

**CALIFORNIA ENVIRONMENTAL QUALITY ACT  
INITIAL STUDY CHECKLIST FORM  
CITY OF PASO ROBLES**

**1. PROJECT TITLE:**

Propeller Drive Extension Project (DPW 18-20)

**2. PREPARED BY:**

Terra Verde Environmental Consulting  
SWCA Environmental Consultants

**3. LEAD AGENCY:**

City of El Paso de Robles (City)

**Contact:** Ditas Esperanza, Capital Projects Engineer

**Phone:** (805) 237-3861

**Email:** [desperanza@prcity.com](mailto:desperanza@prcity.com)

**4. PROJECT LOCATION:**

Vicinity of the Paso Robles Municipal Airport (Airport) in the city of El Paso de Robles, California (city; Figure 1 – Project Vicinity Map). The Propeller Drive Extension Project (project) proposes various road improvements located along Taxiway B and Propeller Drive at the Airport. Surrounding land uses consist primarily of commercial development, agricultural lands, and rural residential. Highway 46 is located immediately south of the proposed project site and Highway 101 is approximately 4 miles west of the project site.

**5. PROJECT PROPONENT:**

City of El Paso de Robles

**6. GENERAL PLAN DESIGNATION:**

BP (Business Park) and PF (Public Facilities)

**7. ZONING:**

AP-PD (Airport, Planned Development Overlay)

**8. INTRODUCTION:**

This Initial Study/Mitigated Negative Declaration (IS/MND) was prepared to satisfy the requirements of the California Environmental Quality Act (CEQA; Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before they approve or implement those projects.

An IS is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. In the case of the proposed project, the City is the lead agency and will use the IS to determine whether the proposed project has a significant effect on the environment.

If the lead agency finds substantial evidence that any aspect of the proposed project, either alone or in combination with other projects, may have a significant effect on the environment that cannot be mitigated to a level of insignificance, that agency is required to prepare an Environmental Impact Report (EIR). If the agency finds no substantial evidence that the proposed project or any of its aspects may cause a significant impact on the environment, a negative declaration may be prepared. If, over the course of the analysis, the proposed project is found to have a significant impact on the environment that, with specific mitigation measures, can be reduced to a less-than-significant level, an MND may be prepared. In the case of this proposed project, all significant or potentially significant impacts on the environment would be reduced to less-than-significant levels with incorporation of specific mitigation measures and the resulting documentation is an MND.

## **9. PROJECT BACKGROUND:**

The Airport is surrounded by properties containing various commercial establishments, including light manufacturing, aviation-related businesses, and wineries. The extension of Propeller Drive and construction of Empennage Drive will provide improvements to overall traffic and circulation. Currently, Propeller Drive does not extend far enough to cross with Taxiway B. This disconnect poses a difficulty in taxiway traffic. This project seeks to provide road connection between existing Propeller Drive and the California Department of Forestry and Fire Protection (CAL FIRE) Paso Robles Attack Base at the north end of Taxiway B.

## **10. PROJECT OBJECTIVES/PURPOSE AND NEED:**

The City identified the public improvement project due to the difficulties posed by the disconnect between Taxiway B and Propeller Drive at the Airport. The City has identified the opportunity to provide improvements to overall vehicle traffic and circulation on Taxiway B with the extension of Propeller Drive and construction of a new roadway, Empennage Drive.

The City is the Lead Agency, as defined by the CEQA, for the proposed project.

## **11. PROJECT DESCRIPTION:**

The project is a public improvement project that includes extending Propeller Drive approximately 1,115 feet east from its current terminus to connect with Taxiway B of the Paso Robles Municipal Airport (Airport) and construction of a new roadway (Empennage Drive), which will be approximately 660 feet long and connect the new section of Propeller Drive to the CAL FIRE Paso Robles Attack Base at the north end of Taxiway B. The new roadways will be a minimum of 25 feet wide.

The project would fill and realign an intermittent drainage (Drainage 1) and install a new soft bottom culvert within Drainage 2. Drainage 3 will be realigned through natural bottom swales to direct flows to the proposed culvert and eventually reconnect with Drainage 1 on the north side of Propeller Drive.

The extension of Propeller Drive and installation of the culvert are expected to impact all three mapped drainages. The project has been designed to avoid all impacts to mapped wetland features. Once completed, overall vehicle traffic and circulation will be improved.

