficient irrigation systems, per current building code requirements.
Source: Appendix E

6. 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.

Growth within 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-1. Therefore, the project's contribution to significant cumulative impacts related to GHG emissions is not cumulatively considerable with implementation of required mitigation (Class II).

7. List of Abbreviated Terms

Abbreviation	Term
°C	Degrees Celsius
°F	Degrees Fahrenheit
µg	Micrograms
AB	Assembly Bill
ACM	Asbestos-containing material
AEP	Association of Environmental Professionals
APCD	Air Pollution Control Districts
APCD	Air Pollution Control Districts
AQMD	Air Quality Management Districts
BACT	Best Available Control Technology
BACT	Best Available Control Technology
BAU	business-as-usual
CAAQS	California Ambient Air Quality Standards
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code

Abbreviation	Term
CalRecycle	California Department of Resources Recycling and Recovery
CAMP	Construction Activity Management Plan
CAP	Clean Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
CFR	Code of Federal Regulations
CH_4	Methane
City	City of Paso Robles
CNG	Compressed natural gas
CO	Carbon Monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
County	County of San Luis Obispo
DPM	Diesel Particulate Matter
EIR	Environmental Impact Report
EO	Executive Order
GHG	Greenhouse gas
GMST	Global mean surface temperature
GWP	Global warming potential
H_2S	Hydrogen Sulfide
HC	hydrocarbon
HFC	Hydrofluorocarbon
IPCC	United Nations Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
LNG	Liquefied natural gas
MMT	Million metric tons (or gigatonne)
MPO	Metropolitan Planning Organizations
MT	Metric tons
N_2O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAAQS	National Ambient Air Quality Standards
NESHAP	National Emission Standard for Hazardous Air Pollutants
NO	Nitric Oxide

Abbreviation	Term
NO_2	Nitrogen Dioxide
NOA	Naturally occurring asbestos
NOP	Notice of Preparation
NO_x	Nitrogen Oxide
O_3	Ozone
OC	organic compound
OG	organic gas
Pb	Lead
PFC	Perfluorocarbon
PM_{10}	Small particulate matter measuring no more than 10 microns in diameter
$PM_{2.5}$	Fine particulate matter measuring no more than 2.5 microns in diameter
ppm	Parts Per Million
RHC	reactive hydrocarbon
ROC	Reactive organic compound
ROG	Reactive Organic Gases
ROG	Reactive organic gas
RTP	Regional Transportation Plan
SB	Senate Bill
SCAQMD	South Coast Air Management District
SCCAB	South Central Coast Air Basin
SCS	Sustainable Communities Strategy
SF_6	Sulfur hexafluoride
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLOAPCD	San Luis Obispo County Air Pollution Control District
SLOCOG	San Luis Obispo Council of Governments
SO_2	Sulfur Dioxide
TAC	Toxic Air Contaminants
TCM	Transportation control measures
THC	total hydrocarbon
TIA	Traffic Impact Analysis
TOC	Total organic compound
TOG	total organic gas
USEPA	U.S. Environmental Protection Agency
VMT	Vehicle miles traveled
VOC	Volatile Organic Compounds
ZNE	Zero net energy

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J. HAZARDS AND HAZARDOUS MATERIALS

1. Environmental Issue

This section discusses the project's potential impacts relating to hazards and hazardous materials. The following discussion of the environmental setting of the Project area relating to hazards and hazardous materials is based on the City of Paso Robles General Plan and Local Hazard Mitigation Plan.

2. Scoping Issues for Hazards and Hazardous Materials

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. No issues were raised during the NOP process for this topic.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

Overview

The project site is located on the southeastern edge of the city of Paso Robles, on the urban/rural fringe with the unincorporated San Luis Obispo County. Urban development is generally located west and north of the project site, including residential uses and an elementary school, and rural areas are located to the southwest, east and south.

The majority of the project site is vacant or in agricultural production with vineyards and a few scattered single-family residences. The site was historically used for agriculture purposes including grain production. The nearest existing school to the project site is Virginia Peterson Elementary School located at 2501 Beechwood Drive, approximately 40 feet west of the northwest corner of the project site.

Known Hazardous Materials Sites

The Hazardous Waste and Substances Site (Cortese) List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements related to the disclosure of information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. Various state and local government agencies are required to track and document hazardous material release information for the Cortese List. The California Department of Toxic Substance Control (DTSC) EnviroStor database tracks DTSC cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination, such as federal superfund sites, state response sites, voluntary cleanup sites, school cleanup sites, school investigation sites, and military evaluation sites. The State Water Resources Control Board (SWRCB) GeoTracker database contains records for sites that impact, or have the potential to impact, water in California, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program Sites. The remaining data regarding facilities or sites identified as meeting the "Cortese List" requirements can be located on the CalEPA website (CalEPA 2020).

The following databases and sites were searched for records relating to any known hazardous materials contamination within the project site:

- Geotracker database (SWRCB 2020);
- EnviroStor database (DTSC 2020); and
- Cortese List (CalEPA 2020).

The Geotracker database reported pesticide use on the existing vineyard under the Irrigated Lands Regulatory Program. The remaining databases did not list any potential contamination sites within or in the vicinity the project site. A Phase I Environmental Site Assessment has not been prepared for this project.

Adjacent Hazardous Materials Sites

The project site is located adjacent to residential uses to the west and north, and rural lands to the southwest, east, and south. A review of environmental databases determined that some adjacent properties were regulated for pesticide use under the Irrigated Lands Regulatory Program, but there is no record of potential contamination sites.

Airport Safety Hazards

The only airport in the vicinity of Paso Robles is the Paso Robles Municipal Airport, which is subject to the Paso Robles Airport Land Use Plan (ALUP) and located approximate four miles north of the Project area. Based on the Airport Safety Zone map of the ALUP, the Project is not located within a safety zone and is therefore not subject to the guidelines of the ALUP. Therefore, implementation of the Project would not result in a safety hazard related to airports nor conflict with any airport Land Use Plan. No impact would occur (County of San Luis Obispo Airport Land Use Commission [ALUC] 2007).

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 in the vicinity of ranch complexes, 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 including vineyards and grain production. A portion of the site is currently in use as a vineyard. As a result, residual agricultural chemicals including pesticides, arsenic, and herbicides may be present in the soil.

Asbestos-Containing Materials and Lead-Based Paint

Per the San Luis Obispo County Air Pollution Control District (SLOAPCD) Naturally Occurring Asbestos (NOA) Screening Map, NOA is not present within the Specific Plan area (SLOAPCD 2020). 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 ranch farm/complexes, each having four or five structures which date back to the early 20th century. Of the three ranches, only one would remain after implementation of the project. Due to the age of the former on-site structures, asbestos and lead may be present in the soils in the vicinity of 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.

In addition, in consultation with international experts on the health effects of EMFs; State agencies such as the Department of Public Health (DPH), the Division of the State Architect (DSA), and the California Public Utilities Commission; electric utilities; school districts; consultants; and private citizens with an interest in the topic, the California Department of Education developed guidance for granting exemptions from power line setbacks in its *Power Line Setback Exemption Guidance, May 2006* (California Department of Education 2006). This Guidance specifies that setbacks can be calculated from the centerline of a power transmission line(s) rather than the easement edge, if documentation is provided that it is "extremely unlikely" for the existing power transmission line(s), or any new transmission lines, to be placed any closer to the proposed land use(s). The Guidance also clarifies which types of uses are subject to setbacks (i.e., educational, residential, commercial, and recreational facilities including play and activity fields, hardcourts, stadiums, and occupied buildings including classrooms, restrooms, multipurpose rooms, administration buildings, libraries, and joint-use facilities) versus uses/infrastructure that could be allowed within a setback (i.e., roads, driveways, sidewalks, parking facilities, landscaping, wetlands, stormwater retention features, and some operations facilities such as boiler rooms etc. that are only used on a very short-term and limited basis).

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 2014). According to the U.S. Environmental Protection Agency (USEPA), the general area of the project site has a predicted indoor screening level of less than significant per USEPA guidelines (USEPA 1993). 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 (CAL FIRE 2007). According to Paso Robles' Local Hazard Mitigation Plan (LHMP), the majority of the project site is considered to have a high fire hazard (City of Paso Robles 2016).

Hazardous Materials 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 between two and three 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 4.9.1(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 USEPA; agencies within the CalEPA, such as the DTSC; federal and state occupational safety agencies; and the County of San Luis Obispo (County) Environmental Health Services. Regulations pertaining to flood hazards are further discussed in Section IV.D., 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 USEPA 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.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (42 U.S.C. Chapter 103)

Section 9603(a) of CERCLA requires immediate notification of all appropriate government agencies by any person in charge of an onshore facility of any knowledge of any release of a hazardous substance (42 U.S.C. 9603[a]). The U.S. Environmental Protection Agency (USEPA) is the lead responsible Federal agency under CERCLA. The USEPA can then delegate to State authorities to enforce CERCLA. In California, the USEPA can delegate authority to the California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) (for cases involving soil or soil vapor contamination for example). Further, DTSC can then delegate authority to enforce CERCLA to local agencies, but only through Local Agency Oversight Agreements with those agencies.

Whenever any hazardous substance is released or there is a substantial threat of such a release into the environment, or there is a release or substantial threat of release into the environment of any

pollutant or contaminant which may present an imminent and substantial danger to the public health or welfare, the responsible government agency is authorized to act to remove or arrange for the removal of the hazardous substance, pollutant, or contaminant at any time (42 U.S.C. 9604).

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 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. Environmental Protection Agency

The USEPA is responsible for researching and setting national standards for a variety of environmental programs, and delegates to States and local governments the responsibility for issuing permits and monitoring and enforcing compliance. The USEPA regulates chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protects workers and the community (along with OSHA and California Occupational Safety and Health Administration [CalOSHA], see below); and is responsible for integrating the Federal Clean Water Act and Clean Air Act into California legislation.

U.S. Department of Transportation

The U.S. Department of Transportation (USDOT) 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

California Environmental Protection Agency/Office of Emergency Services

The California Environmental Protection Agency (CalEPA) establishes regulations governing the use of hazardous materials in the State to protect air, water, and soil, as well as proper disposal and cleanup of hazardous waste. The Office of Emergency Services (OES) coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.

California Department of Toxic Substances Control

The DTSC, a department of the CalEPA, 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 USEPA 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 USEPA 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 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.

California Health and Safety Code, 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.

The City of Paso Robles Fire Department also reviews all development plans to reduce the potential for fire. The Fire Department assesses the need for fuel modification zones, ensures fire resistant

landscaping is planted where needed, ensures there is sufficient fire flow, and that building codes for fire-resistant construction are being met.

City of Paso Robles Local Hazard Mitigation Plan 2016

The City of Paso Robles has developed a Local Hazard Mitigation Plan (hereinafter referred to as the 2016 LHMP) to assess risks posed by natural and human-caused hazards and to develop a mitigation strategy for reducing the City's risks. The City has prepared the 2016 LHMP in accordance with the requirements of the Disaster Mitigation Act of 2000. The implementation of the mitigation actions within the LHMP is the end result of this process, which include short and long-term strategies that may involve planning, policy changes, programs, projects, and other activities.

City of Paso Robles General Plan

Circulation Element

The Circulation Element includes the following hazards and hazardous materials-related policies applicable to development of the Specific Plan:

> ***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 motorists, movers of commercial goods, seniors, children, pedestrians, disabled persons, users of public transportation, and bicyclists as follows:*
>
> - *Provide adequate access for emergency vehicles and evacuation;*
> - *Establish safe pedestrian and bicycle paths for children and their parents to schools and other major destinations such as Downtown, retail, and job centers.*
>
> ***Action 14.*** *Maintain and/or improve emergency vehicle access on all existing streets. New development and redevelopment projects shall provide emergency vehicle access as required by all applicable codes and the Emergency Services Department.*

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-1B: Disaster Response.*** *Review/Update the community-wide Multi-Hazard Emergency Response Plan on a periodic basis.*
>
> ***Action 3****. Incorporate fire and crime prevention measures in the design and construction of new development via the following:*

- *Seek Fire and Police Department comments on development applications;*
- *Adopt the latest version of the Uniform Building and Fire Codes and related building safety codes;*
- *Implement the Building Security Ordinance;*
- *Incorporate concepts of "defensible space" (these concepts stress the importance of physical design and surveillance as techniques to deter crime) in reviewing development projects.*

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.*

Action 5*. For development proposed in high or medium wildland fire hazard areas, require an investigation of the development's vulnerability to fire and its potential as a source of ignition, and implementation of measures to reduce fire hazard risks to acceptable levels.*

POLICY S-1E: Hazardous Materials. *The City shall comply with Government code requirements regarding the use, storage, and transportation of hazardous materials.*

POLICY S-1F: EMF Exposure. *State or Federal electric or magnetic exposure levels and setbacks, if established, are to be followed.*

Action Item 1*. In the absence of State of Federal exposure standards, no residential structures, residential yards, or schools are to be built within the utility corridor right-of-way. Parks and recreational facilities proposed within the utility corridor right-of-way are subject to approval of the utility provider.*

Action Item 2. *The following setback guidelines adopted by the California Department of Education should be adhered to for the siting of future public schools, as measured from the centerline of the transmission line:*

- *100 feet from 50-133 kV lines;*
- *150 feet from 220-230 kV lines; and*
- *350 feet from 500-550 kV lines.*

4. Standards of Significance

Assessment of impacts is based on review of the Specific Plan and environmental conditions on the project site, and listed hazardous materials sites within and near the project site, 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.

The project is not located within two miles of a public airport or public use airport and therefore this criteria is not discussed further.

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.

5. Project Impacts and Mitigation Measures

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 are anticipated to require limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. Temporary storage containers (bulk above-ground storage tanks, 55-gallon drums, sheds/trailers, etc.) may be used by the project contractor for equipment refueling and maintenance purposes during construction. The transport, use, handling, and disposal of hazardous materials during construction would be pursuant to local, state, and federal regulations to minimize risk and exposure. Operation of the proposed project would not require routine transport, use, or disposal of hazardous materials. Any hazardous substances associated with the project would continue to be transported, stored, and used according to regulatory requirements and existing procedures for the handling of hazardous materials; therefore, impacts would be less than significant. In addition, the project site is not located near or adjacent to Highways 101 and 46 East and West, or the Union Pacific Railroad, which are listed as areas of main concern for transport of hazardous materials in the LHMP.

Once operational, the project would include residential and commercial 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 4.9.1(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.

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. THE PROPOSED COMMERCIAL MIXED-USE DISTRICT WOULD PROHIBIT SERVICE STATIONS AND CERTAIN MANUFACTURING AND PRODUCTION FACILITIES AND THEREFORE NO EXPOSURE OF RESIDENTIAL USES TO GASOLINE AND DIESEL FUEL WOULD OCCUR. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

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 4.9.1(e), Regulatory Setting, with which the project would be required to comply.

Allowable commercial uses within the Commercial Mixed-Use 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. Furthermore, the Neighborhood Commercial overlay district would prohibit service stations, which are potential sources of environmental contamination due to their use and storage of chemicals, especially gasoline and diesel fuel. Pumping gasoline releases benzene into the air. Benzene is a human carcinogen identified by ARB as a toxic air contaminant. Benzene also can cause non-cancer health effects above a certain level of exposure. A well-maintained vapor recovery system can decrease emissions of benzene by more than 90% compared with an uncontrolled facility. Almost all facilities have emission control systems, reducing the level of exposure significantly (California Air Resources Board [CARB] 2005:30–32). Because service stations and light manufacturing, glass, and chemical production uses would be prohibited, this impact would be less than significant.

Mitigation Measures

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

IMPACT HAZ-3 THE VIRGINIA PETERSON ELEMENTARY SCHOOL IS LOCATED APPROXIMATELY 40 FEET WEST OF THE PROJECT SITE. COMPLIANCE WITH EXISTING FEDERAL, STATE, AND LOCAL REGULATIONS WOULD ENSURE THAT HAZARDOUS MATERIALS IMPACTS TO SCHOOLS WOULD REMAIN LESS THAN SIGNIFICANT (CLASS III).

The project would be implemented over a 10-year timeframe. There is one school, the Virginia Peterson Elementary School, located at 2501 Beechwood Drive approximately 40 feet west of the project site. The project would not emit or handle large quantities of hazardous materials, but may include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, contaminated soils, asbestos, or 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. Therefore, construction impacts from hazardous materials to schools would be less than significant.

In addition to being subject to federal, state, and local regulations for the transport of hazardous materials, as discussed in Section IV.G, Transportation and Traffic the City requires the preparation of a Traffic Control Plan for any construction work that may impact traffic, pedestrian and bicycle facilities. Mitigation Measure TR-1, Traffic Control Plan would include detour routes for vehicles, bicyclists, and pedestrians, and would further reduce potential impacts related to transportation of hazardous materials in the vicinity of Virginia Peterson Elementary School.

Under project operation, residential and non-residential uses may involve the routine use and storage of some materials that are considered hazardous. However, project operation does not include industrial uses or uses that would result in a release of hazardous materials. The Commercial Mixed-Use specific plan area is approximately 0.45 mile southeast of the school. Therefore, no operational impacts from hazardous materials to schools would occur.

Mitigation Measures

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

IMPACT HAZ-4 POTENTIAL 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 IV.J.3, the Geotracker database reported pesticide use on the existing vineyard under the Irrigated Lands Regulatory Program and on some adjacent lands. 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 existing and 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.

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 grading in the area of up to three ranch farm/complexes, each of which had four or five structures within the project site. The buildings no longer exist, but due to their age, may have contained asbestos and/or LBP and these materials may persist on the soils. As a result, grading in these areas could result in health hazards to workers if not remediated prior to construction activities.

Grading activities associated with the Beechwood 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. Because the buildings on these ranch complexes have been demolished, soil testing will be required to determine the presence of lead or asbestos. Compliance with these regulations would ensure that impacts associated with exposure of construction workers to asbestos containing materials or lead during grading or disposal of such materials would be less than significant.

Mitigation Measures

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

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.

IMPACT HAZ-7 THE PROJECT WOULD BE LOCATED WITHIN AND 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).

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 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.

There are no identified State Responsibility Areas or very high fire hazard severity zones within incorporated areas of Paso Robles (CAL FIRE 2007). According to City of Paso Robles LHMP, the majority of the project site is considered to have a high fire hazard (City of Paso Robles 2016). 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 moderate-to-high Fire Hazard Severity Zone in a Local Responsibility Area (LRA), and adjacent to a high Fire Hazard Severity Zone in a State Responsibility Area on the southern and eastern borders. New residential and commercial uses, associated infrastructure installation and maintenance, and additional human activity adjacent to this designated high fire hazard area would create additional sources and increased risk of fires in the Specific Plan area vicinity.

As discussed in Section IV.M., Public Services, the Paso Robles Fire Department's average response time standard of 4 minutes for 90% 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.

The Specific Plan area would be completely developed with residential housing and infrastructure, thus significantly reducing the fire hazard risk. 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.

The project is at a wildland-urban interface. To help with prevention and damage from wildfire, the project, in consultation with CAL FIRE and the City Fire Department through the CEQA process, would provide fuel modification zones where appropriate, insure that emergency fire flow

is available project-wide, pursue and maintain weed and brush abatement as directed by the fire department, plant fire resistance landscaping where appropriate and follow existing building codes for fire resistant construction.

Mitigation Measures

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

6. 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. USEPA and USDOT 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 Beechwood Specific Plan, to a less-than-significant level. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant.