Based on engineer's estimates, the project will result in the following:

- **Grading Estimates:**
  - Total Cut: 1,323 cubic yards
  - Total Fill: 9,185 cubic yards
  - Total Export: 8,462 cubic yards
- **Area of Disturbance:**
  - Ground disturbance/excavation: 135,000 square feet (3 acres)
  - Pavement overlay/new impervious surface area: 61,050 square feet

## **12. SURROUNDING LAND USES AND ENVIRONMENTAL SETTING**

### **Setting**

The project site primarily consists of regularly tilled/disc'd agricultural fields, bordered by remnant patches of annual grassland habitat. Topography of the project site is mostly flat to gently sloped, with elevations ranging from approximately 790 to 804 feet above mean sea level (msl).

The project site is approximately 3 miles east of the Salinas River in the Upper Salinas River Valley. Three drainages (Drainage 1 through Drainage 3) and three wetlands (Wetland 1 through Wetland 3) were identified during a waters and wetlands delineation (Figure 3-Hydrological Resources Map). Specifically, Drainage 1 was determined to be waters of the U.S. (WOTUS) and waters of the State (WOTS) under the jurisdiction of the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and the Central Coast Regional Water Quality Control Board (RWQCB). Drainages 2 and 3 were determined to be WOTS under the jurisdiction of CDFW and RWQCB. Wetland 1 is an in-channel state and federal wetland within Drainage 1. Wetland 2 is a depressional feature that meets the definition of a state wetland but does not support all three criteria necessary for a federal wetland. Wetland 3 is assumed to be both a state and federal wetland due to the presence of emergent and woody wetland vegetation, but this feature was not formally delineated.

### **Surrounding Land Uses**

The project site is bordered by the Airport to the south and east, an industrial business complex to the west, and an open field to the north. The surrounding landscape consists primarily of Airport facilities, active vineyards and other agricultural lands, a golf course, and rural residential and commercial developments.

Figure 1. Project Vicinity Map



Figure 2. Project Overview Map

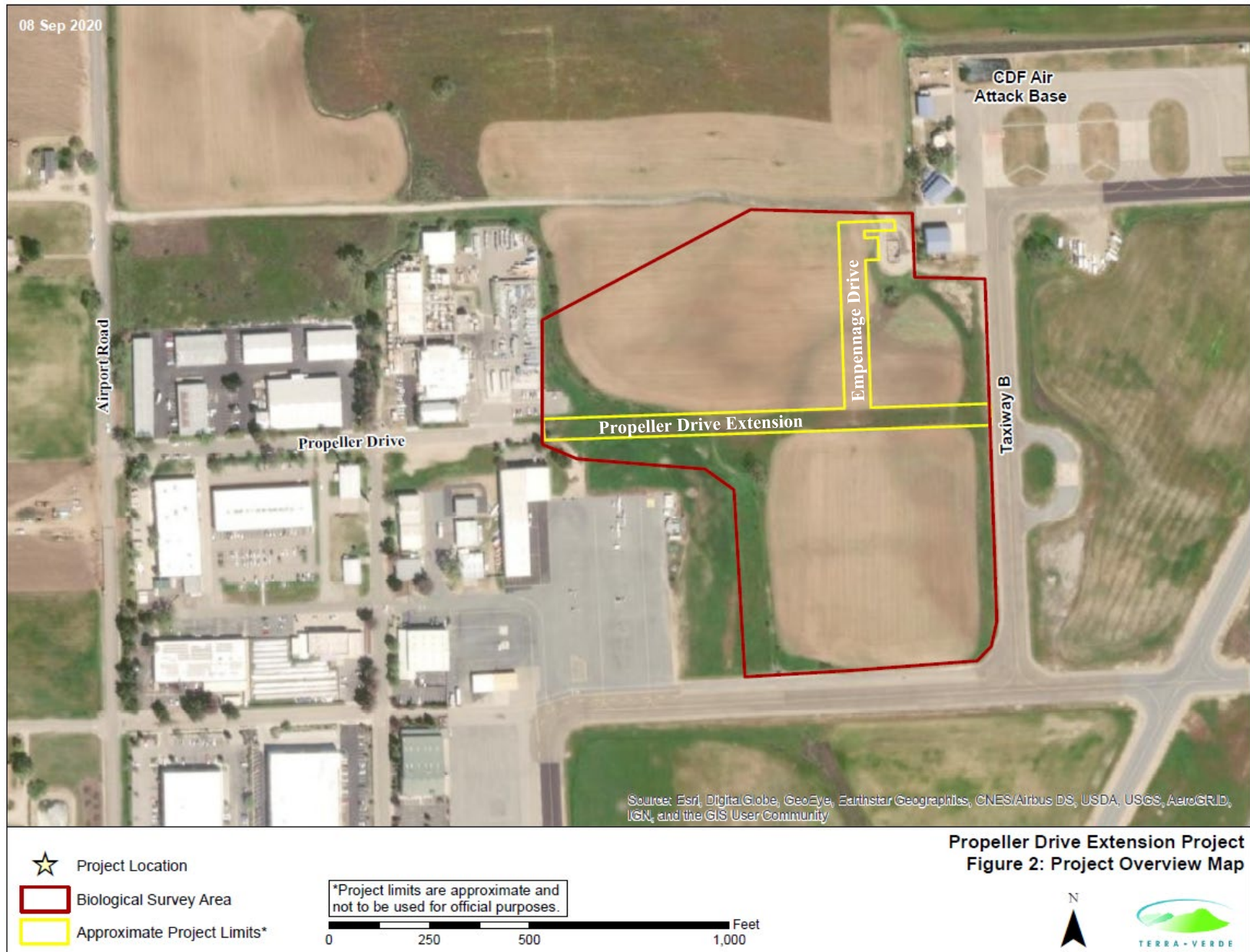