7. List of Abbreviated Terms

Abbreviation	Term
ALUP	Paso Robles Airport Land Use Plan
CalEPA	California Environmental Protection Agency
CalOSHA	California Occupational Safety and Health Administration
CBC	California Building Code
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations

Abbreviation	Term
CUPA	Certified Unified Program Agency
DHS	California Department of Health Services
DPH	California Department of Public Health
DSA	California Division of the State Architect
DTSC	California Department of Toxic Substance Control
EMF	Electromagnetic Fields
HSC	California Health and Safety Code
LBP	Lead-based paint
LRA	Local Responsibility Area
LHMP	Paso Robles Local Hazard Mitigation Plan
LUST	Leaking Underground Storage Tank
NOA	Naturally Occurring Asbestos
NOP	Notice of Preparation
OES	Office of Emergency Services
OSHA	Occupational Safety and Health Administration
RAPID	National EMF Research and Public Information Dissemination
RCRA	Resource Conservation and Recovery Act of 1976
SLOAPCD	San Luis Obispo County Air Pollution Control District
SWRCB	State Water Resources Control Board
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency

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K. WATER SUPPLY AND WASTEWATER CAPACITY

1. Environmental Issues

Implementation of the Specific Plan will increase the demand for water and result in increased flow to the City wastewater treatment facility. The City's long term supply of water will be discussed in this section. This section will analyze the effect of increased wastewater flow from the Project to the City wastewater facility.

This section includes information from the following sources:

- Water Supply Assessment for the Beechwood Specific Plan, Todd Groundwater, 2018 (extensively excerpted in this section and is available in the Beechwood Specific Plan EIR Technical Appendix Volume)
- 2005 Urban Water Management Plan (UWMP), City of Paso Robles.
- Wastewater Treatment Plant 2017 Annual Report, City of Paso Robles
- Sewer System Management Plan, City of Paso Robles, 2015
- Sewer Collection System Master Plan, City of Paso Robles, 2007

The City documents listed above can be found on the City website (www.prcity.com) and are incorporated by reference into this analysis:

2. Scoping Issues for Water Supply and Wastewater Capacity

During the 30-day public review period for the Notice of Preparation, written and oral comments were received from agencies and the public. The following issues relating to Water Supply and Wastewater capacity were raised during the scoping process and is addressed in this section:

- Members of the public raised questions about the long term viability of the City's water supply to meet the needs of the Project and build out of the General Plan. Members of the public also expressed confusion over how the City could have adequate long-term water supply and have required conservation measures during the recent drought.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

Water Resources

The Beechwood Specific Plan area currently relies on groundwater for its water supply. Existing groundwater use at the Project site is approximately 67.40 acre-feet per year (AFY). There are seven wells on the site. Four domestic wells serve the homes on the west side, one agricultural well provides water for the vineyard, and two additional irrigation wells are inactive. The domestic wells on the west side of the site provide water to two single family homes and five mobile homes. The applicant' Engineer has estimated water use at 1.78 AFY for these residences based on a water use rate of 0.253 AFY/residence . This estimated water use rate is within the range of water use rates used in the City's 2015 UMWP. If any of these existing wells are suitable for municipal use, the

City may consider incorporating them into the municipal water system. The remaining wells will be properly abandoned by the applicant.

City Supply and Demand Overview

The City has relied on groundwater from the Paso Robles Groundwater Basin, water from the Salinas River, and more recently, Lake Nacimiento water for its water supply. Managed use of these dispersed water sources, and other factors including permanent prohibitions on water waste, ongoing conservation activities and future use of recycled water contribute to the resilience of the City's water supply during drought conditions. The City has fulfilled water demand in years that have included both extreme dry years (such as 2013) and prolonged severe drought extending over seven years (1984-1990). Despite having adequate water supply to meet current and projected future demands, between 2015-2017, the City was required to reduce water use in response to the State's 2015 mandate for reduction in urban water use. Discussion of current and projected City water demand and supplies has recently been updated and documented in the City's 2015 UWMP and will only be summarized here. The UWMP can be found on the City's website: https://prcity.com/467/Urban-Water-Management-Plan-PDF.

Table IV.K-1 summarizes projected population and water demands to buildout and the supplies projected to be used to meet those demands.

Table IV.K-1. City of Paso Robles Supply and Demand Projections

	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)						
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
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**

Note: Supply amounts shown above do not reflect total supply available to the City from each source, nor do they reflect any limits on the City's groundwater rights, but instead the water planned to supply projected demand.

The water demand projections in the 2015 UWMP were developed using representative water demand factors, anticipated future conservation, and City General Plan growth assumptions and buildout conditions. Projected water conservation savings are included in these demand projections. Water demand at buildout is projected to be 9,519 AFY (Todd, 2016).

City of Paso Robles Supplies

Water Supplies

The City of Paso Robles has historically relied on groundwater from the Paso Robles Groundwater Basin and Salinas River water for its municipal water supply as shown below. This has been supplemented in recent years with water from Lake Nacimiento; recycled water is planned for the future. The amount of supply used from each source for the last seven years varies. A description of the supplies available to the City is provided in the following sections.

Groundwater

Groundwater from the Paso Robles Groundwater Basin has been and will continue to be an important component of the City's water supply. The City operates deep wells that pump percolating groundwater from California Department of Water Resources (DWR) Basin No. 3-4.06 (Paso Robles Groundwater Basin) (Figure 1). The Paso Robles Groundwater Basin has not been adjudicated but it has been designated as high priority and critically overdrafted by the State, requiring management under the Sustainable Groundwater Management Act. The Paso Robles Groundwater Basin is the water-bearing portion of the upper Salinas River drainage area. The Salinas River system drains the basin area and surrounding uplands and flows north along the western edge of the drainage area.

The major aquifers (or water-bearing units) in the basin include alluvial deposits and the Paso Robles Formation. The alluvial deposits are up to 100 feet in depth and include recent stream-laid sands and gravels along the floodplains of the Salinas River and its tributaries, and older finer-grained terrace deposits along the Salinas River and Estrella River. Wells in alluvium typically produce in excess of 1,000 gallons per minute (gpm) (Fugro, 2002).

The Paso Robles Formation is the most extensive aquifer and consists of sedimentary layers extending from the surface to depths of more than 2,000 feet. It is typically unconsolidated and generally poorly sorted. The water bearing sediments in the basin are 700 to 1,200 feet thick and typically extend to sea level. Paso Robles Formation sediments are relatively thin, often discontinuous sand and gravel layers interbedded with thick layers of silt and clay. Wells generally produce several hundred gpm (Fugro, 2002).

The City operates 13 deep wells that are dispersed across the City east of the Salinas River. All are screened in the Paso Robles Formation as are the many nearby rural residential and agricultural wells surrounding the City.

Groundwater Quality

A general measure of groundwater quality is total dissolved solids (TDS). For drinking water purposes, water with a TDS concentration of 500 mg/L or less is recommended, but can be usable up to 1,000 mg/L. In Paso Robles Groundwater Basin wells, TDS concentrations generally range from 300 to 1,000 mg/L (Fugro, 2002 and 2005).

A survey of local groundwater quality was conducted by the United States Geological Survey (USGS) as part of its Groundwater Ambient Monitoring and Assessment (GAMA) Program (USGS, 2007). The USGS sampled eleven randomly-selected wells located along the major river

valleys, including four in or near the City. While trace amounts of pesticides, arsenic, and boron were reported, no constituents of concern were detected above regulatory thresholds.

In general, City water quality is good, but has relatively high TDS and hardness. In response to the hardness, many residents use home water softeners. However, use of water softeners results in addition of salts to the City's wastewater. Nacimiento water is lower in hardness and TDS than groundwater and its provision to City customers may reduce the use of residential water softeners. As of 2018, the City's Municipal Code prohibits installations of self-regenerating water softeners in all new residential construction.

Groundwater Levels and Flow

Groundwater levels in the Paso Robles Groundwater Basin range between 1,500 feet above mean sea level (msl) around the basin margins to below 600 feet msl in the Estrella subarea and along the Salinas River north of the City (Todd, 2007 and GEI, 2011). Groundwater flows generally from the margins toward the center of the basin and to the northwest, where the outlet to the lower Salinas Valley is located.

Surface Water

River Wells

The City currently pumps Salinas River water from river wells pursuant to appropriative surface water rights and a permit issued by the State Water Resources Control Board. The City has eight river wells and one Nacimiento water recovery well. Approximately half of the City's current water supply comes from its shallow Salinas River wells in the Atascadero Area. Groundwater basin boundaries

were modified by the DWR in 2016 and now define the Atascadero Area of the Salinas Valley Groundwater Basin (DWR Basin No. 3-004.11). The City's Permit allows the City to take up to eight cubic feet per second (3,590 gpm) with a maximum diversion of 4,600 AFY (January 1 to December 31). The permit designates a moveable point of diversion within a specific reach of the Salinas River.

Nacimiento Water

The City of Paso Robles holds a 6,488 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 about 1,120 AFY to 2,017 AFY. Treatment plant operation could be increased to provide up to 2,688 AFY.

In addition to direct deliveries, Nacimiento water also can 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 that the City produces pursuant to its water rights permit issued by the State Board). It is estimated that the recovery well will be operated at a rate of 400 gpm for five months out of the year, averaging 269 AFY.

Finally, 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 turned into the Salinas River channel adjacent to City's river wellfield. This allows the river wells to operate when native supplies are low.

Recycled Water

Municipal recycled water is wastewater that has been treated to a specified quality to enable it to be used again. The City currently does not use recycled water but is actively pursuing such use. In 2014, the City completed a Recycled Water Master Plan update (AECOM, 2014) that identified potential recycled water customers, estimated recycled water quality and blending needs, identified recycled water distribution system possibilities, and developed preliminary cost options.

The Urban Water Master Plan identified the potential to provide approximately 1,530 AFY of recycled water to customers within City boundaries to irrigate City parks, schools, and local government facilities; residential, commercial, and industrial landscape irrigation; and golf course irrigation. This estimate of total recycled water includes potential deliveries that offset potable water demand otherwise served by the City, and deliveries that would offset private well use. This estimate also accounts for blending recycled water with lower salinity sources to make it suitable for agricultural and golf course irrigation.

Recycled water amounts would offset potable water demand (475 AFY by 2035). Additional recycled water that is not needed within City boundaries will be available for use outside City boundaries for such uses as agricultural and vineyard irrigation and groundwater recharge.

New recycled water treatment facilities (tertiary treatment and ultra violet disinfection) located at the City's municipal wastewater treatment plant are under construction and expected to became operational in early 2019. The first phase of the City's recycled water distribution system will consist of construction of a five to six-mile pipeline in 2020. Recycled water will be conveyed from the treatment plant to the City's east side to a reservoir near Barney Schwartz Park. Construction may take 18 months. In the interim, the recycled water will be released into the Salinas River at the current discharge site for treated wastewater. The Templeton CSD has recently discontinued from the City's sewer system. The recycled water will be available to large centralized irrigation uses within the City like golf courses, parks, and commercial landscaping areas. The system will be expanded in the future to serve additional landscape uses in the City and agricultural irrigation.

Rainfall

Climate has a notable influence on water availability and demand on a seasonal and annual basis. During drought, influences include greater water demand for outdoor uses, specifically landscape irrigation, and less supply availability because of reduced precipitation and greater evaporation. Representative climate data for the Paso Robles area are summarized in Table IV.K-2 below, including average monthly rainfall, temperature, and evapotranspiration (ETo). The area has a Mediterranean climate, with moderate temperatures year-round, dry summers and wetter winters. Most of the rainfall occurs between November and April.

Table IV.K-2. Climate Data

Month	Average Rainfall[1] (inches)	Average ETo[2] (inches)	Average Temperature[3] (°F)
January	3.45	1.69	46.86
February	3.01	2.24	50.02
March	2.46	3.72	52.98
April	1.01	4.76	56.60
May	0.34	6.03	61.71
June	0.06	6.56	67.44
July	0.05	6.60	71.55
August	0.05	6.30	71.26
September	0.16	4.94	68.12
October	0.59	3.50	61.21
November	1.34	2.02	52.63
December	2.54	1.51	46.74
Average Calendar Year Total	***14.76***	***49.87***	**-**
Monthly Average	**1.26**	**4.16**	**58.93**

1. Precipitation at Paso Robles Station 046730 (Jan 1894-Aug 2018) (WRCC, 2018). Note that Average Calendar Year Total is not the sum of numbers above but rather historical annual average.
2. ETo=Average Evapotranspiration at CIMIS Station 163 Atascadero (CIMIS, 2018).
3. Temperature at Paso Robles Station 046730 (Jan 1894-Sep 2018) (WRCC, 2018).

Wastewater Facility and Capacity

The Paso Robles Wastewater Treatment Plant (WWTP) is owned and operated by the City of Paso Robles. The WWTP is located at 3200 Sulphur Springs Road, Paso Robles, San Luis Obispo County, California. The treatment plant serves a population of approximately 31,000. The City of Paso Robles (City) owns and operates 140 miles of sewers and 14 lift stations. Sewage is conveyed to a wastewater treatment plant at the north end of the City, adjacent to the Salinas River. The City has agreements to accept wastewater from the Templeton Community District Services and the California Department of Corrections and Rehabilitation (formerly California Youth Authority), for the currently mothballed El Paso de Robles Boys School. Both of these entities own and maintain their collection system up to the point of discharge to the interceptors that are owned and maintained by the City.

The City's Wastewater Treatment Plant is a physical, biological, and chemical process that currently treats and discharges 2.2 million gallons of wastewater to the Salinas River each day. The Plant operates under NPDES Permit No. CA0047953. Actions the City takes to collect, treat, and dispose of City wastewater are detailed in the City's latest annual report on the City website.

In 2015 the City completed a major upgrade of the Plant to a Biological Nutrient Removal process. The upgrade project included new headworks, rehabilitation of primary clarifiers, a new pump station, replacement of trickling filters with the Biological Nutrient Removal process, new

secondary clarifiers, a chloramination disinfection process, a new effluent polishing channel, and a system that generates power and heat from biogas generated by digestion of sludge. This new treatment process effectively removes all harmful pollutants from the wastewater and is highly energy efficient.

The upgraded treatment process enables the City to produce high quality recycled water in the future. In 2013, the City adopted a master plan to produce tertiary-quality recycled water and distribute it to east Paso Robles, where it may be safely used for irrigation of City parks, golf courses, and vineyards.

The WWTP design capacity for dry weather flow is 4.9 million mgd. With the completion of the facility upgrade the design capacity for wet weather is 12.7 mgd. The WWTP is designed for buildout of the General plan population of approximately 44,000 persons.

Current wastewater flow to the WWTP is 2.2 mgd. The City continues to see declines in wastewater flow to the plant due to water conservation (Thompson 2018a).

The City's 2007 Sewer Master Plan states that there was 103 gpd of wastewater generated per capita in 2005. Currently, for planning and design purposes the City uses 100 gpd per capita. Using this factor with the latest population estimate of 30,072, an estimated 3,007 AFY are treated, giving an average of 2.7 mgd.[1] Actual flows currently are at 2.5 mgd, a decline attributable to water conservation efforts. The wastewater treatment plant is designed with the hydraulic loading capacity dry weather flow capacity to treat 4.9 mgd and wet weather permit capacity of 12.7 mgd (Thompson 2018b). At a current treatment level of 2.5 mgd, the facility is at approximately 55% of the dry weather capacity. Wastewater generated within the Specific Plan area is currently handled by individual septic systems.

REGULATORY SETTING

Water Supply

Distribution and Water Rights

Extraction and distribution of groundwater resources is governed by common law and the California constitution rather than a particular agency such as the State Water Resources Control Board, which exercises control over surface water.

Water Quality

The State of California Department of Health Services enforces safe drinking water standards as provided in the California Code of Regulations, Title 22, Division 4, Chapter 15 "Domestic Water Quality and Monitoring." Primary standards are those established to protect public health, while secondary standards are based on consumer acceptability, as the secondary constituents may adversely affect taste, odor or appearance of drinking water.

[1] 1 acre-foot = 43,560 cubic feet; 1 cubic foot = 7.48 gallons. (3,007 acre-feet × 43,560 cubic feet × 7.48 gallon) / 365 days = ~2.68 mgd. Plus approximately 0.2 mgd from the Templeton Community Services District equals 2.7 mgd.

Water Supply Assessment

Public Resources Code §21151.9 and Guidelines §15083.5 [formerly expressed in Senate Bill 610 or SB 610] establish provisions for the evaluation of the impacts of certain sized projects on public water systems. These provisions apply to residential projects of 500 or more dwellings and/or projects involving commercial development employing 1,000 or more or those that have more than 500,000 square feet. In such cases, the Lead Agency must notify the water agency of the project (usually through the Notice of Preparation for an EIR) and the water agency must prepare and submit an assessment of their ability to meet the projected water demand from the project, in addition to other anticipated future demand. In this case, the Lead Agency (City of Paso Robles) is considered to be the water provider. The Water Supply Assessment for the Specific Plan prepared by Todd Groundwater is summarized in this EIR section and included in full in the EIR Technical Appendix volume.

The WSA was prepared in accordance with the City's Rules and Regulations for implementing projects subject to the California Environmental Quality Act (CEQA). The primary purpose of the WSA is to provide an independent evaluation of the Project's water needs and impacts on City water supplies. It documents Specific Plan water demand and provides information to verify that the City has sufficient water supply to meet future water demands within the Project area and within the City's water supply service area under normal and dry hydrologic conditions for the next 20 years.

Urban Water Management Planning

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610 - 10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 AF of water annually, should make every effort to ensure that the appropriate level of reliability in its water service is sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act describes the contents of the Urban Water Management Plans (UWMPs) as well as how urban water suppliers should adopt and implement the plans. It was the intention of the Legislature, in enacting this part, to permit levels of water management planning commensurate with the numbers of customers served and the volume of water supplied.

A foundational document for preparation of a WSA is an UWMP; the City has prepared and adopted a 2015 UWMP (Todd, 2016) in compliance with the Water Code. The 2015 UWMP details City water supplies and demands to buildout (2045 or later) and includes projected increases in water demand of both residential and non-residential land uses located within the City limits. The Beechwood Specific Plan proposes 911 dwelling units while the Project area is designated in the City's General Plan to allow up to 674 dwelling units – a difference of 237 units. A general plan amendment will be needed to increase the density of the Project. General Plan Amendment 2012-02 takes vacancy rates into account and identifies water supply associated with 594 dwelling units citywide as available to assign to development. These dwelling units were accounted for in the UWMP demand projections. Of these 594 units, 16 have been developed and 341 are allocated to other projects. If approved, the 237 dwelling units in the BSP over the current density allowance under the General Plan would be part of the 594 available City-wide units and thus included in the UWMP projections. However, water use for irrigation of the proposed parkways, parks and basins irrigation and the commercial development water use within the Beechwood Project are not included in the UWMP projections because they had not been established at that time.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA), which became effective on January 1, 2015, provides a framework for sustainable management of groundwater resources by local agencies, defined as a local public agency with water supply, water management, or land use responsibilities within a groundwater basin.

SGMA establishes a process and timelines for local agencies to achieve sustainable groundwater management in basins designated as medium or high priority by the DWR. The Paso Robles Groundwater Basin is on the following accelerated timeline because it is designated as a high priority basin and is also designated as critically over drafted:

- Local agencies must form local groundwater sustainability agencies (GSAs) by 2017;
- GSAs must prepare and adopt groundwater sustainability plans (GSPs) by 2020; and
- Once GSPs are adopted, GSAs must implement them and achieve sustainability within 20 years.

In January 2015, the County of San Luis Obispo and Flood Control District Board adopted a SGMA Strategy to "establish community focused Groundwater Sustainability Agencies (GSA) based on cooperative interagency and stakeholder relationships in order to comply with SGMA requirements." Subsequently, five GSAs were formed and, in September 2017, entered into a Memorandum of Agreement to prepare the Groundwater Sustainability Plan for the Paso Robles Groundwater Basin. The five overlying GSAs, called the Cooperative Committee, are: City of Paso Robles, Paso Basin County of San Luis Obispo, San Miguel Community Services District, Shandon-San Juan Water District and the Heritage Ranch Community Services District.