Figure 3. Hydrological Resources Map

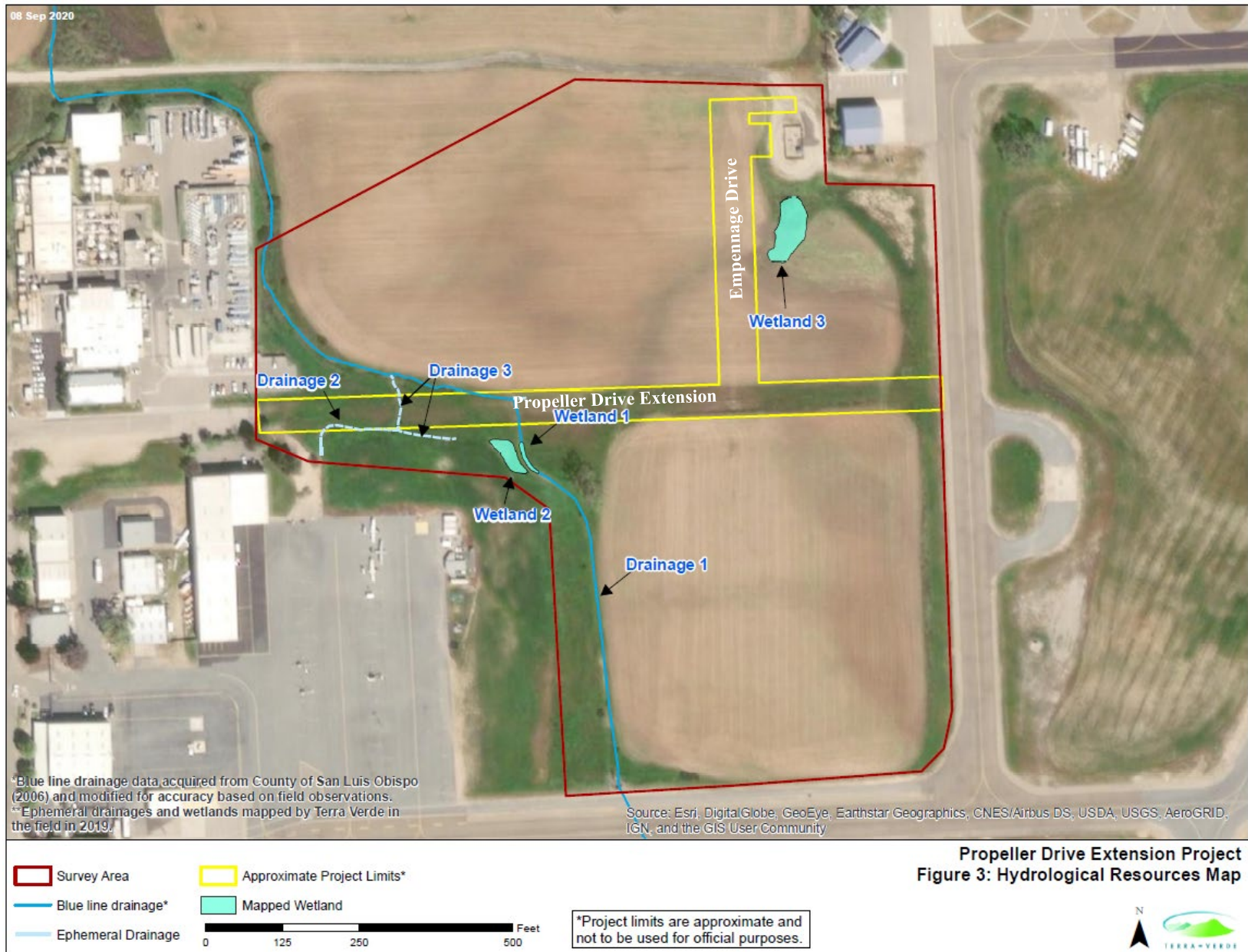
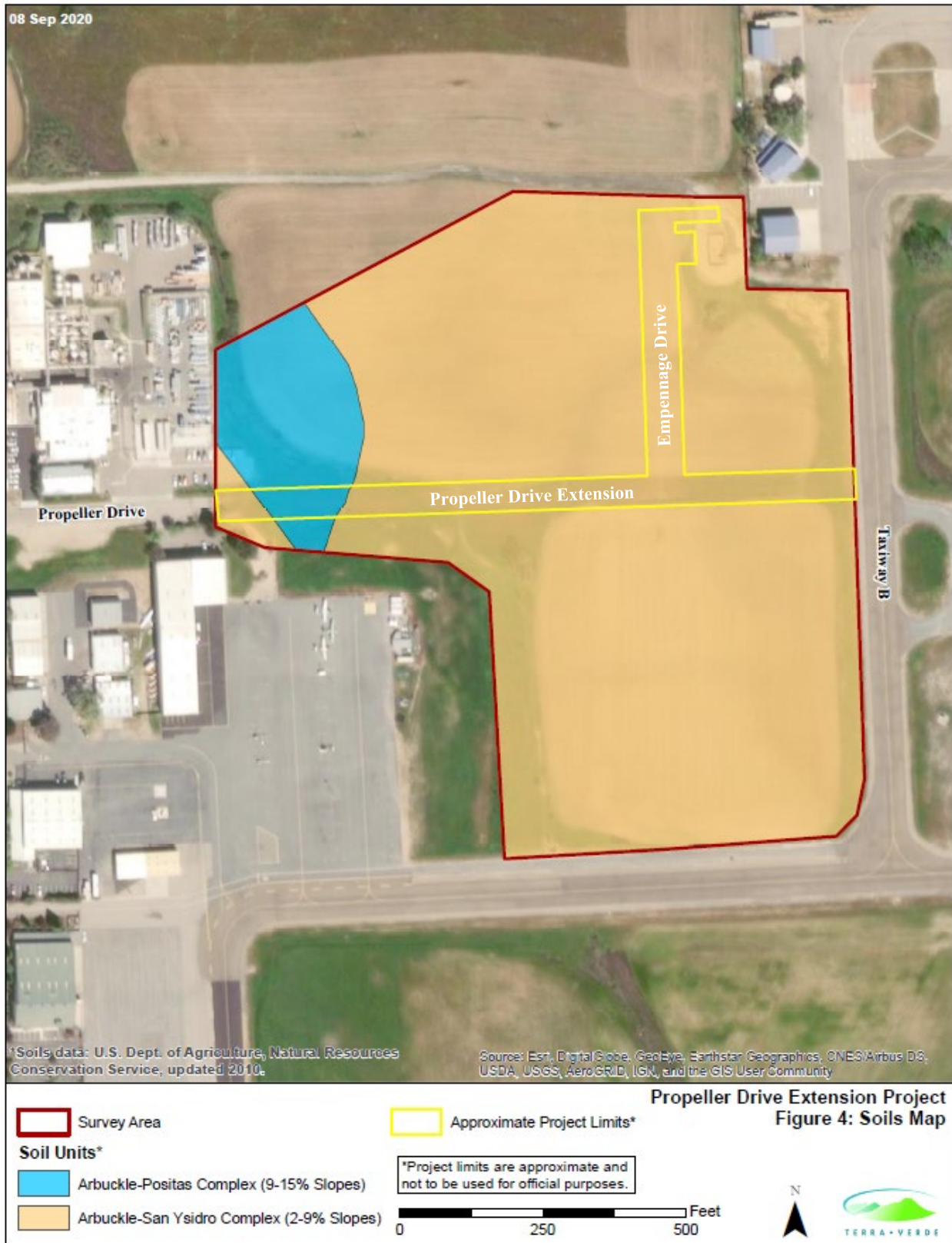


Figure 4. Soils Map



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

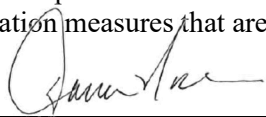
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                             | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality                                   |
| <input checked="" type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Energy  |
| <input type="checkbox"/> Geology/Soils                          | <input type="checkbox"/> Greenhouse Gas Emissions         | <input checked="" type="checkbox"/> Hazards & Hazardous Materials      |
| <input checked="" type="checkbox"/> Hydrology / Water Quality   | <input type="checkbox"/> Land Use / Planning              | <input type="checkbox"/> Mineral Resources                             |
| <input type="checkbox"/> Noise                                  | <input type="checkbox"/> Population / Housing             | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Recreation                             | <input type="checkbox"/> Transportation / Traffic         | <input type="checkbox"/> Tribal Cultural Resources                     |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire                         | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



August 23, 2024

**Signature** Darren Nash, City Planner

**Date**

## EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
  - a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b>				
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Environmental Setting***

The project site is located within the jurisdiction of the City. The regulatory setting pertaining to visual resources includes review of the proposed development’s consistency with various elements of the City General Plan and Zoning Ordinance, in addition to the review of findings made in this document per the State CEQA Guidelines. The Land Use, Open Space, and Conservation Elements of the City General Plan provide a framework for evaluating proposed projects regarding their potential to affect the atmosphere of Paso Robles.

The visual character of the project vicinity is a combination of natural and built environments. In recent years, the agricultural landscape near the city has been transitioning from predominantly ranchlands to an increasing number of vineyards and related winery and residential development. Topography in the city varies from relatively flat low-lying flood plain areas to rolling hills to steeply sloping foothills of the Santa Lucia Range.

The project site is relatively flat and is located in a corridor of existing commercial/industrial development and within limits of the Airport property.

***Discussion***

(a. and b.) NO IMPACT. The project site is relatively flat and is located in a corridor of existing commercial/industrial development and within limits of the Airport property. When viewed from the surrounding roadways the project site is at similar elevations and is not considered a scenic vista. The site does not include scenic resources such as trees, rocks or any historic buildings and it is not located in proximity to a state scenic highway (Caltrans 2018). This project will not have impacts related to scenic vistas or scenic or historic resources.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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(c.) LESS THAN SIGNIFICANT. The proposed project would not substantially degrade the existing visual character of the site as the road development is consistent with the existing roadway and development in this area of the project site. The impact would be less than significant.

(d.) NO IMPACT. The project does not include any proposed lighting. The project will not have impacts related to new sources of substantial light and glare.

***Mitigation Measures***

None applicable.

***Findings***

Based on the impact discussion above, potential impacts associated with visual or aesthetic resources would be less than significant; therefore, no mitigation is required.

**II. AGRICULTURE AND FORESTRY RESOURCES**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land, including the forest and Range Assessment Project and the forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Environmental Setting***

No agricultural uses currently occur on-site. The project site is not under Williamson Act contract. Underlying soils include Hanford and Greenfield gravelly sandy loams (2–9 percent slopes), Still clay loam (2–9 percent slopes), and Xerofluvents-Riverwash association. The U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) does not rate the project site as Prime Farmland (NRCS 2024). The project site is not designated as Farmland, based on the Farmland Mapping and Monitoring Program (FMMP) Important Farmland Map for San Luis Obispo County (California Department of Conservation 2022). Agricultural uses in the area include livestock grazing and production agriculture (including wineries).

***Discussion***

(a. through e.) NO IMPACT. In addition to goals, programs, and implementation programs outlined in the City’s General Plan, the project was evaluated using the California FMMP.

The project site is zoned Airport (AP) with a Planned Development (PD) Overlay. Although portions of the Airport property have been used in the past for dry crop production, it is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is not zoned for agriculture and is not under a Williamson Act contract. Additionally, the land does not contain and has never been designated forest land or timber land.

There is one parcel that is zoned for agriculture uses located south of the project site, adjacent to Dry Creek Road; however, there are no project activities that would conflict with agricultural zoning nor would result in the conversion of farmland to non-agricultural use. There will be no impact to agriculture and forestry resources.

***Mitigation Measures***

None applicable.

***Findings***

Based on the impact discussion above, there are no potential impacts associated with agricultural resources; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? (Source: 11)  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. Expose sensitive receptors to substantial pollutant concentrations? (Source: 11)   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Source: 11)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### Environmental Setting

The project site is located in the South Central Coast Air Basin (SCCAB), which includes San Luis Obispo, Santa Barbara, and Ventura counties, and is under the jurisdiction of the San Luis Obispo County Air Pollution Control District (SLOAPCD). The basin lies along the Pacific Ocean in central California and covers an area of roughly 9,600 square miles. From a geographical and meteorological standpoint, the County is divided into three general regions: the Coastal Plateau, the Upper Salinas River Valley, and the East County Plain. Air quality in each of these regions is characteristically different, although the physical features that divide them provide only limited barriers to transport pollutants between regions.