The GSP is in the process of being drafted and in November 2019 all four GSAs recommended to the Paso Basin Cooperative Committee to adopt the Paso Robles Subbasin Sustainability Plan Final Draft. The Report is available for review on the Paso Robles Groundwater Communication Portal: http://pasogcp.com. The Portal also provides meeting information and updates on other SGMA-related activities in the Paso Robles Groundwater Basin. Additional information on the Paso Robles Groundwater Sustainability Plan can be found on the County's website (https://www.slocounty.ca.gov/Departments/Public-Works/Committees-Programs/Sustainable-Groundwater-Management-Act-(SGMA).aspx).

The estimated water budget, based on historical inflow/outflow data and hydrologic computer simulation models, estimates the water budget to be about 69,500 AFY. The projected groundwater pumping from the basin is projected to be approximately 74,800 AFY. The difference would be a groundwater storage deficit of 13,700 AFY. The future sustainable yield for the Subbasin period is estimated at 61,100 AFY. The estimated future sustainable yield is similar to the estimated historic yield for the historic base period. The GSP did not find that climate change would significantly impact the future predicted water budget for the region.

The groundwater basin management actions are intended to stabilize groundwater elevations, avoid undesirable results, and address all other sustainability indicators. The management actions will go into affect as soon as the GSP is adopted, in order to address the persistently declining groundwater levels and rising groundwater pumping. Management actions will include basin-wide actions and local actions.

Basin wide management actions will include *de minimis* self-certification/regulation, metering and monitoring on non-*de minimis* groundwater users, and outreach. Area specific management will include mandatory pumping limitations.

The GSP preparation process is not yet complete. The basin water budget (including estimation of sustainable yield and any overdraft) has not been presented at time of writing this WSA, nor have the proposed management methods (policies, programs, and projects) been defined, much less implemented. However, compliance with SGMA means that the GSP document will be completed by 2020 and sustainability will be achieved by 2040.

Vineyard Area Citizens v. Rancho Cordova

This case, reviewed by the California State Supreme Court in 2007, found an EIR prepared for a Community Plan and Specific Plan inadequate because it failed to evaluate long term water supply for buildout of the project. The case reiterated the purpose and scope of what an EIR should entail, including but not limited to the following:

- Address full buildout of the project, including impacts associated with providing infrastructure and services;
- Discuss impacts associated with pumping groundwater or diverting surface water;
- Describe other developments that may be competing for long term water supply;
- Acknowledge level of uncertainty of adequate water supply.

Wastewater

The State Water Resources Control Board (SWRCB) has classified the Paso Robles WWTP as a Class III Secondary Treatment wastewater treatment facility. The facility currently operates under Order No. R3-2011-0002 issued by the Central Coast Regional Water Quality Control Board. The Paso Robles WWTP is recently completed a new Tertiary Treatment Facilities, which include cloth media filtration and ultraviolet (UV) light disinfection.

On May 2, 2006, the State Water Resources Control Board (SWRCB) enacted Order No. 2006-0003, Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (WDR). The WDR requires any public agency that owns or operates a sanitary sewer system (hereafter "sewer system" or "collection system") more than one mile in length that conveys treated or partially treated wastewater to a Publicly Owned Treatment Works (POTW) in the State of California, comply with the requirements of the WDR in order to reduce the number of Sanitary Sewer Overflows (SSOs). Under this WDR, agencies must electronically report SSOs to the State Water Resources Control Board and develop a Sewer System Management Plan (SSMP) which describes how each agency operates, maintains, and evaluates its sewer system.

4. Standards of Significance

The State *CEQA Guidelines* identify relevant impact significance criteria as follows.

Would the project:

- Require or result in the construction of new or expanded water facilities, wastewater treatment or expansions of existing facilities, the construction of which could cause significant environmental impacts?
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- 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?
- Have insufficient water supplies available to serve the project and reasonably forseeable future development during normal, dry and multiple dry years.

5. Project Impacts and Mitigation Measures

IMPACT WS-1 INCREASED POPULATION RESULTING FROM IMPLEMENTATION OF THE SPECIFIC PLAN WILL INCREASE DEMAND ON WATER SUPPLY INFRASTRUCTURE. THIS IMPACT IS NOT CONSIDERED SIGNIFICANT (CLASS III).

WATER SUPPLY

Project and Cumulative Impacts

The WSA for the Beechwood Specific Plan concludes the City has adequate potable supply to provide a reliable long-term water supply for the Project under normal and drought conditions, as shown in Tables IV.K-3 and K-4.

Table IV.K-3. City of Paso Robles Normal Year Supply and Demand Projections

Acre-feet/year	2020	2025	2030	2035	2040	Buildout (2045 or later)
UWMP Supply and Demand Projections1						
Supply totals	7,089	7,575	8,061	8,546	9,032	9,519
Demand totals	7,089	7,575	8,061	8,546	9,032	9,519
Difference	**0**	**0**	**0**	**0**	**0**	**0**
Supply and Demand Projections (including portion of Project not included in UWMP)1						
Supply totals	7,089	7,575	8,061	8,546	9,032	9,519
Demand totals	7,090	7,590	8,096	8,581	9,067	9,554
Difference	**1**	**15**	**35**	**35**	**35**	**35**

Note: Supply totals are from the 2015 UWMP and represent the supply that will be used to meet 2015 UWMP demands.

Table IV.K-4. City of Paso Robles Single and Multiple Year Supply and Demand Projections

Acre-feet/year	2020	2025	2030	2035	2040	Buildout (2045 or later)
UWMP Supply and Demand Projections1						
Supply totals	7,089	7,575	8,061	8,546	9,032	9,519
Demand totals	7,089	7,575	8,061	8,546	9,032	9,519
Difference	**0**	**0**	**0**	**0**	**0**	**0**
Supply and Demand Projections (including portion of Project not included in UWMP)1						
Supply totals	7,089	7,575	8,061	8,546	9,032	9,519
Demand totals	7,090	7,590	8,096	8,581	9,067	9,554
Difference	**1**	**15**	**35**	**35**	**35**	**35**

The Project area currently relies on groundwater from private onsite wells for its water supply and uses an estimated 67 AFY. These wells will be either properly abandoned or taken over by the City for municipal use. Once completed, the Project will use an estimated 283 AFY of water resulting in a net increase of water use of 216 AFY.

Water supply needed to serve the Project's residential water demand (248 AFY) is included in the 2015 UWMP and thus no significant impact would result form this demand. Water supply needed to serve the commercial water demand (about 10 AFY) and the non-residential irrigation water demand (about 25 AFY) are not included in the UWMP projections, but the City has the additional 35 AFY of supply available from its water supply portfolio of Nacimiento water, groundwater from the Paso Robles Groundwater Basin and water from the Salinas River, and no significant adverse impact on water supply is identified.

Potential impacts to water distribution system infrastructure from development of the Specific Plan areas were evaluated in the City's 2014 Water Maser Plan and subsequent analysis to determine new on-site and off-site water system improvements needed to serve the Project.

Mitigation Measures

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

IMPACT WS-2 DEVELOPMENT OF THE PROPOSED PROJECT WILL INCREASE FLOWS TO THE CITY WASTEWATER PLANT AT A LEVEL BELOW PERMITTED DRY WEATHER FLOWS. THIS IMPACT IS CONSIDERED LESS THAN SIGNIFICANT (CLASS III).

Infrastructure

WASTEWATER CAPACITY

Specific Plan Impacts

The City estimates a daily per capita flow to the Wastewater Treatment Plant (WWTP) of 100 gpcd. The project population of approximately 2,423[2] will therefore generate about 0.24 mgd in flow to the WWTP (DeCarli 2018). Using the wastewater generation factors from the 2006 Sewer Collection System Master Plan, the project would generate approximately 940 gpd (0.0094 mgd) from the proposed 4.7 acres of commercial land uses. Total estimated flow from the project would be 0.25 mgd.

Under the existing zoning of the Beechwood Specific Plan properties, the allowed 674 dwellings would result in a population of 1,792 with a wastewater flow of 0.18 mgd. This amount is already planned for in City wastewater projections and capacity planning (Thompson 2018b). The WWTF is currently operating at about 55% of the allowed dry weather flow.

For this reason and because the WWTP is planned to accommodate the development the Beechwood Specific Plan area under existing land use density as well as the "floating" General Plan residential density of which a portion is being applied to the Proposed Project, the net increased in flow of 0.15 mgd from the Project would not exceed the permitted maximum flow and would be a less than significant impact.

Mitigation Measures

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

IMPACT WS-3 DEVELOPMENT OF THE PROPOSED PROJECT WILL INCREASE FLOWS TO THE CITY SEWER COLLECTION INFRASTRUCTURE. WITH THE REQUIRED DEVELOPMENT OF THE PROPOSED ADEQUATELY SIZED CONVEYANCES THE POTENTIAL IMPACT IS CONSIDERED LESS THAN SIGNIFICANT (CLASS III).

The City's 2006 Sewer Collection System Master Plan analyzed the potential increased flows from all City new development and expansion areas on the east side of the City (City of Paso Robles 2006b). In late 2018 the City commenced an update of this Plan. In the interim, the Proposed Project applicant has worked with the City to determine the infrastructure needs off-site to accommodate the Project wastewater flows using updated forecasts. Offsite improvements include adequate sizing of pump stations and replacing the sewer main along Beechwood Drive. With these adequately sized pipelines, no significant impacts to wastewater collection capacity will occur.

[2] The City uses 2.66 persons per dwelling unit for population calculations.

Mitigation Measures

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

6. Cumulative Impacts

Buildout of the Specific Plan in conjunction with other foreseeable development in the City would increase wastewater flows through existing infrastructure. The General Plan EIR has identified several sewer system improvements completed between 1993 and 2003, under the 1993 Sewer Master Plan. The 2007 Sewer Master Plan identified additional improvements to the system that would provide adequate infrastructure to accommodate future growth, some of which have been implemented or are in the process of completion.

The Sewer Master Plan and the Sewer Collection System Master Plan included all the eastside expansion areas in the forecasts on WWTP and sewer collection system capacities, accounting for the major areas of Chandler Ranch, Olsen Ranch, Beechwood and others. The CEQA determination for the River Oaks II project also determined that project would not have a significant impact on sewer capacities.

IMPACT WS-4 IMPLEMENTATION OF THE SPECIFIC PLAN, IN CONJUNCTION WITH OTHER FORESEEABLE DEVELOPMENT IN THE CITY LIMITS, WOULD INCREASE THE VOLUME AND AFFECT THE MAKEUP OF WASTEWATER REQUIRING TREATMENT. CUMULATIVE (SHORT TERM AND BUILD-OUT) IMPACTS ARE CONSIDERED LESS THAN SIGNIFICANT (CLASS III).

SHORT-TERM CUMULATIVE SCENARIO

As discussed in EIR section III and section IV.G Transportation, the City has identified a residential development rate of 250 dwelling units per year as a reasonable worst case scenario under CEQA to evaluate short term impacts. In the case of wastewater flows, this would result in addition to the planned 100 units form the BSP and added 150 dwellings annually. The short term cumulative scenario is defined as a five year period. Therefore, the added population would be 3,300 persons with a wastewater contribution of 330,000 gpd (0.33 mgd) to the WWTP over these five years. This increment of flow is planned for and within the capacity of the WWTP and would not require any physical upgrades to the facility. Short term cumulative impacts are less than significant.

Mitigation Measures

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

IMPACT WS-5 IMPLEMENTATION OF THE SPECIFIC PLAN, IN CONJUNCTION WITH OTHER FORESEEABLE DEVELOPMENT IN THE CURRENT CITY LIMITS, WOULD INCREASE FLOWS THROUGH EXISTING WASTEWATER COLLECTION INFRASTRUCTURE. CUMULATIVE IMPACTS ARE CONSIDERED LESS THAN SIGNIFICANT (CLASS III).

GENERAL PLAN BUILD-OUT CUMULATIVE SCENARIO

Implementation of the Specific Plan combined with the buildout projects under the General Plan population of 44,000 would not exceed WWTP capacity. However, in conjunction with other

proposed and expected growth within the existing sewer service area, the City has determined wastewater(including both hydraulic and contaminant loading) requiring treatment will increase requiring certain upgrades to the WWTP. The 2007 Water Resources Plan Integration and Capital Improvement Program (Integrated Plan) concluded that the treatment plant has sufficient capacity to meet projected future flow, but that processing capacity for organic loading would need to be augmented. The wastewater treatment plant upgrade to meet this need has been completed.

With the improvements outlined in the Integrated Plan being made prior to buildout of the City's General Plan, cumulative impacts are considered less than significant (Class III). Also, individual projects accommodated by the Specific Plan would be subject to the planned source control/water softener ordinance, thereby alleviating the additional loading burden on the existing plant relative to the increase in wastewater volume.

Mitigation Measures

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

7. List of Abbreviated Terms

Abbreviation	Term
AFY	Acre Feet per Year
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
gpd	Gallons per day
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
mgd	Million Gallons per day
OPR	Governor's Office of Planning and Research
WWTP	Wastewater Treatment Plant

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L. LAND USE/PLANNING

1. Environmental Issue

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 patterns 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.

2. Scoping Issues for Land Use/Planning

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. No issues were raised during the NOP process for this topic.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

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.

Project Site Setting

The Beechwood Specific Plan (BSP) 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 northwest and west of the BSP, and rural areas are located east, southwest, and south of the BSP. Map I-1 in Chapter 1, Project Description, shows the site in its local context.

The 234.83-acre Specific Plan area is located within the southeastern corner of the city. Approximately 23.78 acres of this area is a Pacific Gas & Electric (PG&E) utility corridor and would not be developed. In addition, there is a private farmhouse on 2.16 acres that is not part of the project. The remaining, approximately 208.89-acre area is the BSP site. The southeastern, southwestern and eastern border of the BSP are located on the city limit boundary. Meadowlark Road, Beechwood Drive, and Creston Road are located along the northern, eastern, and southwestern boundary of the BSP area. Cattleman Way, which connects to Beechwood Drive, is the only public roadway into the BSP.

Annexation and Development History. The approximately 209-acre BSP site was annexed into the City of Paso Robles in October 2004. The City amended the General Plan and placed a Specific Plan Overlay on the BSP area (City of Paso Robles 2020). Policy LU-2G of the Paso Robles

General Plan currently limits the total housing within the BSP area to 674 residential dwelling units (City of Paso Robles 2014).

As part of General Plan Amendment 2012-02, the Land Use Element raised the number of dwelling units that could be built within the City's 44,000 population planning threshold by 594 units. This allowed for a total development of over the 16,818 units shown in Table LU-3 of the Land Use Element to 17,412 units, as amended by General Plan Amendment 2012-02 (City of Paso Robles (2013).

In 2013, the City Council approved an applicant to submit and process a Specific Plan development project with up to 1,011 residential units and mixed-use development on Creston Road in the plan area. At that time, an increase in density would have required a General Plan Land Use Element amendment. The final determination of the Project density was to be as determined in the Project Environmental Impact Report (City of Paso Robles 2018 2018).

In 2017, the Project applicants submitted an updated land use plan which included 915 dwelling units. The applicants proposed 915 dwelling units are under the 1,011 units the Council authorized to be processed and analyzed in the Project EIR. However, since this proposed request would require density not designated in the General Plan Land Use Plan for this property, in accordance with current policies (that have determined there are unallocated density units available), the Council would need to "reserve" 237 unallocated surplus residential density units for this Project. Should these units not be incorporated into the Project (as a result of the public participation process), they would remain unallocated and available for other development projects (City of Paso Robles 2018 2018). On May 15, 2018, the City Council authorized the evaluation of a "preferred project" which consists of 911 units and is evaluated within this Draft EIR.

Existing Land Uses. The BSP area includes 12 parcels, one of which is the PG&E utility corridor. Table IV.L-1 describes the existing land uses by parcel.

Table IV.L-1. Existing Land Uses

Assessor Parcel Number	Size (acres)	Existing Land Use
009-863-001	19.95	Agriculture - Grazing
009-863-002	19.95	Agriculture – Grazing
009-863-003	19.95	Agriculture – Grazing
009-863-004	19.95	Agriculture - Grazing
009-863-005	23.78	PG&E Utility (fee parcel)
009-863-007	9.75	Residential/Agriculture (1,858 square-foot residence)
009-863-008	10.12	Residential/Agriculture (2,074 square-foot residence; 660 square-foot outbuilding)
009-863-009	10.14	Residential/Agriculture (1,584 square-foot residence; 720 square-foot outbuilding)
009-863-010	9.66	Agriculture
009-863-011	15.8	Agriculture - Grazing
009-863-012	38.02	Agriculture – Grazing

Assessor Parcel Number	Size (acres)	Existing Land Use
009-863-013	38.22	Agriculture - Grazing

Proposed Project

General Plan. The BSP area currently includes the following General Plan designations: Neighborhood Commercial (approximately 10 acres); Residential Multiple Family (approximately 10 acres); and Residential Single Family 3 (approximately 210 acres). The General Plan also identifies the site for a maximum of 674 dwelling units (City of Paso Robles 2018 2018).

The Project applicant is requesting a General Plan Land Use Amendment, which would include the following:

- Amend the Residential Single Family (RSF-3) designation within the plan area to allow an increase in housing density from 3 dwelling units per acre to up to 7 dwelling units per acre.
- Amend General Plan Policy LU-2G to increase the allowed unit count to 911 and to reduce the requirement for 200 multi-family dwelling units at a minimum density of 20 dwelling units per acre to 100 units at 20 dwelling units per acre.
- Amend a portion of the site designated as RMF-20 (20 units per acre) to RMF-16 (up to 16 units per acre) and RMF-24 (up to 24 units per acre).
- Amend the 10-acre Neighborhood Commercial (NC) designation on the site to 5.6 acres Commercial-Mixed Use (MU8 and MU12) and 3.0 acres of Open Space (POS) due to oak trees and steep slopes. Allow for a Commercial-Mixed Use designation to be applied to the Beechwood Specific Plan area in addition to the Uptown/Town Centre Specific Plan Area where it is only allowed currently. Allow for residential units to be developed in this area in lieu of commercial or mixed use uses.
- Identify approximately 54 acres of park and open space (POS) area.

The map in Chapter 2. Project Description shows the proposed General Plan map amendment land uses for the BSP area. Table 4.11-2 shows the allocation of acreage by land use designation.

The new General Plan designations do not identify the plan area as a Housing Element Affordable Housing site. These general uses (residential, commercial, and park) were identified for the plan area during the 2003 General Plan Update. However, these new designations would allow for an increase in the development density at the Project site and would allow for an increase in residential units to be developed.

As described above, as part of General Plan Amendment 2012-02, the Land Use Element raised the number of dwelling units that could be built within the City's 44,000 population planning threshold by 594 units. These 594 units were anticipated to be developed within the City but were not allocated to specific parcels. This allowed for a total development of 17,412 units within the City. Since this Proposed Project would require density not designated in the General Plan Land Use Plan for this property, in accordance with current policies (that have determined there are

unallocated density units available), the Council would need to "reserve" 237 unallocated surplus residential density units for this Project.

Zoning Ordinance. Lot development criteria would be developed as part of the Final Beechwood Specific Plan in the design guidelines and / or implementation section which would rely substantially on the base zones for allowable uses and then add design flexibility with building type, setbacks, heights, etc. Thus, the project description indicates Land Use/Zoning District, as a placeholder for the R1-PD3 overlay.

Table IV.L-2. Proposed General Plan Land Use Designations

General Plan Land Use Description	Approximate Area (acres)
Single Family Residential-7 (Max. 7 Du/Ac)[2]	147.3
Multi-Family Residential-14 8-14 (Du/Ac)	12.1
Multi-Family Residential-24 15-24 Du/Ac	6.9
Neighborhood Commercial (Mixed Uses)	5.6
Parks and Open Space - Community Park	8.1
Open Space – Amenitized Green Space	10.1
Open Space - Conservation	10.2
Public Streets and Rights-of-Way (Major Roads)	8.4
Open Space – Undeveloped Utility - PG&E (Fee Parcel)	26.1

1. Acreages are rounded to the nearest tenth and based upon conceptual Land Use Plan (I-2). Refinements in acreages may occur in subsequent development review and subdivision applications.
2. Includes all single-family residential land use areas and densities.
3. Additional park and open space area will be provided with installation of water quality basins and internal private pocket parks within residential subareas.

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 (SLOCOG 2019b).

San Luis Obispo County General Plan, North County Area Plan

Immediately south and east of the Project site is unincorporated San Luis Obispo County. This area is considered part of the El Pomar-Estrella Sub Area and is included within the North County Area Plan (County of San Luis Obispo 2014). This area plan is part of Part II of the Land Use and Circulation Elements (LUCE) of the County General Plan. This plan is consistent with the other elements of the County General Plan. This plan contains policies and programs for the rural portions of the North County planning area. The following goals apply to the El Pomar-Estrella Sub-area:

1. Land use consistent with the area's heritage and historic rural character.
2. Agriculture as a primary focus of economic activity, with agricultural land uses maintained and protected.
    i. Services consistent with each community's willingness and ability to support them.
    ii. A circulation system that includes a full range of transportation options for all persons in the area.
    iii. Natural resources that are protected and preserved.

The county's rural land use category map for this area identifies the county land immediately adjacent to the BSP area as Agriculture (County of San Luis Obispo 2017); refer to section IV.B, Agriculture and Forestry Resources for discussion of County lands adjoining the site.

Local

City of Paso Robles General Plan

The 2014 General Plan Update (General Plan) is the fundamental land use policy document of the City of Paso Robles. The General Plan is the City's statement of policies for guiding decisions about Paso Robles' physical form and development. 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. Goals, policies, and action measures relevant to the BSP are listed in Table 4.11-3, included at the end of this section.

The General Plan includes a description of land use designations within the city and identifies the location of these on a General Plan Land Use Diagram and Circulation Diagram. The purpose of the land use categories and the land use map is to provide designations to guide the general distribution, location and extent of the various types of land uses in the city. Map III-2 in section III General Environmental Setting and Baseline Conditions shows the existing General Plan land use designations for the BSP area, described below.

- *Residential Single-Family (RSF-3).* The purpose of this designation is to provide urban single-family residential neighborhoods with a range between 1 and 6 dwelling units per gross acre (prior to dedication for streets). Typical uses and development intensity include single family residential with accessory uses, as well as churches, schools, and limited commercial recreational uses such as golf courses, tennis clubs, resort hotels, and equestrian facilities. The RSF-3 designation has a maximum of 3 dwelling units per acre.

- *Residential Multiple Family, High Density (RMF200 with 20 dwelling units per acre).* The purpose of this designation is to provide: multiple family residential neighborhoods consisting of buildings with four or more dwelling units on sites that are 2 acres or larger in area, allowing up to 20 dwelling units per acre as the highest permissible density, located where such density can be accommodated through sensitive site and building design. This designation also meets the needs of persons seeking rental housing units, at various price levels; housing in close proximity to schools, shopping, and other services, including public transit; and to provide a transition zone between single-family residential neighborhoods and higher-intensity land uses.

- *Neighborhood Commercial (NC).* The purpose of this designation is to provide for the convenience shopping needs of the surrounding neighborhood.

- *Beechwood Specific Plan Overlay Area.* Specific Plan overlay designations are 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*. The Beechwood Specific Plan overlay designation includes areas outside the January 2004 City limits but were incorporated into the city as part of the 2003 General Plan Update. The overlay area includes approximately 236 acres, including a 24-acre PG&E right of way. The overlay designation allows up to 674 dwelling units (subject to limitations shown in General Plan Policy LU-2G) where at least 200 of these dwellings must be developed at a density consistent with the RMF-20 designation. The Specific Plan process is then used to determine the actual distribution of land uses and parcel sizes.

- *Housing Element Affordable Site - 20 Dwelling Units per Acre (du/ac) Minimum.* The General Plan identifies the BSP area as a potential location for affordable housing.

- The following are policies and implementation measures from the City's Open Space Element would apply to development within the Specific Plan area:

The following are policies and implementation measures from the City's Land Use Element that would apply to development within 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.*

City of El Paso de Robles Zoning Ordinance

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.

City of El Paso de Robles Bike Master Plan

The Bike Master Plan is a comprehensive plan to address the needs of both recreational and commuter cyclists (City of Paso Robles 2009). The plan provides direction on city bike planning and improvements over the next 10 years. The plan includes goals that establish what the city would like to achieve, policies to provide the guidance on how to achieve the goals, and actions to direct the city's efforts.

Bike Master Plan Map 3 shows proposed Class II Bikeways along the streets bordering the BSP area (Meadowlark Road, Beechwood Drive, and Creston Road), as well as a through the BSP area. Class II bike lanes are striped bike lane for one-way bicycle travel on a street or highway. Class II

bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each.

Regional Housing Needs Allocation

The State of California requires that each jurisdiction plan for its share of the housing for people of all housing income levels. The Regional Housing Needs Allocation (RHNA) is a process where each community is assigned a share of housing needs for an eight-year period. The City of Paso Robles participates in this process as part of the Council of Governments for the San Luis Obispo region. The most recent RHNA was prepared in 2013 as part of the Regional Housing Needs Plan (SLOCOG 2013). This document identified a City of Paso Robles housing unit allocation of 492 units by the following income levels: 123 units for Very Low Income; 77 units for Low Income; 87 units for Moderate Income; and 206 units for Above Moderate Income.

4. Standards of Significance

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 IV.I, Air Quality and Greenhouse Gas Emissions.

5. Project Impacts and Mitigation Measures

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 physical division of an established community typically refers to the construction of a physical feature (such as a highway) or removal of a means of access (such as a local road or bridge) that would restrict movement within a community or between a community and adjacent area. An example of this would be the construction of a highway through an established community; construction could limit travel from one side of the community to another or impair travel to areas outside of the community.

Implementation of the BSP would result in the development of residential, commercial, roadway, and park uses within privately owned property. Access to the BSP area would be provided via two roadway connections to Creston Road, four roadway connections to Beechwood Drive, and five roadway connections via Meadowlark Road. A proposed trail network would be incorporated into the design and would include trails around much of the perimeter of the development as well several trails within the plan area, totaling approximately 2.9 miles. Class II bike paths would be installed

on Creston Road, Meadowlark Road, and internal roadways within the plan area. Sidewalks would be installed on both sides of all new streets within the development.

Implementation of the BSP would not create barriers to travel within or around the plan area. While the Project would remove an existing roadway into the plan area (Cattleman Way), several new means of access, including new roadways, trails, and sidewalks, would be constructed. Implementation of the BSP would result in a less-than-significant impact related to the physical division of an established community.

Mitigation Measures

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

IMPACT LU-2 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 IV.L-3 includes a discussion of the Project's consistency with General Plan objectives, policies and actions. The Project is generally consistent with the General Plan's overall vision for development in this area but would not completely adhere to all applicable General Plan policies. The General Plan contains many policies, some of which may compete with each other and require balancing competing goals in the discretionary review process and CEQA. The Proposed Project would not significantly conflict with a land use policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Table IV.L-3. Project Consistency with City Land Use Plans, Policies, and Regulations

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
General Plan, Land Use Element Policies		
Goal LU-1	Land Uses. Strive to maintain a balanced community, where the majority of residents can live, work, and shop	Consistent. The BSP includes a mixed land uses which incorporate differing types of residential units and also includes parks and commercial mixed-use, which would provide for housing, jobs, and shopping needs.
Policy LU-2A	Citizen Participation. Foster citizen participation in the planning process.	Consistent. 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

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
		scoping period starting on June 25, 2018 and ending on July 26, 2018. The city also held an EIR Scoping Meeting on April 11, 2018 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. Over 300 comment forms were received as well as email correspondence. 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 BSP identifies a variety of residential units with differing architectural design. The BSP will identify a set of architectural themes and details that respond to specific types of construction styles and materials. Architectural design principles would be imposed to ensure design consistency throughout the community. Utilities for the Specific Plan development would be undergrounded, 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. Public parks and open spaces are located in various locations within the BSP area. The open space and recreational areas would include several amenitized passive recreation areas and usable private open space throughout the Specific Plan area, one larger community park offering active recreation and sports activities, permanently set-aside oak woodlands, several water quality/detention areas, and public trails and multi-modal paths. 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

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
		development within the Specific Plan area, requiring that retaining/perimeter walls shall be limited to 6 feet in height. Where retaining conditions require walls to be higher than 6 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 Standards DS-11 and DS-13 require all lighting to comply with the following regulations and provisions: • A lighting plan must be prepared for the BSP area • All pole lights shall include "hooded" fixtures to prevent off-site light spillage and glare. • All lighting within the BSP area shall incorporate energy-efficient fixtures and technology. 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.
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.	Consistent. Implementation of the BSP would result in the removal of vineyards and grazing area within the plan area. However, the City's General Plan anticipates the redevelopment of the project site with non-agricultural uses. The PG&E easement, located along the southeastern border of the project site, would remain undeveloped. 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 V., Other CEQA Required Discussions.

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
Action Item 1	Coordinate with the County and private organizations to identify boundaries of and obtain support for a "purple-belt" that buffers the eventual edge of the City through the preservation of existing, and encouragement of future agriculture and open space.	Consistent. Implementation of the BSP would result in the removal of vineyards and grazing area within the plan area. However, the City's General Plan anticipates the redevelopment of the project site with non-agricultural uses. The PG&E easement, located along the southeastern border of the project site, would remain undeveloped.
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.	Consistent. Land immediately east and south of the project site, and within unincorporated San Luis Obispo County, is currently undeveloped. Please see Section IV.B., Agricultural Resources for a discussion of potential agricultural impacts and policy implementation.
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	Consistent. The project will be required to prepare disclosure agreements for new non-agricultural development within 500 feet of an existing agricultural use.
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. (*Abbreviated*)	Potentially Consistent. The requirement for the Specific Plan is satisfied with the Beechwood Specific Plan which is analyzed within this Draft EIR. The BSP does include a General Plan Amendment to allow for the development of 911 units, which involves more units than identified within the General Plan. As described above, as part of General Plan Amendment 2012-02, the Land Use Element raised the number of dwelling units that could be built within the City's 44,000 population planning threshold by 594 units. These 594 units were anticipated to be developed within the City, but were not allocated to specific parcels. This allowed for a total development of 17,412 units within the City, Since this proposed project would require density not designated in the General Plan Land Use Plan for this property, in accordance with current policies (that have determined there are unallocated density units available), the Council would need to "reserve"

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
		237unallocated surplus residential density units for this project. In 2017, the project applicants submitted an updated land use plan that included 915 dwelling units. On May 15, 2018, the City Council authorized the evaluation of a "preferred project" which consists of 911 units and is evaluated within this Draft EIR.
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. Tree protection, compensatory mitigation, and maintenance and monitoring, as specified in Mitigation Measures BIO-4 and BIO-12 will be implemented during grading, construction and operation.
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. (*Abbreviated*)	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 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. 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		
GOAL CE-1	Establish a safe, balanced, efficient, and multimodal circulation system, focusing on the mobility of people, and preserving the City's small town character and quality of life.	Consistent. The BSP provides for distinct neighborhoods with different character and building types and density. It will include a community park and smaller pocket parks,

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
		open space, and commercial areas, all linked by a bike and pedestrian system. Additionally, the project applicant will coordinate with the Regional Transit Authority to implement, at its direction, future bus routes and bus stops to facilitate public transit use.
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. The BSP includes a trail network, Class 2 bike paths, and sidewalks on all proposed roadways. The project applicant will coordinate with the Regional Transit Authority to implement, at its direction, future bus routes and bus stops to facilitate public transit use.
Action Item 1	New developments 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.	Consistent. The BSP would include multiple access points from major adjacent roadways and an internal street system connecting to internal neighborhoods. The interconnected street network reduces the use of cul-de-sacs except as necessary to avoid sensitive environmental resources. Traffic circles are proposed at several intersections with Ridge Road, and a bikeway and multi-purpose pathway and sidewalk system is proposed within the project. The project applicant will coordinate with the Regional Transit Authority to implement, at its direction, future bus routes and bus stops to facilitate public transit use. Map 3 of the Bike Master Plan shows proposed Class II Bikeways along the streets bordering the BSP area (Meadowlark Road, Beechwood Drive, and Creston Road), as well as a through the BSP area. The BSP does include Class II bikeways within the development and along Creston Road and Meadowlark Road, but does not incorporate them on Beechwood Drive. The BSP does include a range of residential uses, mixed use commercial, and park uses.

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
Action Item 2	Develop well connected routes for bicycles throughout the City in accordance with the most current council adopted Bike Master Plan.	Consistent. The BSP does include Class II bikeways within the proposed project and along Creston Road and Meadowlark Road.
Policy CE-1D	Transit. Improve and expand transit services.	Consistent. The project applicant will coordinate with the Regional Transit Authority to implement, at its direction, future bus routes and bus stops to facilitate public transit use.
Policy CE-1F	Pedestrian and Bicycle Access. Provide safe convenient pedestrian and bicycle access to all areas of the city.	Consistent. All project roadways will have bike lanes with the exception of the internal residential streets. However, all internal streets are designed to provide access to the multipurpose pathways at multiple locations throughout the project through the provision of sidewalks. The project design will feature three types of pedestrian facilities: Multi-Use Pathways, Enhanced Sidewalks, and Native Pathways. These detached multi-use pathways will bisect the project site and completely ring the property on all frontages.
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. The BSP includes the development of 911 housing units, which includes both single family and multi-family dwelling units. All housing would be market-rate; no affordable housing units are proposed. 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 RHNA Plan (SLOCOG 2019a). 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	Consistent. The BSP includes the development of 911 housing units, which includes a variety of single family building types and multi-family dwelling units. Sites accommodating multi-family housing would be spread out throughout the BSP area. All housing would

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
	that housing projects that are designed for 100 percent occupancy by moderate, low, and very low-income households should be discouraged.	be market-rate; no affordable housing units are proposed.
Action Item 5	Require new specific plans for undeveloped areas (Chandler Ranch, Olsen Ranch, Beechwood Area, and any to follow) to provide a balance of housing opportunities (types and densities) for all income groups.	Consistent. The BSP would include both single family and high-density multi-family dwelling units that would cater towards multiple income levels. Affordable and market-rate housing units are proposed.
Action Item 10	Concurrent with consideration of approval of specific plans for the Beechwood Area and Olsen Ranch, amend the Land Use Element Map to allow for reduction in numbers of low income units at 20 units/acre in both specific plan areas as follows: a. In the Beechwood Area, reduce the number of dwelling units at 20 units per acre from 200 to 100 and add acreage for Residential Multi-Family, 8 units per acre to accommodate 50 units; b. In the Olsen Ranch, reduce the number of dwelling units at 20 units per acre from 95 to 60. The objective of this action is to enable a viable mix of housing types for all income groups in these areas as an alternative to relatively high concentrations of low income housing that would be contrary to Policy H-1.2). Such reductions in numbers of land designated for low income households at 20 units/acre is possible because: (a) the combined Regional Housing Needs Allocation for low and very low income units has dropped substantially from 1,094 in 2001 (which were the basis for the original assignments in these specific plan areas) to 200 in 2013 and (b) the City has more than sufficient sites zoned for multi-family residential at 20 units/acre in other locations in the City. Target Date: Concurrent with consideration of adoption of the Beechwood Area and Olsen Ranch Specific Plans (timing is dependent on private development).	The proposed project would construct 100 units with the an RMF(20) designation and 87 units with the RMF (12) designation.
Policy H-6.1	Develop and redevelop neighborhoods and planning areas using compact urban forms that foster connectivity, walkability, alternative transportation modes.	Consistent. The BSP would include multiple access points from major adjacent roadways and an internal street system connecting to internal neighborhoods. The interconnected street network reduces the use of cul-de-sacs except as necessary to avoid sensitive environmental resources. Traffic circles are proposed at several intersections with Ridge Road. The BSP includes Class II bikeways within the development and along Creston Road and Meadowlark Road. A trail network, as well as sidewalks, are also incorporated into the proposed plan. The project applicant will

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
		coordinate with the Regional Transit Authority to implement, at its direction, future bus routes and bus stops to facilitate public transit use.
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. As discussed in Section IV.O, 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 AQ-1 described in Section IV.I, Air Quality, would require the project to incorporate increased density, improved pedestrian and bicycle network infrastructure, energy efficiency improvements, and transportation design measures into the BSP.
Action item 23	Require new specific plans for undeveloped areas (Chandler Ranch, Olsen Ranch, Beechwood Area, and any to follow) to incorporate land use and circulation patterns that use compact urban forms that foster connectivity, walkability, and alternative transportation modes and to incorporate design principles used in the Uptown/Town Centre Specific Plan for these items as well as other energy-saving and environmental quality protection measures, as appropriate to the topography, vegetation, and location in each specific plan area.	Consistent. The BSP would include multiple access points from major adjacent roadways and an internal street system connecting to internal neighborhoods. The interconnected street network reduces the use of cul-de-sacs except as necessary to avoid sensitive environmental resources. Traffic circles or mini roundabouts are proposed at several intersections with Ridge Road and at intersections with Meadowlark Road. The BSP includes Class II bikeways within the development and along Creston Road and Meadowlark Road. A 2.9 mile network of multi-use pathways, as well as sidewalks, are also incorporated into the proposed plan. The project applicant will coordinate with the Regional Transit Authority to implement, at its direction, future bus routes and bus stops to facilitate public transit use.
General Plan, Conservation Element Policies		
Policy C-2A	Traffic Congestion Reduction. Implement circulation systems improvements to reduce	Consistent. The following on-site intersections would be constructed as part of the project:

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
	congestion and associated air contaminant emissions.	• *Creston Road*: Two new stop-controlled access points on Creston Road are proposed, one with the Airport Road extension and another local road connection. • *Beechwood Drive*: Stop-controlled access points are proposed on Beechwood Drive at the existing school driveway, at Silverwood Way, and at Beechwood Court/Ridge Road. • *Meadowlark Road*: Three new connections at existing intersections are proposed on Meadowlark Road. A mini-roundabout is proposed at Oriole Way and Deer Springs Drive. • *Airport Road Extension*: The project will extend Airport Road from Meadowlark Road to Creston Road. Four new stop-controlled access points are proposed on the Airport Road Extension, one with Ridge Road and three local road connections. The project would also be required to contribute its equitable share to fund the transportation improvements detailed in Mitigation Measures TR-2, TR-3(a), TR-8, TR-11, TR-13, TR-16(a), and TR-16(b), as well as implement the improvements described in Mitigation Measures TR-3(b), TR-4(a), TR-4(b), TR-6, TR-10, TR-20, TR-28, and TR-29 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.
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 proposed project would include housing and mixed use commercial land uses. 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 and bicyclists with off-street circulation options. Implementation of Mitigation Measure AQ-1 would require the incorporation of VMT reduction measures including alternative transportation facilities, the promotion of alternative work schedules, the

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
		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.
Action Item 1	Provide bikeways, pedestrian paths, and transit turn-outs/stops as requirements of development applications	Consistent. The BSP includes Class II bikeways within the development and along Beechwood Drive, Creston Road, and Meadowlark Road. A trail network, as well as sidewalks, are also incorporated into the proposed plan. The project applicant will coordinate with the Regional Transit Authority to implement, at its direction, future bus routes and bus stops to facilitate public transit use.
Action Item 2	Encourage the development of transit facilities.	Consistent. The project applicant will coordinate with the Regional Transit Authority to implement, at its direction, future bus routes and bus stops to facilitate public transit use.
Action item 4	Encourage infill development.	Consistent. While the plan area is currently undeveloped, it is located within the City limits and is identified within General Plan as an area to be developed with housing and commercial uses.
General Plan, Open Space Element Policies		
GOAL OS-1	Preserve/expand the amount and quality of open space in and around Paso Robles	Consistent. The General Plan Land Use Map identifies the project site as an area that anticipates residential and commercial development. The BSP site plan does incorporate several parks and open space areas.
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.	Consistent. The project will be required to prepare disclosure agreements for new non-agricultural development within 500 feet of an existing agricultural use.
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.