#### Local Climate and Sources of Air Pollution

The city is located in the upper Salinas River Valley region of the county. The Paso Robles area is 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 highest elevations in the vicinity are located in the Santa Lucia Coastal Range, where many peaks are 2,000 to 3,400 feet above mean sea level. Substantial ridgelines are distributed throughout the western, southern, and eastern portions of the City. The effects of the Pacific Ocean are diminished inland and by these major intervening terrain features. As a result, inland areas are characterized by a considerably wider range of temperature conditions. Maximum summer temperatures average about 70 degrees Fahrenheit near the coast, while inland valleys are often in the high 90s. Minimum winter temperatures average from the low 30s along the coast to the low 20s inland.

Airflow around the County plays an important role in the movement and dispersion of pollutants. The speed and direction of local winds are controlled by global patterns, particularly the location and strength of the Pacific High pressure system, by topographical factors, and by circulation patterns resulting from temperature differences between the land and sea. In spring and summer months, when the Pacific High attains its greatest strength, onshore winds from the northwest generally prevail during the day. At night, as the sea breeze dies, and winds flow down the coastal mountains and valleys to form a light, easterly land breeze. In the fall, onshore surface winds decline and the marine layer grows shallow, allowing an occasional reversal to a weak offshore flow. This, along

**Potentially Significant Impact**

**Less Than Significant with Mitigation Incorporated**

**Less Than Significant Impact**

**No Impact**

with the diurnal alternation of land-sea breeze circulation, can sometimes produce a "sloshing" effect. Under these conditions, pollutants may accumulate over the ocean for a period of one or more days and are subsequently carried back onshore with the return of the sea breeze. Strong inversions can form at this time, "trapping" pollutants near the surface. This effect is intensified when the Pacific High weakens or moves inland to the east often producing a "Santa Ana" condition in which air, often pollutant-laden, is transported into the County from the east and southeast. This can occur over a period of several days until the high-pressure system returns to its normal location, breaking the pattern. The breakup of a Santa Ana condition may result in relatively stagnant conditions and a buildup of pollutants offshore. The onset of the typical daytime sea breeze can bring these pollutants back onshore, where they combine with local emissions to cause high pollutant concentrations. Not all occurrences of the "post Santa Ana" condition lead to high ambient pollutant levels, but it does play an important role in the air pollution meteorology of the County. Common air pollutants and associated adverse health and welfare effects are summarized in Table 1 below.

**Table 1. Common Air Pollutants and Adverse Effects**

<b>Pollutant</b>	<b>Effects on Health and the Environment</b>
Ozone (O <sub>3</sub> )	<ul style="list-style-type: none"><li>• Respiratory symptoms</li><li>• Worsening of lung disease leading to premature death</li><li>• Damage to lung tissue</li><li>• Crop, forest and ecosystem damage</li><li>• Damage to a variety of materials, including rubber, plastic fabrics, paint and metals</li></ul>
PM <sub>2.5</sub> (particulate matter less than 2.5 microns in aerodynamic diameter)	<ul style="list-style-type: none"><li>• Premature death</li><li>• Hospitalization for worsening of cardiovascular disease</li><li>• Hospitalization for respiratory disease</li><li>• Asthma-related emergency room visits</li><li>• Increased symptoms, increase inhaler usage</li></ul>
PM <sub>10</sub> (particulate matter less than 10 microns in aerodynamic diameter)	<ul style="list-style-type: none"><li>• Premature death &amp; hospitalization, primarily for worsening of respiratory disease</li><li>• Reduced visibility and material soiling</li></ul>
Nitrogen Oxides (NO <sub>x</sub> )	<ul style="list-style-type: none"><li>• Lung irritation</li><li>• Enhanced allergic responses</li></ul>
Carbon Monoxide (CO)	<ul style="list-style-type: none"><li>• Chest pain in patients with heart disease</li><li>• Headache</li><li>• Light-headedness</li><li>• Reduced mental alertness</li></ul>
Sulfur Oxides (SO <sub>x</sub> )	<ul style="list-style-type: none"><li>• Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits</li></ul>
Lead	<ul style="list-style-type: none"><li>• Impaired mental functioning in children</li><li>• Learning disabilities in children</li><li>• Brain and kidney damage</li></ul>
Hydrogen Sulfide (H <sub>2</sub> S)	<ul style="list-style-type: none"><li>• Nuisance odor (rotten egg smell)</li><li>• At high concentrations: headache &amp; breathing difficulties</li></ul>