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
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.
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

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
		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 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.	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. 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

Policy	Policy Text	Preliminary Statement of Consistency/Conflict
		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).

As shown in Table IV.L-3, 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 Sustainable Communities Strategy (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 uses on the west and north 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, which contributes to a reduction in the amount of vehicle travel and associated GHG emissions and provides 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 IV.L-3, 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's impact regarding consistency with applicable land use plans, policies, or regulations 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 IV.L-3.

Significance After Mitigation

Implementation of the mitigation measures referenced in the statements of consistency/conflict in Table IV.L-3 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.

6. Cumulative Impacts

As has been described previously in this section, the proposed Project would result in development of the BSP area with residential, commercial and park use; this area currently has residential and commercial land use designations within the General Plan and is anticipated to include development. Development of the proposed Project is generally consistent with the vision for development within this area of the City and would not cause unplanned growth beyond the City boundary. Conversion of the site to residential and commercial uses, in additional to other anticipated projects within the City, would result in significant and unavoidable cumulative impacts resulting from General Plan land use designations identified in the General Plan EIR for Transportation, Air Quality, Noise and Agricultural resources. Other impacts would be considered less than significant with mitigation, as identified in the individual topics in the EIR.

7. List of Abbreviated Terms

Abbreviation	Term
BSP	Beechwood Specific Plan
CAP	Climate Action Plan
CEQA	California Environmental Quality Act
CFD	Community Facilities District
CLOMR	Conditional Letter of Map Revision
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gas
HOA	Homeowner's Association
LOMR	Letter of Map Revision
LUCE	Land Use and Circulation Element
NOP	Notice of Preparation
PG&E	Pacific Gas and Electric
RHNA	Regional Housing Needs Allocation
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SLOAPCD	San Luis Obispo County Air Pollution Control District
SLOCOG	San Luis Obispo Council of Governments

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M. PUBLIC SERVICES

1. Environmental Issue

This section discusses the project's potential impacts on fire protection, police protection, schools, libraries, and public utilities, including solid waste. Potential impacts to parks are discussed in Section IV.P, Recreation. Water and wastewater are addressed in Sections IV-K Water Supply and Wastewater Capacity.

2. Scoping Issues for Public Services

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. No issues were raised during the NOP process for this topic.

3. Environmental and Regulatory Setting

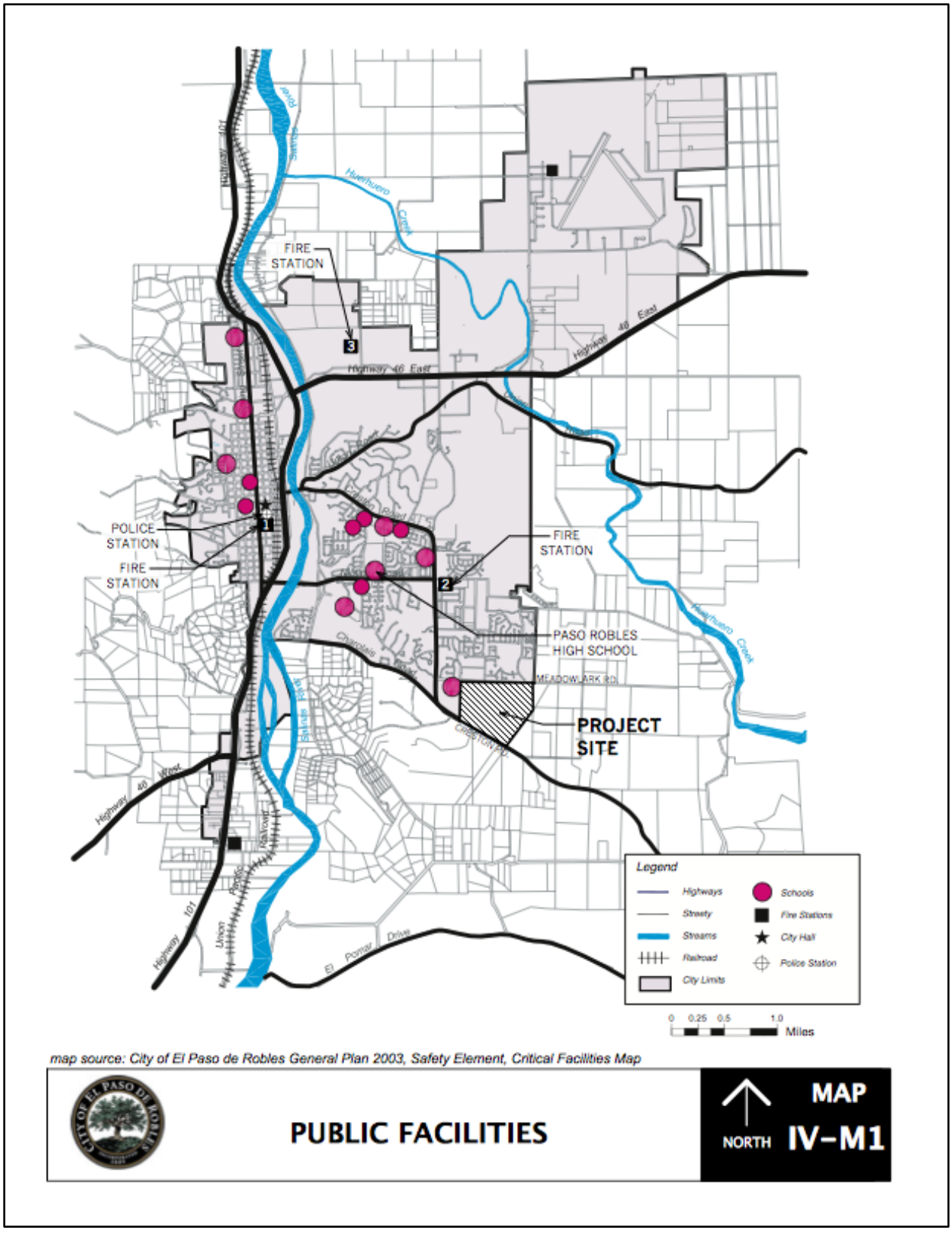
ENVIRONMENTAL SETTING

Fire Protection Services

The City of Paso Robles Department of Emergency Services (PRDES) provides fire protection services to the City of Paso Robles. PRDES 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. PRDES includes a staff of 26 to support fire protection, three battalion chiefs, one fire marshal, one administrative assistant, and one fire chief. According to the city's General Plan Safety Element there are two fire stations serving the city (City of Paso Robles 2014b). The nearest station to the project site is the Paso Robles Fire Station Number 2, located approximately 0.9 miles north of the site. As shown in Map IV.M-1, Station 2 is located at 235 Santa Fe Avenue and is equipped with one fire engine, one utility vehicle, and one rescue vehicle. Only one engine is staffed. The City's General Plan Land Use Element 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 2019a).

The PRDES Growth Management Plan includes an adopted response time goal of 4-minutes or less 90 percent of the time (City of Paso Robles 2017). 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, PRDES 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. The majority of calls (63%) are for emergency medical services. PRDES has a mutual aid agreement with the CALFIRE, Templeton Fire Department, and Atascadero Fire Department. 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).

Map IV.M-1 Public Facilities Locations



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 2.7 miles north of the Specific Plan area, was approved for purchase by the City in October 2019 (Diaz 2019). Three additional staff members would be hired to staff the planned fire station.

Fire Flow. The term "fire flow" refers to the pressure and volume or rate of water flow needed at a given location to combat a fire. All new projects must comply with the fire code, including certification of adequate fire flow, denoted hydrant locations and provision of adequate storage. PRDES requirements for access, fire flows and hydrants are addressed during the building permit stage for any given project.

Funding. As with most municipal fire departments, PRDES is primarily funded by the City's general fund.

Current Needs. PRDES Standards outlined in the General Plan Safety Element is to maintain 0.8-1.3 firefighters per 1000 population. According to Fire Chief John Stornetta on October 11, 2019, the staffing level was currently at 0.75 firefighters per 1000 population, with no current volunteer firefighters.

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. PRPD's police station is located approximately 4.2 miles northwest of the project site at 900 Park Street (City of Paso Robles 2019b). In 2019, the PRPD authorized 54.5 sworn and non-sworn staff. In addition, the PRPD has a current citywide staffing level of 1.1 sworn police personnel per 1,000 residents. The City's General Plan Land Use Element 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 (Lewis 2019).

The City of Paso Robles has an adopted response time goal of 4 minutes (City of Paso Robles 2014a). The PRPD has an average of approximately 13 minutes response time for high priority calls (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 (Lewis 2019).

Public Schools

The Paso Robles Joint Unified School District (PRJUSD) operates 11 schools serving Paso Robles and surrounding unincorporated areas. The BSP is within the boundaries of the PRJUSD. As enrollment boundaries are currently configured, elementary school children would attend Virginia Peterson Elementary School on Beechwood Drive adjacent to the Specific Plan area, Middle School

students would attend Daniel Lewis Middle School on Creston Road, and high school students would attend Paso Robles High School on Niblick Road. See Figure IV-M1 for school locations.

Operating revenue for school districts is provided by local property taxes accrued at the state and allocated to each school district based on the average daily student attendance. Capital for facility improvements to accommodate new students comes primarily from fees charged to development projects.

As described below, State law authorizes school districts to collect fees from new residential and commercial/industrial development via the local planning and building authority permit process. These fees are used for capital acquisition and improvements and are capped for legislative actions such as Specific Plan approvals. The statutory fees are currently $3.79 per square foot of new residential and $0.61 per square foot of new commercial and industrial development.

Under State law, land use approvals cannot be denied based on their impact on school capacity. In other words, once a fee has been exacted, the impacts of a particular project are considered mitigated by law.

Virginia Peterson Elementary School has a current enrollment of 450 students with a planned capacity of 650 students under the 2016 Facilities Master Plan. Under this Plan, Virginia Peterson Elementary School could become a magnet school that would allow for students from all parts of the district to attend. This factor and the current parking deficit on the campus are addressed in section IV.G Transportation and Traffic.

Parks

There is no developed park acreage in the Project area. The Royal Oak Meadows Park, located on Parkview Lane on the west side of the Olsen planning area, is the nearest developed facility.

The General Plan sets a goal of 7 acres of "parks and recreation facilities" per 1,000 residents. Based on the latest population estimate, there is a shortfall of approximately 105 acres in meeting this standard city-wide. With the expected sale of Pioneer Park to the Events Center and Paso Robles Museum Foundation, the shortfall would increase to approximately 122.3 acres.

Parks and other recreational facilities are primarily funded by the City's general fund. Additional funding can be obtained through grants, shared use arrangements (such as with the school district), and other funding mechanisms. (See Regulatory Setting below for funding information regarding the Quimby Act.)

Libraries

The independent public Paso Robles City Library is located at 1000 Spring Street. The library is staffed with 2 full-time librarians, one full-time Library Director, one full-time administrative assistant, one full time volunteer coordinator, and 11 part-time staff. It encompasses approximately 18,678 square feet of floor space, and offers 55,777 books, 73 print serial subscriptions, and over 13,845 physical audio-visual items. The library handles over 166,377 annual library visits, with an average monthly circulation of 18,800. It is part of the Black Gold library system (Santa Barbara, and San Luis Obispo). The addition of the projected 2,478 residents would generate a ratio of 0.55 square feet per capita (18,678 square feet of library space/[31,559 current residents + 2,478 projected residents] equals 0.55) The General Plan EIR identifies a planning ratio of 0.5 square feet of library space per capita (City of Paso Robles 2014a:4.9-24). Based on this ratio, the existing

facility is adequate to serve the needs of the current population and the projected population increase from the Proposed Project.

Solid Waste

Solid waste disposal and recycling services are provided by Paso Robles Waste Disposal, Inc. Waste is transported and dumped at the Paso Robles Landfill, located at 9000 Highway 46 East, less than 10 miles northeast of the planning area. The landfill is operated by Pacific Waste Services but owned by the City. Paso Robles became a member agency of the San Luis Obispo County Integrated Waste Management Authority in 2002. The Authority provides many solid waste benefits including community outreach.

According to the California Integrated Waste Management Board (CIWMB), the amount of solid waste reported coming from within the City's jurisdiction and being disposed of at the Paso Robles Landfill was 35,274 tons in 2003. However, according to Paso Robles Waste Disposal, Inc. the City generated 19,957.8 tons of waste in 2006. The reason for this disparity, in the opinion of the disposal company general manager, is self-haulers—such as independent contractors—reporting Paso Robles as their origin. Additional sources may therefore include construction, demolition, and other temporary and intermittent projects, since the amount reported by the disposal company is the total solid waste collected from its customers. For the purposes of this study, the amount reported (35,274 tons in 2003) to the CIWMB is used. The composition of disposed waste from all jurisdictions part of the Authority in 2003 was approximately 68% from commercial and 32% from residential uses. On average, residents generated 2 pounds per day, while employees generated 108.5 pounds per day.

The State-mandated rate of diversion for recyclable materials is 50%. From 1998 to 2004 the Authority averaged 53% diversion, with 62% as the last reported percentage in 2004.

The City Landfill has a total permitted capacity of 6,495,000 cubic yards, with 4,216,402 cubic yards remaining (at 35% capacity). A draft permit is being considered to raise the maximum disposal to 500 tons per day (currently at 420 tons per day). The landfill closure date is set at October 1, 2051.

Utilities

PG&E transmission line utility crosses parcel 009-863-005 and an easement across a portion of parcel 009-863-001 crosses the easterly boundary of the plan area. 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.

REGULATORY SETTING

State

State CEQA Guidelines

The State CEQA Guidelines Checklist for Initial Environmental Review indicates the focus of impact analysis arising from a project on public services is on facilities not achievement of service levels. The Checklist frames the topic as follows:

"Would the project 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..?"

A project that adds homes and commercial buildings to a community typically increases the need for various municipal services, such as fire and police protection. The California Court of Appeal confirmed in City of Hayward v. Board of Trustees, that the need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate.

The Court explained: "Although there is undoubtedly a cost involved in the provision of additional emergency services, there is no authority upholding the view that CEQA shifts financial responsibility for the provision of adequate fire and emergency response services from the municipality to the project sponsor. The municipality has a constitutional obligation to provide adequate fire protection services."

California Integrated Waste Management Act (Assembly Bill 939)

The California Integrated Waste Management Act changed the approach of waste management from a reliance on landfills to a reliance on waste reduction methods. The Act set diversion rates for cities and counties at 25% by 1995 and 50% by 2000.

Local

City of Paso Robles General Plan

The City of Paso Robles General Plan is intended to guide land use planning by providing goals and policies to minimize the adverse effects to public services (City of Paso Robles 2014a). Goals and policies that are applicable to the project include:

> ***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.*
>
> ***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 Element.*

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.
Parks	Maintain 7 acres of parks 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 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.*

POLICY PR-1A: Park and Recreation Facilities. *Strive to achieve a 7-acres per 1,000 population parkland standard.*

Action Item 1. *Periodically assess usage of park facilities, and identify physical changes needed to accommodate anticipated land use patterns.*

Action Item 2. *Implement improvements at existing parks, including completion of recreation facilities.*

Action Item 3. *Allow activities and land uses near park areas that are compatible with the setting of a park.*

Action item 4. *Cooperate with other agencies, including the County, Paso Robles Unified School District and Cuesta College, in park funding and joint use of park facilities.*

Action Item 5. *Require specific plans to include parks as appropriate*

POLICY S-1B: Disaster Response. *Develop a community-wide Disaster Response Plan.*

Action Item 2. *Incorporate fire and crime prevention measures in the design and construction of new development via the following:*

a. Seek Fire and Police Department comments on development applications.

d. Incorporate concepts of "defensible space" (these concepts stress the importance of physical design and surveillance as techniques to deter crime) in reviewing development projects.

POLICY S-1C: Hazardous Exposure Minimization. *Minimize hazards to people and property caused by fire, crime, and related services.*

Action Item 2. *Emergency Services Standards. Maintain a ratio of 0.8 to 1.3 Firefighters per 1,000 population.*

Action Item 3. *As part of the environmental review of new Specific Plans, require preparation of fire station analysis identifying staffing requirements, station location, and response times.*

Fire Code

Fire hazards are addressed mainly through the application of the State Fire Code and the International Building Code. The Fire Code addresses access and vegetation removal in high fire hazard areas. The Uniform Building Code (City code) requires development in high fire hazard areas to show proof of nearby water sources and adequate fire flows. PRDES sets standards for fire flow based on a number of factors, including type of development and setting.

City of Paso Robles Impact Fees

The City has adopted a schedule of fees that, pursuant to State law, are intended to help offset the effects of land development on City services. These fees are applied to all development projects and are collected at the time building permits are issued. The fees are collected and accrue to be used for capital projects such as new facilities and utilities. Under CEQA, payment of traffic fees is considered as mitigation for the project as well as cumulative traffic impacts.

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.

School Impact Fees

California Government Code Sections 53080, 66001, and 65995 authorizes school districts to collect fees from new residential and commercial/industrial development. These fees are used for capital acquisition and improvements and are capped for legislative actions such as Specific Plan approvals. Per the Paso Robles Unified School District Resolution No. 19-19, adopted May 14, 2019, the statutory fees are currently $3.79 per square foot of new residential and $0.61 per square foot of new commercial and industrial development.

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.

Quimby Act

The City has adopted an ordinance to fund parks and recreation in accordance with Section 66477 of the Subdivision Map Act (the Quimby Act). The City's Quimby Ordinance allows the City to require the payment of a fee or the dedication of an equivalent area of parkland when new residential subdivisions are proposed. The law states that "the dedication of land or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three acres of park area per 1,000 persons residing within a subdivision subject to this section, unless the amount of existing neighborhood and community park area—as calculated pursuant to this subdivision—exceeds that limit, in which case the legislative body may adopt the calculated amount as a higher standard not to exceed five acres per 1,000 persons residing in a subdivision subject to this section." In addition to Quimby fees, facilities can be provided by grants, donations, user fees, community fund raising events, joint ventures, and joint use agreements.

4. Standards of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Beechwood 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

In accordance with Appendix G of the State CEQA Guidelines, the Beechwood Specific Plan project would result in potentially significant impacts relating to public utilities if it would:

- Require 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?
- 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?
- Would the Project comply with federal, state, and local management and reduction statues and regulations related to solid waste?

Potential impacts to water and wastewater are addressed in Sections IV-K Water Supply and Wastewater Capacity. Potential impacts to parks are discussed in Section IV.P, Recreation.