**Potentially  
Significant  
Impact**

**Less Than  
Significant with  
Mitigation  
Incorporated**

**Less Than  
Significant  
Impact**

**No Impact**

Sulfate	<ul style="list-style-type: none"><li>• Same as PM2.5, particularly worsening of asthma and other lung diseases</li><li>• Reduces visibility</li></ul>
Vinyl Chloride	<ul style="list-style-type: none"><li>• Central nervous system effects, such as dizziness, drowsiness &amp; headaches</li><li>• Long-term exposure: liver damage &amp; liver cancer</li></ul>
Visibility Reducing Particles	<ul style="list-style-type: none"><li>• Reduced airport safety, scenic enjoyment, road safety, and discourages tourism</li></ul>
Toxic Air Contaminants (about 200 chemicals have been listed as toxic air contaminants)	<ul style="list-style-type: none"><li>• Cancer</li><li>• Reproductive and developmental effects</li><li>• Neurological effects</li></ul>

Source: CA Air Resources Board website (July 2020)

Within the SCCAB, the air pollutants of primary concern with regard to human health include ozone, particulate matter (PM) and carbon monoxide (CO). Historically, the upper Salinas River Valley region has experienced the highest ozone and particulate levels in the county. On the local level, ozone 'transport' from one area to another is common. This is why ozone levels in a rural location of the county can be higher than levels in a more congested urban area. In this county, transport of ozone precursors from the coastal plateau and from the San Joaquin Valley may contribute to the Upper Salinas River Valley region having the highest ozone and particulate levels in the county. On a different scale, ozone and ozone precursors can also be transported over long distances, with travel times up to several days, and can cause impacts in areas far from the point of origin. Ozone transport over distances of several hundred miles has often been documented in California. Higher ozone levels have occasionally been traced to emissions which originated in other air basins, such as the San Francisco Bay Area or the San Joaquin Valley. In fact, the California Air Resource Board (CARB) has acknowledged that pollutant transport may be an important factor in the declining ozone air quality experienced in the north county in recent years; however, documentation for such transport is often incomplete.

SLOACPD provides thresholds for construction emissions of ROG and NOX (precursors to ozone), diesel particulate matter (the combined values of exhaust PM2.5 and exhaust PM10), and greenhouse gases (GHG) such as carbon dioxide (CO2). These thresholds are discussed in more detail in the next section.

### Regulatory Framework

Air quality within the SCCAB is regulated by several jurisdictions including the U.S. Environmental Protection Agency (EPA), CARB, and SLOACPD. Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation.

For the protection of public health and welfare federally, the Clean Air Act (CAA) requires that the U.S. EPA establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as "criteria" pollutants because the U.S. EPA publishes criteria documents to justify the choice of standards. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. These standards define the maximum amount of an air pollutant that can be present in ambient air without harm to the public's health. An ambient air quality standard is generally specified as a concentration averaged over a specific time period, such as one hour, eight hours, 24 hours, or one year. The different averaging times and concentrations are meant to protect against different exposure effects. The CAA allows states to adopt additional or more health-protective standards. The NAAQS are summarized in Table 3.

At the state level, the CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California CAA of 1988 (Ca CAA). The CARB monitors the air quality in conjunction with air monitoring networks maintained by air pollution control districts

**Potentially Significant Impact**      **Less Than Significant with Mitigation Incorporated**      **Less Than Significant Impact**      **No Impact**

and air quality management districts, establishing California Ambient Air Quality Standards (CAAQS), which in many cases are more stringent than the NAAQS. Additionally, CARB sets emissions standards for new motor vehicles, which differ depending on various factors, including the model year, and the type of vehicle, fuel, and engine used. Furthermore, the Ca CAA requires that all air districts in the state attempt to achieve and maintain CAAQS for ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide by the earliest practical date. The Ca CAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a five percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements. The NAAQS and CAAQS are summarized in Table 2 below.