5. Project Impacts and Mitigation Measures

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 911 new residences, which would generate an estimated 2,478 residents in the city (911 dwelling units x 2.72 people/unit [DOF 2018]), refer to Section 4.13, Population/Housing). Two 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 2,478 residents to the city's 2018 population of 31,559 people (34,037) would result in a city-wide service ratio of 0.76, which does not meet the city's established service ratio (26 fire support staff/[(31,559 people + 2,478 new residents)/1,000][DOF 2018]).

As discussed in above, 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 911 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. Therefore, impacts to public services related to fire flows would be less than significant.

The proposed new fire station 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

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

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 III, Environmental and Regulatory Setting, the City's General Plan Land Use Element calls for a ratio of 1.4 to 1.6 sworn police personnel per 1,000 residents, which is not currently being met (City of Paso Robles 2014a). At full buildout the project would increase the city's population by an estimated 2,478 new residents (increase of 911 dwelling units × 2.72 people/unit [DOF 2018], refer to Section 4.13, Population/Housing). Two 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 911 dwelling units, as well as non-residential uses, 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

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

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, POTENTIAL IMPACTS TO PUBLIC SCHOOLS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

Based on PRJUSD student generation rates of 0.61 students per household the project would contribute approximately 556 students to the District (911 dwelling units x 0.61 students/dwelling unit). The student generation factor is generalized to aggregate all grade levels because over the phased 10, or more, year buildout of the Specific Plan the ages and demographic mix could change making more precise predictions of grade level additions speculative. Under existing conditions, students would be located in the boundaries for Virginia Peterson Elementary School, Daniel Lewis Middle School, and Paso Robles High School.

Based on the District's district-wide enrollment projects, a new school will be required within 5 to 8 years to meet projected City population increases. The likely location of that school from a population and operation standpoint has been identified by the District as in the southeast quadrant of the City such as within the Olsen Specific Plan property. Although environmental impacts arising from the construction of a new school are foreseeable, the specific nature and magnitude of the impacts is to a large degree speculative because no physical site has been identified.

However, in general, certain estimations can be made on impacts related to traffic, noise, air quality. Given the setting and baseline environmental conditions impacts arising from traffic, noise and air quality are likely to be significant requiring mitigation to reduce to less than significant levels. Short-term impacts related to construction noise, dust and traffic are foreseeable. Due to the temporary nature of these activities, impacts would likely be less than significant.

If the ultimate site for the school is within the Olsen Specific Plan area, it can be anticipated that many of the types of impacts that have been identified for the Beechwood Specific Plan would be similar at the school site because the Olsen and Beechwood properties share many characteristics.

Under the discussion of Cumulative Impacts, below, the types of impacts and probable significance levels that could arise from construction of a new school, as well as the potential new fire station and police station identified above, are discussed. These conclusions are based on comparison of the conditions and issues contained in the BSP analyses in this EIR to these hypothetical sites.

Mitigation Measures

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

IMPACT PS-4 THE SPECIFIC PLAN WOULD INCREASE DEMAND FOR PARKS. 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 proposed Project could introduce up to approximately 2,423 new residents in the planning area at buildout. Using the current 7-acre per 1,000 in population standard, the projected population would require about 17 acres of parkland. The Plan includes 8.1 acres (gross) of community park land in addition to 10.1 acres of recreational paths and trails associated with the open space in the planning area and along transportation corridors.

Mitigation Measures

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

IMPACT PS-5 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).

According to the General Plan EIR, a standard of 0.5 square feet of space per capita is used to determine adequacy of library facilities. Based on the current population estimate of 31,559, a library of 15,780 square feet would be needed. The existing facility is approximately 18,678 square feet, leaving a current surplus of 2,899 square feet. 1,239 square feet of library space would be needed to meet the needs of the additional population. Thus, the existing facility is considered to be adequate to serve the needs of either Specific Plan buildout scenario. Impacts are considered less than significant (Class III).

Mitigation Measures

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

IMPACT PS-6 DEVELOPMENT OF THE SPECIFIC PLAN WOULD INCREASE THE AMOUNT OF SOLID WASTE REQUIRING DISPOSAL. IMPACTS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The proposed Project Plan would increase the amount of solid waste generated. The San Luis Obispo County Integrated Waste Management Authority (of which the City of Paso Robles has been a member agency since 2002) has established a disposal rate of 2 pounds per person generated from residential uses, and 10 pounds per employee generated from commercial uses. The Specific Plan projected solid waste upon buildout would be 1,521 TPY in a low-density scenario.

The Paso Robles Landfill, which would serve the planning area, received a total of 35,274 tons in 2003, according to the SLO County IWMA. Buildout of the Specific Plan would generate an additional 1,521 to 1,978 TPY (an increase of 4.3 to 5.6%), bringing the City total to 36,795 to 37,252 TPY. Since the landfill is at 35% capacity and has room for the Specific Plan waste stream, impacts are considered less than significant (Class III).

Mitigation Measures

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

IMPACT PS-7 DEVELOPMENT ACCOMMODATED BY THE SPECIFIC PLAN WOULD INCREASE DEMAND FOR POWER, GAS, AND COMMUNICATION SYSTEMS. INCREASED DEMAND AND NEW DEVELOPMENT PATTERNS MAY REQUIRE UPGRADES IN INFRASTRUCTURE. IMPACTS ARE CONSIDERED LESS THAN SIGNIFICANT (CLASS III).

Development under the Specific Plan would increase the structures, residents, and employees requiring power, gas, and communications service, and increase the requirements on existing distribution systems. However, the City is does not anticipate major power supply sources, major gas facilities, or major communication utilities within the planning area that would be directly impacted by either buildout scenarios under the Specific Plan. Although nearby, the PG&E high-voltage power lines would not be impacted by the proposed Project plan, since it retains the current parcel and easement and buffer for the power lines. Impacts are considered less than significant (Class III).

Mitigation Measures

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

6. Cumulative Impacts

As discussed in Section III, 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 the General Plan EIR (p. 4.9-16), as development continues into the expansion areas east of the City, a new fire station may be needed (City of Paso Robles 2003). Developing in these areas would increase the distance between existing fire stations and people and property requiring emergency services, likely impeding the 4-minute response time goal, as is the current accepted standard of PRDES.

Implementation of the Specific Plan, in conjunction with other foreseeable development in and outside the current city limits, would increase the structures, residents, and employees requiring fire protection and may require new facilities, the construction of which could have environmental impacts. As discussed above, a new fire station is currently planned approximately 2.7 miles north of the project site regardless of whether or not the project is implemented 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, cumulative impacts are considered significant but mitigable (Class II).

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. As a result, cumulative impacts are considered significant but mitigable (Class II).

SCHOOLS

Cumulative development would be considerable if it would generate student population such that new or expanded facilities would be required. As discussed above, PRJUSD schools are expected to be at our 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. As a result, cumulative impacts are considered significant but mitigable (Class II).

PARKS

The proposed Project could introduce up to approximately 2,423 new residents in the planning area at buildout. Using the current 7-acre per 1,000 in population standard, the projected population would require about 17 acres of parkland. The Plan includes 8.1 (gross) of community park land, several recreation centers and usable private open space throughout the Specific Plan area, and 10.1 acres of recreational paths and trails associated with the open space in the planning area and along transportation corridors. Therefore, the plan provides adequate park acreage within the Specific Plan area.

Development accommodated by the Specific Plan would place additional demand upon community park facilities that could result in adverse environmental effects at these parks, however the provision of a community park within the specific plan would reduce these effects to less than significant. (Class III) and impacts 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 As a result, cumulative impacts are considered significant but mitigable (Class II).

SOLID WASTE

Buildout of the Specific Plan program, in conjunction with other foreseeable development in the City, would increase the amount of solid waste requiring disposal. The General Plan EIR states that adequate landfill capacity exists to meet the needs of future growth. Development under the General Plan would generate an additional 17.1 tons per day, in addition to the current average 200 tons disposed per day. Development accommodated by the Specific Plan would contribute an additional 21 to 23 tons per day, for a total of approximately 221 to 223 tons per day. Existing permitted capacity is 250 tons per day. Thus, buildout of the Specific Plan, in addition to buildout of the General Plan, would still be under the permitted daily disposal rate. Also, considering the current used capacity of the landfill (35%), cumulative impacts are considered less than significant (Class III).

UTILITIES

The General Plan EIR does not identify any major power, gas, or communications facilities that would be affected by future growth. Buildout of the Specific Plan, in conjunction with growth under the General Plan, would increase demand for such services. However, as no major power, gas, or communications facilities have been identified within the City that would be impacted by cumulative development. Cumulative impacts are considered less than significant (Class III).

7. List of Abbreviated Terms

Abbreviation	Term
BSP	Beechwood Specific Plan
CFD	Community Facilities District
EIR	Environmental Impact Report
NOP	Notice of Preparation
PRDES	City of Paso Robles Department of Emergency Service
PRJUSD	Paso Robles Joint Unified School District
PRPD	Paso Robles Police Department

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N. POPULATION/HOUSING

1. Environmental Issue

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.

2. Scoping Issues for Geology/Soils

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. No issues were raised during the NOP process for this topic.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

The BSP planning area is generally undeveloped, with the exception of four existing rural residential units and associated outbuildings.

Population

Table IV.N-1 shows population growth in the city, county, and state since census year 2010.

Table IV.N-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 IV.N-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.

Housing

A household is defined as a group of people who occupy a housing unit (U.S. Census Bureau 2020). 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 IV.N-2 shows the growth in number of housing units in the city and the state between 2010 and 2018.

Table IV.N-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 IV.N-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 IV.N-3 compares the size of households in the city, county, and state in 2010 and 2018.

Table IV.N-3. Average Household Size in the City, County, and State

	Paso Robles		San Luis Obispo County		California	
	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 IV.N-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.

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 RHNA Plan (SLOCOG 2019), covering 2020 through 2028 and distributed among the four income categories, is shown in Table IV.N-4.

Table IV.N-4. Regional Housing Needs Assessment 2020–2028

Income Group	RHNA Allocation (units)	% of Total
Very Low	356	24.6%
Low	224	15.5%
Moderate	259	17.9%
Above Moderate	607	42.0%
Total	1,446	100.0%

SLOCOG 2019.

San Luis Obispo Council of Governments

As discussed in Section IV.L, 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 adopted the 2019 RTP/SCS in June 2019. SLOCOG projections for the planning area consider regional, state, and national economic trends and planning policies.

Local

City of Paso Robles General Plan 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 BSP 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 BSP planning areas. Applicable limitations include the maximum number of dwelling units that can be accommodated within specific plan areas. The maximum buildout of the BSP planning area under the current General Plan land use designations is 674.

City of Paso Robles General Plan 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 City of Paso Robles is working on an update to the Housing Element, which is due for completion by December 2020. The 2014 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. Standards of Significance

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.

5. Project Impacts and Mitigation Measures

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 BSP project would result in development of a maximum number of 911 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 2,478 residents (DOF 2018). The BSP planning area currently includes four existing rural residential units. An estimated 11 people currently reside in the Specific Plan area (4 dwelling units x 2.72 people/unit) and are accounted for in the city's existing population. Two of the dwelling units would remain and be included in the 911 dwelling units and two would be removed, by the proposed project. As such, project implementation would result in a net increase of 2,467 new residents and 907 dwellings. Table IV.N-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 IV.N-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 (Net Change÷ Existing [2018])	SLOCOG Regional Growth Forecast 2050 Projections[b]	Change (2018 to 2050)	Percent Change
Population (# of residents)	31,559	11	2,478	2467	7.8%	37,858	6,299	20.0%
Housing (# of units; total/occupied)	11,426/ 10,833	4	911	907	7.9%	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 34,026 residents, an increase of 7.8 percent. The population projections in the city's General Plan Land Use Element account for development of the BSP planning area, and the potential impacts the population projections for Paso Robles 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 BSP planning area under the current General Plan land use designations is 674, as prescribed by Policy LU-G of the city's General Plan. The BSP and associated general plan amendment to update the land use designations and Specific Plan Overlay would allow a maximum density of 911 dwelling units in the BSP planning area. Thus, 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 5.6 acres of commercial-mixed use, which would be used for approximately 47,000 square feet of retail/office type uses, and 54 acres of open space-conservation, including 26.1 acres of utility conservation open space not accessible to the public, an 8.1-acre community park, and 19.7 acres of amenitized green space and undeveloped open space open to the public. Based on employment generation rates for retail/office uses and open space and community park uses from the San Luis Obispo Air Pollution Control District's (SLOAPCD) *CEQA Air Quality Handbook* (SLOAPCD 2012), the potential new non-residential area under the proposed Specific Plan would result in a net increase of approximately 376 new employees (1.39 employees per 1,000 square feet of retail ["regional shopping center"], and 2.52 employees per 1,000 square feet of office use [general office building], allocating half of the 47,000 square feet to each of retail and office, and 0.23 employees per 1,000 square feet of open space and community park ["city park"] for the 28.4 acres of open space open to the public). 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.

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 IV.N-5, the BSP would enable development in Paso Robles that could add up to 911 residential units to the city (a net increase of up to 907 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 BSP would result in the displacement of four existing rural residential units. However, the addition of 911 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.

6. Cumulative Impacts

As described above, implementation of the Specific Plan would displace two existing rural residential units on the project site and two existing rural residential units would remain. The addition of 909 residential units would replace any displaced residences. In addition, the installation of new infrastructure in the BSP planning 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 V, Other CEQA Required Discussions. As shown in Section III, Environmental Setting, cumulative buildout in the City could result in up to 2,413 new dwelling units, which would add approximately 6,563 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 BSP would not be cumulatively considerable.

7. List of Abbreviated Terms

Abbreviation	Term
BSP	Beechwood Specific Plan
CEQA	California Environmental Quality Act
DOF	California Department of Finance
HCD	California Department of Housing and Community Development
NOP	Notice of Preparation
PPH	Persons per Household
RHNA	Regional Housing Needs Assessment
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SLOAPCD	San Luis Obispo Air Pollution Control District
SLOCOG	San Luis Obispo Council of Governments

8. References

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O. ENERGY

1. Environmental Issue

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 IV.I, Air Quality and Greenhouse Gas Emissions.

2. Scoping Issues for Energy

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. No issues were raised during the NOP process for this topic.

3. Environmental and Regulatory Setting

ENVIRONMENTAL 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.

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 Administration (U.S. EIA), California's field production of crude oil totaled 169.2 million barrels in 2018 (U.S. EIA 2020).

City of Paso Robles Petroleum Infrastructure

There are approximately 18 gasoline stations, but no petroleum refineries in Paso Robles (U.S. EIA 2019, GasBuddy 2020). According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), there are no known active, idle, or former oil production wells located within the Plan Area (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 2018b). 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 2019a). 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 2019a).

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 1.05 miles northwest 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 2019b). 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 natural gas processing plants are located in the city (U.S. EIA 2019). 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). According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), there are no known active, idle, or former oil production wells located within the Plan Area.

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 IV.O-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 2019c).

Table IV.O-1. 2018 Annual Gasoline and Diesel Consumption

Fuel Type	San Luis Obispo County (gallons)	California (gallons)	Proportion of Statewide Consumtion[1]
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 2019c

Electricity

As shown in Table IV.O-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 2019b). The closest transmission line runs along Beechwood Drive, adjacent to the western boundary of the Plan Area.

Table IV.O-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 2019b

Natural Gas

As shown in Table IV.O-3, San Luis Obispo County consumed approximately 82 million U.S. 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 2019b).

Table IV.O-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 2019b

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 2019d).

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 nonpetroleum 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 2018d). 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 2013). 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. Standards of Significance

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.

5. Project Impacts and Mitigation Measures

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 IV.I, Air Quality and 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. The 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.

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 (gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary grid power may also be provided to construction trailers or electric construction equipment. 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 nonresidential buildings including, but not limited to lighting, water conveyance, and air conditioning.

Vehicle Trips

Vehicle trips generated by the proposed Specific Plan would require gasoline and diesel fuel. 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. Portions of the Specific Plan area are within 0.40 mile of bus stops for the San Luis Obispo County Regional Transit Authority Paso Express Routes A and B (Stoney Creek at Creston stop). 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.

The project would consume electricity for lighting and large appliances, and 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 2, 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.

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 IV.I, *Air Quality and 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-1 described in Section IV.I, Air Quality and Greenhouse Gas Emissions, would require the project to incorporate all "mandatory" measures in the City's CAP.

Significance After Mitigation

Mitigation Measure GHG-1 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 encouragement of electrically-powered appliances for proposed residential development. Proposed nonresidential 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-1 would ensure that the project would be consistent with the City's CAP, and impacts would be less than significant.

6. 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).

7. List of Abbreviated Terms

Abbreviation	Term
AB	Assembly Bill
BTU	British Thermal Unit
BSP	Beechwood Specific Plan
CA	California
CAP	Climate Action Plan
CalEEMod	California Emissions Estimator Model
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGEU	California Gas and Electric Utilities
DOGGR	California Department of Conservation Division of Oil, Gas, and Geothermal Resources
EAP	Energy Action Plan
EO	Executive Order
GHG	Greenhouse Gas(es)
GWh	Gigawatt-hours
LEV	Low Emission Vehicle
NHTSA	National Highway Traffic and Safety Administration
NOP	Notice of Preparation
PG&E	Pacific Gas and Electric
SLOCOG	San Luis Obispo Council of Governments
U.S. EPA	United States Environmental Protection Agency
V.	Version
VMT	Vehicle Miles Travelled
ZNE	Zero Net Energy
Yr	Year
§	Section

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P. RECREATION

1. Environmental Issue

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 2003 Parks and Recreation Element and Appendix (2003), from the Bicycle and Pedestrian Master Plan (2018), and from personal communications with City Recreation Services staff (Rincon Consultants 2020).

2. Scoping Issues for Recreation

During the 30-day public review period for the Notice of Preparation (NOP), written and oral comments were received from agencies and the public. No issues were raised during the NOP process for this topic.

3. Environmental and Regulatory Setting

ENVIRONMENTAL SETTING

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 approximately 1,630 acres combined of parks and open space within and adjacent to the city (City of Paso Robles 2014). There is no existing parkland in the Specific Plan planning area. The general characteristics of the city's recreational facilities are described below, based on information from the Parks and Recreation Element and Appendix (City of Paso Robles 2003).

Table IV.P-1 describes the type, location, and amenities provided by existing parks and open space, recreation centers, and major trails in the City of Paso Robles. Map IV.P-1 illustrates the existing and proposed bicycle projects and existing parks and open space in southeast Paso Robles near the Specific Plan planning area.

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 8 to 12 acres in size. The Parks and Recreation Element identifies Sherwood Park, Oak Creek Park, and Pioneer Park as district parks, which total approximately 29 acres.

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 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 3 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 2003).

Other Recreation Facilities

Other recreational 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). Additional recreational uses include bikeways, walking, mountain biking and equestrian trails, swimming pools, and school facilities. Schools provide space for recreational activities such as soccer, youth baseball, and tennis, with limitations on access, scheduling, and hours (City of Paso Robles 2003).

Recreation Facilities Near the Project Site

The closest recreation facility to the Specific Plan planning area is Oak Creek Park, which is approximately 0.4 mile north of the project area and includes the senior recreation center. This 6.62-acre district park is located approximately 0.4 mile north of the Specific Plan planning area and is adjacent to Sherwood Park and the Senior Center. The closest regional or community park to the project is Centennial Park, located approximately 1.6 miles northwest of the Specific Plan planning area.

Table IV.P-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	21st 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		**Subtotal**	**28.9**
Neighborhood Parks			
Paso Robles City Park	Spring Street and 12th 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 6th 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	28th and Oak Streets	Indoor therapy pool and outdoor pool with diving board and lanes.	N/A
Subtotal			**N/A**
Major Trails			
Montebello Oaks Open Space Trail	Montebello Oaks Drive and Kleck Road	Recreational hiking and mountain biking trail	N/A
Salinas River Trail	Along the Salinas River through Paso Robles	Recreational hiking, bicycling, equestrian use, and walking and running trail	N/A
Subtotal			**N/A**

Source: Rincon Consultants 2020

Map IV.P-1 Existing and Proposed Bicycle Projects and Open Space



Source: City of Paso Robles 2018:73.

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.*

City of Paso Robles Bicycle and Pedestrian Master Plan (2018)

The City's Bicycle and Pedestrian Master Plan describes existing bicycle and pedestrian infrastructure, daily trips and safety analysis, and proposed new bicycle and pedestrian infrastructure. Proposed bicycle projects listed in the Master Plan include a Class 1 trail in the Beechwood Specific Plan area. The following Bicycle and Pedestrian Master Plan goals establish bicycle and pedestrian recreation opportunities in the city:

> ***GOAL 4.*** *Develop bicycle and pedestrian facilities that will meet both commuter and recreation needs, including bicycle support facilities once they meet their destinations.*
>
> ***GOAL 5.*** *Increase public awareness of the benefits of bicycling and walking and develop programs to encourage residents to ride bikes and walk to work, school, and for recreation.*

4. Standards of Significance

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.

5. Project Impacts and Mitigation Measures

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, INCLUDING NEW RECREATION FACILITIES CONSTRUCTED AS PART OF THE PROJECT. PROVISION OF ON-SITE PARKS AND RECREATION FACILITIES WOULD MEET THE ADOPTED CITY PARKLAND STANDARD FOR THE SPECIFIC PLAN PLANNING 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 234-acre Specific Plan area. At full buildout the project would include 911 dwelling units and increase the city's population by an estimated 2,472 new residents (net increase of 909 dwelling units × 2.72 people/unit [California Department of Finance 2018], refer to Section IV.N, Population/Housing). New residents associated with the project would increase the use of existing neighborhood and regional parks as well as other recreational facilities.

The Specific Plan planning area would designate approximately 23 percent, or about 54 acres, of the Specific Plan planning area for recreational and open space uses. Of these recreational and open space uses, there would be an 8.1-acre community park located along Beechwood Drive that 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 9.6-acres of amenitized green spaces within a network of smaller parks throughout the BPS planning area connected by public trails and multi-use paths, including informal recreation areas, small play structures, and passive/natural park areas.

The proposed 8.1 acres of community park and 9.6 acres of amenitized green space 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 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. Additionally, the project includes new on-site recreational facilities and the potential for adverse physical effects. Provisions of on-site parks and recreation facilities would meet the adopted City parklands standard for the Specific Plan planning area and would therefore have a less than significant effect on the physical environment. Therefore, impacts to parks and recreation facilities would be less than significant.

Mitigation Measures

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

6. Cumulative Impacts

The City of Paso Robles has a population of 31,559 (California Department of Finance 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 8.1 acres of community parkland in the city. The project would also increase the city's population by an estimated 2,472 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 Beechwood 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. Additionally, the proposed project's new on-site recreational facilities would meet the adopted City parkland standard for the Specific Plan planning area and the potential for adverse physical effects on the environment would be less than significant.

7. List of Abbreviated Terms

Abbreviation	Term
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
NOP	Notice of Preparation

8. References

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V. ALTERNATIVES

As required by Section 15126.6 of the CEQA Guidelines, this EIR evaluates 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.

Therefore, an EIR does not need to address every conceivable alternative or consider infeasible alternatives. CEQA generally defines "feasible" to mean the ability to be accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors. The following factors may also be considered: site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and the ability of the proponent to attain site control (CEQA Guidelines section 15126.6(f)(1)). An EIR does not need to consider an alternative whose impact cannot be reasonably ascertained and whose implementation is remote and speculative.

The following alternatives are described and analyzed in Sections V.C.1 through V.C.3.

- No Project Alternative – Alternative 1
- Existing Zoning and General Plan Density Alternative – Alternative 2
- Reduced Development Alternative – Alternative 3

Table V-1. Comparison of Project Alternatives' Buildout Characteristics

Program Summary	Proposed Project	Alternative 1: No Project	Alternative 2: Existing Zoning and General Plan Density	Alternative 3: Reduced Development
Specific Plan Area	234 acres	234 acres	234 acres	234 acres
Maximum Residential Buildout	911 units	None	674 units[1]	250 units
Maximum Non-Residential Buildout	47,000-sf (5.4-acres) Neighborhood Commercial; 54.5-acres Open Space	None	Approximately 47,000 sf (10-acres) Neighborhood Commercial[2], 40-acres Open Space[3]	No commercial development; 15-acres Open Space[4]

[1] 674 allocated dwelling units based on the 2004 Beechwood Specific Plan.
[2] 10-acres of Neighborhood Commercial based on the 2004 Beechwood Specific Plan. Estimated square footage for Neighborhood Commercial would be the same as under the proposed project.
[3] Open space acres proportionally reduced to be consistent with reduction in residential density.
[4] Open space acres proportionally reduced to be consistent with reduction in residential density.

A. PROJECT OBJECTIVES

As discussed in Section 2, Project Description, the applicant's guiding principles, or objectives, for the project as described in the Draft Specific Plan are to:

1. Meet regional and local workforce housing needs by providing a mix of land uses and housing types for a range of income levels;
2. Create healthy neighborhoods by providing recreational opportunities and safe walking and biking facilities connected with the rest of the City;
3. Provide a safe and interconnected circulation network for all modes and abilities;
4. Protect native oak trees and riparian areas;
5. Provide certainty that phasing, financing, and maintenance of Plan Area infrastructure, and services proceed in a manner that serves the interest of the community;
6. Provide for a variety of commercial uses to service the Specific Plan community and adjacent neighborhoods and allow for specialty light commercial uses to support area-wide needs.

B. SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE PROJECT

The project would result in significant and unavoidable impacts to air quality and transportation.

1. Air Quality

Development in the Beechwood 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 (based on PM_{10} exhaust CalEEMod outputs; see Impact AQ-3). Mitigation Measures AQ-1 and AQ-3 would reduce impacts to regional air quality and mitigated operational emissions would be reduced below all SLOAPCD annual thresholds. Daily DPM emissions would also be reduced below SLOAPCD daily thresholds. However, mitigated emissions would still exceed SLOAPCD's daily significance thresholds for ROG + NO_X and fugitive PM_{10}. As a result, the long-term impacts to regional air quality of the Specific Plan would be significant and unavoidable.

2. Transportation

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, would improve LOS and reduce queuing impacts at several impacted intersection and roadway segments s to pre-project levels. However, the uncertainty of timing and implementation of mitigation,

including those at intersections within state right-of-way that would require Caltrans coordination and approval limits the feasibility of required mitigation and would result in the following significant and unavoidable transportation impacts:

- Impact TR-2: Unacceptable LOS at a Caltrans intersection (State Route 46/Union Road) (existing plus project)
- Impact TR-4: Unacceptable queuing deficiencies at one City intersection (Niblick Road/South River Road) (existing plus project, near term plus project)
- Impact TR-5: Unacceptable LOS five Caltrans freeway segments (SR 46 West On Ramp, North of SR 46 West, Spring Street Off Ramp, North of SR 46 West, and SR 46 West Off Ramp) (existing plus project)
- Impact TR-6: Unacceptable LOS at two Caltrans intersections (SR 46/East Union Road and 46E/Airport Road) (near term plus project and cumulative plus project)
- Impact TR-10: Unacceptable queuing impacts at two City intersections (1st Street-Niblick Road/Spring Street and Niblick Road/South River Road) (near term plus project)
- Impact TR-11: One City roadway segment operating at capacity (Niblick Road East of Spring Street) (near term plus project)
- Impact TR-12: Unacceptable LOS at seven Caltrans freeway segments (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, and U.S. 101 southbound /SR 46 West On Ramp (near term plus project)
- Impact TR-13: Unacceptable queuing deficiencies at City intersection (SR 46 East/Union Road (cumulative plus project)
- Impact TR-17: Queueing deficiencies at City intersection (Niblick Road/South River Road) (cumulative plus project)
- Impact TR-20: Two City roadway segments operating above 90% capacity (Niblick Road east of Spring Street and Creston Road east of Ferro Lane.) (cumulative plus project)
- Impact TR-21: Unacceptable LOS eight Caltrans freeway segments (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/North of SR 46 West, U.S. 101 southbound/SR 46 West Off Ramp, and, U.S. 101 southbound/SR 46 West On Ramp (cumulative plus project).

C. ALTERNATIVES ANALYSIS

1. Alternative 1: No Project

NO PROJECT ALTERNATIVE

CEQA Guidelines section 15126.6(e) requires that a "no project" alternative be evaluated: "The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project." CEQA Guidelines section 15126.6(e)(2) requires that the no project alternative analysis "discuss the existing conditions…as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and policies and consistent with the available infrastructure and community services." As noted in CEQA Guidelines section 15126.6, an EIR for "a development project on identifiable property" typically analyzes a no project alternative, i.e., "the circumstance under which the project does not proceed. Such a discussion would compare the environmental effects of the property remaining in its existing state against environmental effects that would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed."

Description

Under the No Project Alternative, the existing conditions at the project site would not change. The existing residents and buildings on the project site would remain along with the existing ingress and egress points, and the proposed project would not be constructed. As such, the proposed housing units, neighborhood commercial square footage, open space, and circulation and streetscape improvements would not be implemented. There would be no site grading, or new drainage, stormwater, or public utility infrastructure proposed.

This analysis assumes that the existing on-site structures and uses on the project site would not change and that the existing physical conditions, as described in detail for each environmental topic in Chapter IV. Environmental Setting and Impacts, would remain the same. Due to the identified need for additional housing in the City documented in the Housing Element and other policies in the General Plan, it is likely that the "No Project" would eventually result in development of the Beechwood site under the existing zoning and land use density in the General Plan. However, for purposes of the BSP DEIR, the No Project Alternative assumes existing conditions on the project site would not change; Alternative 2, Existing Zoning and General Plan Density, described below, analyzes impacts of future buildout under existing land use regulations.

Impacts

Under the No Project Alternative, none of the significant and unavoidable Air Quality and Transportation impacts associated with the proposed project would occur. The intersection and roadway segments currently operating at unacceptable levels under existing conditions would continue under the No Project Alternative. None of the mitigation measures identified for the project for other topics would be required. Development and growth would continue in the vicinity of the project site as reasonably foreseeable future projects are approved, constructed, and occupied. These projects could contribute to cumulative impacts in the vicinity, but under the No

Project Alternative, land use activity on the project site would not contribute to these cumulative impacts beyond existing levels.

Conclusion

Under the No Project Alternative, the existing conditions at the project site would not change. The existing buildings and uses would be retained in their current condition and the BSP would not be approved or constructed. The No Project Alternative would have no significant and unavoidable impacts related to air quality or transportation; would have no impacts related to all other topics determined to be either less than significant or less than significant with mitigation under the proposed project; and would not require mitigation measures.

2. Alternative 2: Existing Zoning and General Plan Density

DESCRIPTION

This alternative assumes that the Specific Plan area is developed consistent with the existing Zoning and General Plan density allocations. Therefore, this alternative would result in a maximum of 674 residential units in the Specific Plan area, alongside approximately 10 acres (47,000 sf) of neighborhood commercial uses, and about 40 acres of open space. Similar to the proposed project, the existing Beechwood Specific Plan overlay would remain under this alternative and includes development of a proposed Specific Plan to determine the actual distribution of land uses and parcel sizes. However, under Alternative 2, no General Plan or Zoning Code and Map Amendments would be required.

Similar to the proposed project, the Specific Plan under this Existing Zoning and General Plan Density Alternative would identify architectural design guidelines so that neighborhoods are designed with differentiated aesthetics, but with theme elements in common throughout the various neighborhoods. Alternative 2 would include a slightly modified circulation plan based on distribution of land uses and parcel sizes, with streetscape character requirements, and bicycle and pedestrian pathways. Grading and earthwork necessary for development would be similar to the proposed project, however fewer individual residential building pads would be required as there would be less residential development planned under this alternative. Similar to the proposed project, new public utility infrastructure improvements would be constructed throughout the Specific Plan area; the demand for water, wastewater, recycled water, dry utilities, and stormwater conveyance would be less that the proposed project's demand.

IMPACT ANALYSIS

Alternative 2 differs from the proposed Beechwood Specific Plan primarily by being consistent with the existing Zoning designations and General Plan Land Use Element density allocations. Thus, the primary effect of this alternative would be approximately 35% fewer residential units and about 15 fewer open space acres. This reduction would result in reduced traffic and transportation associated impacts, and less air quality impacts, as well as less utilities 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 237 fewer residential units than the proposed project (674 vs. 911 units), and about 15 fewer open space acres (40 acres vs. 54.5 acres). This alternative includes the

same amount of neighborhood commercial space (47,000 sf) but would be more spread out as it would be constructed on 10 acres, compared to 5.4 acres with the proposed project.

Because the land use mix under this alternative would be similar to that of 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 35 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 likely exceed SLOAPCD thresholds for ROG + NO_X and fugitive PM_{10} 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 is not available to reduce operational air pollutant emissions to below SLOACPD thresholds. As such, the Existing Zoning and General Plan Density 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 proportionately reduced operational air pollutant emissions (approximately 35% less) and similar mitigation is available to mitigate impacts, this alternative would result in reduced, but still significant and unavoidable, impacts to air quality.

Transportation

Alternative 2 would develop the Specific Plan Area consistent with the existing Zoning and General Pan Land Use Element density allocations. This alternative would result in a maximum of 674 residential units in the Specific Plan area, alongside similar commercial amenities and slightly less open space and infrastructure to the proposed project. As summarized in Table V-2, this alternative would generate fewer daily, AM peak hour, and PM peak hour net new trips when compared to the proposed project (8,539 vs 10,484 net trips). Overall, this alternative would result in approximately 22 percent fewer net new vehicle trips and LOS 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 at most of the intersections identified as impacted under the proposed project. However, Alternative 2 would avoid significant existing plus project impacts at Creston Road and Meadowlard, significant near term plus project and cumulative LOS impacts at the intersection of Creston Road and Charolais Road. Therefore, this alternative would lesson impacts at two intersections, but not avoid significant and unavoidable transportation impacts identified for the project at all remaining intersections.

Aside from these two intersections, all other identified mitigation requirements of the project would be required with this alternative. Because the number of significant and unavoidable impacts under this alternative would be similar in comparison to the project, this alternative would result in similar, but slightly less impacts to the transportation network in comparison to the project.

Table V-2. Weekday Vehicle Trip Generation

Land Use	Size	Unit[4]	Daily	AM			PM		
				In	Out	Total	In	Out	Total
Existing Zoning and General Plan Alternative (674-Unit Project)									
Single-Family Residential Housing[1]	474	DU	4,352	85	256	341	285	167	452
Multifamily Housing (Low-Rise)[2]	200	DU	1,471	21	71	92	69	40	109
Shopping Center[3]	47,000	s.f.	3,598	109	66	175	149	162	311
Gross Trips			**9,421**	**215**	**393**	**608**	**503**	**369**	**872**
Internal Trips[5]			882	5	5	10	57	57	114
Net New Trips			**8,539**	**210**	**388**	**598**	**446**	**312**	**758**
Proposed Project (911-Unit Project)									
Single-Family Residential Housing[1]	676	DU	6,032	121	364	485	401	235	636
Multifamily Housing (Low-Rise)[2]	235	DU	1,736	25	82	107	79	47	126
Shopping Center[3]	47,000	s.f.	3,598	109	66	175	149	162	311
Gross Trips			**11,366**	**255**	**512**	**767**	**629**	**444**	**1,073**
Internal Trips[5]			882	7	7	14	57	57	114
Net New Trips			**10,484**	**248**	**505**	**753**	**572**	**387**	**959**

[1] ITE Land Use Code #210, Single-Family Detached Housing. Fitted curve equation used.
[2] ITE Land Use Code #220, Multi-Family Housing (Low-Rise). Fitted curve equation used.
[3] ITE Land Use Code #820, Shopping Center. Fitted curve equation used.
[4] DU = Dwelling Unit; s.f. = Square Foot Gross Leasable Area
[5] AM and PM Internal Trips from TripGen 10 software; Daily Internal Trips from TripGen 2014 software
Source: ITE Trip Generation Manual, 10th Edition, 2017; CCTC, 2019.

Other Environmental Topics

Aesthetics

Alternative 2 would involve urban development on a varied rural landscape 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 north and 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 since 2004. Overall, aesthetic impacts would be slightly reduced due to reduced density, but very similar to the project and would remain less than significant.

Agricultural Resources

Due to the similar overall development footprint and density in the Specific Plan area, potential impacts to agricultural resources under Alternative 2 would be similar to the project and would remain less than significant.

Biological Resources

Alternative 2 would result in a similar overall development footprint and density in the Specific Plan area. Although the extent of residential and non-residential development would be reduced, development would occur over the same area; therefore, 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 and would remain less than significant.

Cultural Resources and Tribal Cultural Resources

Alternative 2 would result in a similar overall development footprint and density in the Specific Plan Area. 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 and would remain less than significant.

Energy

Alternative 2 would result in 237 fewer residential units than the proposed project; otherwise, buildout intensity would be the same as the project. Although impacts would be proportionately reduced under this alternative, the scale and intensity of construction activities under this alternative would be similar to the proposed project (e.g., build out of the entire Specific Plan Area). Therefore, this alternative would consume proportionately reduced quantities of gasoline and diesel fuels during construction activities. Because this alternative would result in approximately 35 percent fewer residential units than the proposed project, operational energy usage would decrease incrementally as compared to the project. Overall, energy impacts would be slightly reduced compared to the proposed project and would remain less than significant.

Geology/Soils

Alternative 2 would 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. Therefore, impacts to geology and soils under this alternative would be similar to the project and would remain less than significant.

Greenhouse Gas Emissions

Alternative 2 would result in 237 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 generate slightly less than the proposed project because the buildout intensity would be slightly reduced. Therefore, this alternative would generate slightly less GHG emissions from construction activities. Because this alternative would result in approximately 35 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. While overall GHG emissions would decrease under this alternative, GHG emissions per service person would remain similar to the project because total GHG emissions and population would decrease by a proportional amount. Overall, GHG impacts would be slightly reduced compared to the proposed project and would remain less than significant.

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. Overall, hazards and hazardous materials impacts would be similar to the project and would remain less than significant.

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 and would remain less than significant.

Land Use/Planning

Alternative 2 would somewhat reduce the overall development density within the Specific Plan area and would not require General Plan or Zoning Code and Map Amendments. 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 and planning impacts in comparison to the proposed project and would remain less than significant.

Noise

Alternative 2 would result in 237 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 but less than the proposed project because the buildout intensity would be slightly smaller. Therefore, this alternative would result in similar construction and operational noise and vibration levels in comparison to the proposed project. As discussed above, this alternative would result in 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 would be slightly reduced compared to the proposed project and would remain less than significant.

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 existing rural residential units on the project site, similar to the project. However, the addition of 650 residential unites (resulting in an increase in population of 1,833 people) would replace any displaced residences. Overall, population and housing impacts would be reduced similar to the project and would remain less than significant.

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 about 15 fewer acres of 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, while Alternative 2 would reduce the overall amount of planning open space, this alternative's demand and associated impacts on city parks and recreational facilities would also be less. 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, utilities and service systems impacts would be slightly reduced compared to the proposed project and would remain less than significant.

3. Alternative 3: Reduced Density Project

DESCRIPTION

The Reduced Density Alternative assumes that the number of residential units would be decreased to reduce the severity of the project's potential transportation (and associated air quality) impacts. To evaluate a project that would reduce transportation impacts, 250 new residential units was identified as the appropriate reduced density alternative.

Alternative 3 would result in a maximum of 250 residential units in the Specific Plan Area and about 15-acres of open space. No commercial development would be assumed. Similar to the proposed project, the existing Beechwood Specific Plan overlay would remain under this alternative and includes development of a proposed Specific Plan to determine the actual distribution of land uses and parcel sizes. Under Alternative 3, the Specific Plan Area would need to be down-zoned through a General Plan and Zoning Code amendment to reflect the lower limit of allocated development, but would otherwise be well within anticipated growth projections in the City's General Plan.

Similar to the proposed project, the Specific Plan under this Reduced Density Alternative would identify architectural design guidelines so that neighborhoods are designed with differentiated aesthetics, but with theme elements in common throughout the various neighborhoods. Alternative 3 would include a slightly modified circulation plan based on distribution of land uses and parcel sizes, with streetscape character requirements, and bicycle and pedestrian pathways. The type of grading and earthwork necessary for development would be similar to the proposed project, however fewer individual residential building pads would be required as there would be substantially less residential development planned under this alternative (approximately 75% less). Similar to the proposed project, new public utility infrastructure improvements would be constructed throughout the Specific Plan area; the demand for water, wastewater, recycled water, dry utilities, and stormwater conveyance would be less that the proposed project's demand.

IMPACT ANALYSIS

Alternative 3 differs from the proposed Beechwood Specific Plan primarily by substantially reducing the potential number of new residential units (250 vs. 911 units) and by eliminating all neighborhood commercial development to minimize potential traffic impacts. 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 661 fewer residential units than the proposed project (250 vs. 911 units), and about 40 fewer open space acres (15 acres vs. 54.5 acres). This alternative includes no neighborhood commercial space development, compared to 47,000 sf with the proposed project.

This alternative would result in approximately 75 percent fewer residential units than the proposed project and no commercial development. 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. Operational emissions, however, would still potentially exceed SLOAPCD thresholds for ROG + NO_X and fugitive PM_{10} 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, the Reduced Development 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 3 would result in proportionately reduced (75% less) operational air pollutant emissions but would require similar mitigation to the proposed project, this alternative would result in similar but reduced impacts to air quality.

Transportation

The Reduced Development Alternatvie would result in 661 fewer residential units and includes no neighborhood commercial space development. As a result, Alternative 3 would result in approximately 2,416 net new vehicle trips, compared to 10,484 net new vehicle trips with the proposed project (a reduction in 8,068 net new trips.) Overall, this alternative would result in approximately 75 percent fewer net new vehicle trips and LOS impacts when compared to the proposed project. Vehicle trips generated by this alternative would reduce impacts at all City-controlled intersections, and would avoid the following identified significant traffic/transportation impacts of the proposed project:

- Existing Conditions plus project impacts at Creston Road/Stoney Creek Road
- Existing Conditions plus project impacts at Creston Road/Meadowlark Road
- Existing Conditions plus project impacts at South River Road/Charolais Road
- Near Term plus project impacts at Creston Road/Stoney Creek Road
- Near Term plus project impacts at Creson Road/Meadowlark Road
- Near Term plus project impacts at Creston Road/Charolais Road
- Cumulative impacts at Creston Road/Meadowlark Road
- Cumulative impacts at Creston Road/Charolais Road

Despite the avoided/minimized impacts on these intersections, this alternative would not avoid all significant and unavoidable transportation impacts identified for the proposed project. Potential impacts would be reduced, but remain significant and unavoidable.

Other Environmental Topics

Aesthetics

Alternative 3 would involve urban development on a varied rural landscape 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, albeit with reduced residential density. Alternative 3 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 north and 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 since 2004. Overall, aesthetic impacts would be reduced compared to the proposed project and would remain less than significant.

Agricultural Resources

Due to the similar overall development footprint and density in the Specific Plan area, potential impacts to agricultural resources under Alternative 3 would be similar 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 in the Specific Plan are 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 would be reduced compared to 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. 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. Overall, cultural and tribal cultural resource impacts would be reduced compared to the proposed project and would remain less than significant.

Energy

Alternative 3 would result in 661 fewer residential units than 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 75 percent fewer residential units than the proposed project, operational energy usage would decrease proportionally as compared to the project. 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 Beechwood 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. Overall, this alternative would result in reduced impacts to geology and soils in comparison to the project and would remain less than significant.

Greenhouse Gas Emissions

Alternative 3 would result in a maximum of 250 residential units in the Specific Plan area. 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 75 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 and impacts related to consistency with GHG emission reduction plans would be reduced in comparison to the proposed project

Hazards and Hazardous Materials

Alternative 3 would involve similar residential 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. Overall, this alternative would result in similar impacts to hazards and hazardous materials in comparison to the project and would remain less than significant.

Hydrology and Water Quality

Alternative 3 would involve a similar overall development footprint as the project. Due to the fewer number of housing units being constructed, this alternative would involve 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. Overall, this alternative would

result in reduced impacts to hydrology and water quality in comparison to the project and would remain less than significant.

Land Use/Planning

Alternative 3 would the overall development density within the Specific Plan area and somewhat reduce the overall development density within the 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 land use and planning impacts in comparison to the proposed project and would remain less than significant.

Noise

Alternative 3 would result in 661 fewer residential units than the proposed project and would construct no commercial development. The scale and intensity of construction activities under this alternative would be less than the proposed project because the buildout intensity would be generally smaller. Therefore, this alternative would result in similar construction and operational noise and vibration levels in comparison to the proposed project. As discussed above, this alternative would result in substantially fewer vehicle trips compared to the proposed project. However, the incremental reduction in traffic would not result in a some audible decrease in traffic noise in comparison to the project. Overall, noise impacts associated with this alternative would be reduced in comparison to the project and would remain less than significant.

Population and Housing

Alternative 3 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 reduced impact on population growth in comparison to the project and would remain less than significant. Development under this alternative would result in the displacement of existing rural residential units on the project site, similar to the project. However, the addition of 250 residential units (resulting in an increase in population of 685 people) 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 reduced in comparison to the proposed project, and would remain less than significant.

Recreation

Alternative 3 would preserve about 40 fewer acres of 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, while Alternative 3 would reduce the overall amount of planning open space, this alternative's demand and associated impacts on city parks and recreational facilities would also be less. 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 reduced in comparison to the proposed project, and would remain less than significant.

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 reduced in comparison to the proposed project, and would remain less than significant.

D. 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 Beechwood 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 topic 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 V-3: Comparison of the Proposed Project to Alternatives and Summary of Their Significant and Unavoidable Impacts summarizes the proposed project's significant and unavoidable impacts to those of the alternatives.

Table V-3. Comparison of the Proposed Project to Alternatives and Summary of Their Significant and Unavoidable Impact

Issue	Proposed Project Impact Classification	Alternative 1: No Project	Alternative 2: Existing Zoning and General Plan Density	Alternative 3: Reduced Development
Major Topics (EIR identifies significant and unavoidable impacts)				
Air Quality	Significant and Unavoidable with Mitigation (SUM)	No Impact	Similar to but less than the proposed project (SUM)	Similar to but less than the proposed project (SUM)
Transportation	Significant and Unavoidable with Mitigation (SUM)	No Impact	Similar to but less than the proposed project (SUM)	**Less than the proposed project (SUM)**
Other Environmental Topics (EIR identifies impacts that are less than significant with or without mitigation)				
Aesthetics	LTS with Mitigation	No Impact	Similar to the proposed project (LTS with Mitigation)	Less than the proposed project (LTS with Mitigation)
Agricultural Resources	LTS with Mitigation	No Impact	Similar to the proposed project (LTS with Mitigation)	Similar to the proposed project (LTS with Mitigation
Biological Resources	LTS with Mitigation	No Impact	Similar to the proposed project (LTS with Mitigation)	Less than the proposed project (LTS with Mitigation)
Cultural Resources and Tribal Cultural Resources	LTS with Mitigation	No Impact	Similar to the proposed project (LTS with Mitigation)	Less than the proposed project (LTS with Mitigation)
Energy	LTS	No Impact	Similar to but less than the proposed project (LTS)	Less than the proposed project (LTS)
Geology/Soils	LTS with Mitigation Incorporated	No Impact	Similar to the proposed project (LTS with Mitigation)	Less than the proposed project (LTS with Mitigation)
Greenhouse Gas Emissions	LTS with Mitigation Incorporated	No Impact	Similar to but less than the proposed project (LTS)	Less than the proposed project (LTS with Mitigation)
Hazards and Hazardous Materials	LTS with Mitigation Incorporated	No Impact	Similar to the proposed project (LTS with Mitigation)	Similar to the proposed project (LTS with Mitigation
Hydrology and Water Quality	LTS with Mitigation Incorporated	No Impact	Similar to the proposed project (LTS with Mitigation)	Less than the proposed project (LTS with Mitigation)
Land Use/Planning	LTS with Mitigation Incorporated	No Impact	Similar to the proposed project (LTS with Mitigation)	Similar to the proposed project (LTS with Mitigation)
Noise	LTS with Mitigation Incorporated	No Impact	Similar to but less than the proposed	Less than the proposed project (LTS with Mitigation)

Issue	Proposed Project Impact Classification	Alternative 1: No Project	Alternative 2: Existing Zoning and General Plan Density	Alternative 3: Reduced Development
			project (LTS with Mitigation)	
Population and Housing	LTS	No Impact	Similar to the proposed project (LTS)	Less than the proposed project (LTS)
Public Services	LTS	No Impact	Similar to the proposed project (LTS)	Less than the proposed project (LTS)
Recreation	LTS	No Impact	Similar to the proposed project (LTS)	Less than the proposed project (LTS)
Utilities and Service Systems	LTS	No Impact	Similar to the proposed project (LTS)	Less than the proposed project (LTS)

Based on the comparison shown in Table V-3, the No Project Alternative is considered the overall environmentally superior alternative because the impacts associated with implementation of the Proposed Project would not occur under the No Project Alternative. However, the No Project Alternative would not meet any of the project objectives.

Therefore, the Reduced Density Project Alternative (Alternative 3) would result in the next fewest adverse environmental effects in comparison to the proposed project and is the environmentally superior alternative in accordance with the CEQA Guidelines Section 15126.6. Alternative 3 would result in a maximum of 250 residential units in the Specific Plan area, 661 fewer residential units than the proposed project and would contain no commercial development. This substantial reduction in new residential units would result in substantially reduced impacts to air quality and would reduce less than significant impacts to aesthetics, biological resources, hydrology and water quality, noise, population and housing, public services, recreation and utilities and service systems. 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 meeting regional and local workforce housing needs by providing a mix of land uses and housing types for a range of income levels, and providing new variety of commercial uses to service the Specific Plan community and adjacent neighborhoods and allow for specialty light commercial uses to support area-wide needs. The reduction of 661 residential units in comparison to the proposed project would also fail to provide the proposed amount of housing and would not meet the General Plan Land Use Element density allocations in the Specific Plan area. The reduced residential density would likely 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 Reduced Density Alternative (Alternative 3) would meet many of the basic project objectives. However, this alternative would not provide a substantially environmentally superior project. As shown in Table V-3, Alternative 3 would have similar environmental effects in comparison to the proposed project for most of the issues areas evaluated in this EIR,

while providing substantially fewer new residential units and similar non-residential amenities and infrastructural improvements to the project.

E. ALTERNATIVES CONSIDERED AND REJECTED

Section 15126.6(c) of the CEQA Guidelines provides that an EIR should "identify any alternatives that were considered by the lead agency but rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination." Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. During the EIR scoping meeting conducted before the City Council on May 15, 2018 alternatives to the proposed project, other than development under existing zoning, were discussed as not able to meet project's Guiding Principles (objectives), as discussed further under Alternative Sites. This section identifies alternatives that were considered by the lead agency but were rejected as infeasible during design development, and presents the reasons underlying this determination.

F. ALTERNATIVE SITES

A review of alternative sites to accommodate the City-wide land uses and densities desired by the City was conducted as part of the General Plan Update process and the General Plan EIR (2003). The General Plan update process identified a range of potential development densities both within the several large tracts of land within the City and within the City's then Sphere of Influence (SOI) Boundary, and potential expansion areas, that included the Beechwood site. The General Plan alternatives all assumed the aggregated properties in the SOI known as the Beechwood and Olsen Ranch areas would be annexed to the City and developed at some level of density.

The General Plan EIR summarizes the factors considered in selecting development sites and the range of densities as follows:

> ***Geographic Factors, Land Demand Analysis & State Housing Law***
>
> ***Geographic Factors.*** *Among the geographic factors were physical topographic conditions, land use compatibility concerns - such as proximity to the airport and flight patterns - and circulation constraints, including the Salinas River, the Union Pacific Railroad, US 101 Freeway and State Route 46 East.*
>
> ***Land Demand Analysis.*** *In addition, the City conducted a land demand analysis to determine the amount and type of development that would be required to buildout the balance of the General Plan. Existing land area of approximately 11,985 acres is currently divided as follows: approximately 38% residential uses; 9% commercial uses; 16% industrial uses; and, 26% open space or public facility uses. Based upon the land demand analysis, the remaining residential land within the City could provide for approximately 3,400 housing units. At an average construction rate of 250 housing units per year, there would be sufficient land to accommodate residential demands through the year 2017. Therefore, based upon these conclusions, more residential designated land would be needed to accommodate residential demands through the year 2010 buildout of the existing General Plan. Based on existing vacancies and available land already designated*

for commercial and industrial use, no additional sites for non-residential lands are projected to be needed.

State Housing Law. *State housing law has been another factor considered. Housing opportunities for all income levels must be provided. The State Housing and Community Development (HCD) goal for the City of Paso Robles is to provide 2,893 total units by 2008, of which 1,186 of these are to be affordable for low and very low-income families.*

Given that the remaining vacant lands within the City and the planning sphere are limited, the alternatives have many similar features. These similar features include the following:

- *Development in the Chandler Ranch area south of SR 46 East in eastern Paso Robles;*
- *The allowance of second units, or "granny flats," in residential single-family (RSF), RSF-1, RSF-2, and RSF-3 areas;*
- *Increase of the maximum residential density from sixteen (16) to twenty (20) dwelling units per acre;*
- *Allowance for RMF-H density bonus for senior housing;*
- *No increase of commercial and industrial development opportunities;*
- *Salinas River overlay;*
- *Historic Preservation Overlay District for the Vine Street neighborhood*
- *"Purple Belt" policy;*
- *Allowance for employee housing to be provided onsite by large employers; and*
- *Creation of RSF-6 designation (6 units per acre).*

Major differences between the three alternatives include the following:

- *The amount of residential development envisioned;*
- *The amount of affordable housing potential;*
- *The proposal for residential development within certain vacant areas; and*
- *The extent of development beyond existing City limits and sphere of influence.*

The process of identifying land uses in expansion areas was driven to a large extent by the need to adequately plan for enough housing for the future and to meet State mandated housing requirements. Therefore, all potential alternative sites for this growth were considered at that time, including the Beechwood site as an expansion area to be annexed into the City. For these reasons, there are no other feasible alternative sites available for consideration to accomplish the General Plan objectives for housing and land use.

VI. 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.

A. 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: the proposed Beechwood Specific Plan; General Plan amendment; Zone Change; multiple tentative tract maps; oak tree removal permit; Development Agreement; and formation of a Community Facilities District for the 234-acre project site. The project has been designed with a mixture of residential, non-residential, and open space uses, consistent with the development parameters for the BSP planning area described in the City's General Plan Land Use Element, with amendments as described in Section 2, Project Description.

1. Population Growth

As discussed in Section 2, Project Description, the proposed project would result in up to 911 residential units ranging from single-family to multi-family, commercial-mixed use land that would support up to 47,000 square feet of non-residential use such as office, retail, and commercial tourist uses such as wine tasting, as well as 54.5 acres of parks and open space. Development of the project would add an estimated 2,472 residents to the city (911 new single family and multi-family dwelling units x 2.72 people/unit - 2 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 34,031 persons. The BSP 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 BSP planning area under the current General Plan land use designations is 674 units, as prescribed by Policy LU-G of the city's General Plan. The General Plan also identified 241 reserve unallocated surplus residential units within the City that could be incorporated into development projects in the City. Four of these surplus units have previously been allocated to other development projects in the City; 237 surplus units remained available for future development projects in the City.

The City approved a resolution (Resolution No. 18-067) in May 2018, whereby all 237 remaining surplus units were allocated to the Beechwood Specific Plan planning area and the City authorized initiation of the Specific Plan and EIR analysis of the proposed development project including up to 911 units (674 General Plan designated units + 237 surplus units = 911 total units).

As described in Section 2, Project Description, the project includes a General Plan Amendment that would increase the current General Plan allocation of 674 units to 911 residential units. Although the residential units currently allocated for the Beechwood Specific Plan planning area would be exceeded, the 237 surplus units would no longer be available for surplus development elsewhere in the City. Therefore, even with the proposed increase in residential units, the proposed project would not result in population growth that is inconsistent 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 IV.N, Population/Housing. Potential secondary environmental impacts associated with this population growth are analyzed throughout Sections IV.A through IV.P of this EIR.

2. Economic Growth

The proposed project includes residential development and non-residential development. Allowable non-residential uses in the commercial-mixed use land uses may include neighborhood commercial, such as retail and food and beverage sales, as well as other mixed uses such as residential, office, tourism, and live-work spaces. 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.

3. Precedent Setting Action

The BSP property is identified in the City's General Plan Land Use Element as an area requiring a Specific Plan (Policy LU-2G). Following completion of the 211-acre Beechwood annexation in 2004, the proposed BSP planning area is within the city limit. The BSP 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 increase residential units from 674 to 911 for the BSP planning area. Therefore, future development of the BSP planning area would result in urban development on the BSP planning area 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, 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 BSP planning 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.

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 BSP planning area, that are designated for development. Development of the site would occur in an area of the city bordered to the northwest by existing development and would consist primarily of new residential uses. As shown in the Land Use Plan (refer to Section I, Project Description), approximately 23.3 percent, or about 54.5 acres, of the project site is preserved for recreational and open space uses. The recreational and open space uses would increase the city's supply of dedicated parkland and would be dispersed throughout the other proposed uses within the Specific Plan area. The public open space includes a community park, amenitized/passive park areas and paths, and conserved open space. The PG&E Utility open space located along the southeast border of the project site would not be open to the public and would be maintained as a utility right-of-way. The remaining open spaces would be located within the interior of the project site, or between existing and new developed (in the case of the proposed community park and the wetland conservation area at Meadowlark Lane and Beechwood Drive). 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. 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 the project is located at the southern and eastern border and adequate access and services are already available for the adjacent and surrounding areas in the city. (Note: the Olsen-South Chandler Ranch Specific Plan was approved by the City in February 2020 and will be providing access and services to that specific plan area.) The northern and western project

boundaries are 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 the BSP planning area 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 I, 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 IV.M, Public Services, for further discussion of this topic). Access to the BSP planning area would be primarily from existing roadways adjacent to the project site. However, the project would also extend roadways through the BSP planning area (see Section IV.G, Transportation/Traffic, for further discussion of this topic). Roadway improvements included in and anticipated by the project are anticipated in the 2019 General Plan Circulation Element.

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 BSP planning 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 likely result in potential environmental effects similar to the proposed project, depending on the type and level of development proposed. 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 unplanned growth.

B. 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

C. 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 BSP 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 IV.O, 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 IV.M, Public Services, and Section IV.K, 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 IV.I, Air Quality, Section IV.H, Noise, and Section IV.G, Transportation/Traffic. Impacts related to air quality and transportation/traffic were determined to be significant and unavoidable.

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