**Table 2. Summary of Ambient Air Quality Standards and County Attainment Classification**

Pollutant	Averaging Time	California Standard		Federal	
		Concentration	County Attainment Status	Concentration	National Attainment Status
Ozone (O <sub>3</sub> )	8 Hour	70 ppb	Non-attainment	70 ppb	Attainment
	1 Hour	90 ppb	Non-attainment	N/A	N/A
Respirable Particulate Matter (PM <sub>10</sub> )	24 Hours	50 µg/m <sup>3</sup>	Non-attainment	150 µg/m <sup>3</sup>	Attainment
	1 Year	20 µg/m <sup>3</sup>	Non-attainment	N/A	N/A
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hour	N/A	N/A	35 µg/m <sup>3</sup>	Attainment
	1 Year	12 µg/m <sup>3</sup>	Attainment	12 µg/m <sup>3</sup>	Attainment
Carbon Monoxide (CO)	8 Hour	9.0 ppm	Attainment	9 ppm	Attainment
	1 Hour	20 ppm	Attainment	35 ppm	Attainment
Nitrogen Dioxide (NO <sub>2</sub> )	1 Year	30 ppb	Attainment	53 ppb	Attainment
	1 Hour	180 ppb	Attainment	100 ppb	Attainment
Sulfur Dioxide (SO <sub>2</sub> )	3 Hours	N/A	N/A	500 ppb (secondary)	Attainment
	1 Hour	250 ppb	Attainment	75 ppb (primary)	Attainment
Lead (Pb)	3 Month	N/A	N/A	0.15 µg/m <sup>3</sup>	Attainment
	30 Day	1.5 µg/m <sup>3</sup>	Attainment	N/A	N/A

Sources: Annual Air Quality Report (SLOAPCD 2022)

At the local level, the SLOAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded, and that air quality conditions within the region are maintained. Responsibilities of the SLOAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the Federal CAA and the California CAA.

In order to evaluate ozone and other air pollutant emissions, the SLOAPCD has established significance thresholds for emissions generated during construction activities. The threshold criteria established by the SLOAPCD

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determine the significance and appropriate mitigation level for a project’s short term construction emissions. Specifically, Table 4 shows the SLOAPCD thresholds for ozone precursors (ROG and NOX), diesel particulate matter (DPM), and fugitive dust (fugitive PM10). The thresholds are based on the California Health and Safety Code, and the CARB Carl Moyer Guidelines.

**Table 3. Thresholds of Significance for Construction Operations**

Pollutant	Threshold		
	Daily	Quarterly Tier 1	Quarterly Tier 2
ROG and NOX (combined)	137 lbs.	2.5 tons	6.3 tons
Diesel Particulate Matter (DPM)	7 lbs.	0.13 tons	0.32 tons
Fugitive Particulate Matter (PM <sub>10</sub> ), Dust		2.5 tons	
Greenhouse Gases (CO <sub>2</sub> , CH <sub>4</sub> , N <sub>2</sub> O, HFC, CFC, F6S)	Amortized and Combined with Operational Emissions		

Source: CEQA Air Quality Handbook (SLOAPCD 2012, 2017, 2023a)

Mitigation of construction activities is required when the emission thresholds are equaled or exceeded by fugitive and/or combustion emissions, which are described below:

*ROG and NO<sub>x</sub> Emissions*

- **Daily:** For construction projects expected to be completed in less than one quarter (90 days), exceedance of the 137 lb./day threshold requires Standard Mitigation Measures;
- **Quarterly – Tier 1:** For construction projects lasting more than one quarter, exceedance of the 2.5 ton/quarter threshold requires standard mitigation measures and best available control technology (BACT) for construction equipment. If implementation of the standard mitigation and BACT measures cannot bring the project below the threshold, off-site mitigation may be necessary; and
- **Quarterly – Tier 2:** For construction projects lasting more than one quarter, exceedance of the 6.3 ton/quarter threshold requires 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, exceedance of the 7 lb/day threshold requires Standard Mitigation Measures;
- **Quarterly - Tier 1:** For construction projects lasting more than one quarter, exceedance of the 0.13 tons/quarter threshold requires standard mitigation measures, BACT for construction equipment; and
- **Quarterly - Tier 2:** For construction projects lasting more than one quarter, exceedance of the 0.32 ton/quarter threshold requires standard mitigation measures, BACT, implementation of a CAMP, and off-site mitigation.

*Fugitive PM<sub>10</sub>/Dust Emissions*

- **Quarterly:** Exceedance of the 2.5 ton/quarter threshold requires fugitive PM<sub>10</sub> mitigation measures and may require the implementation of a CAMP.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Discussion**

(a.) LESS THAN SIGNIFICANT. According to the SLOAPCD's CEQA Air Quality Handbook (2012), a consistency analysis with the Clean Air Plan (CAP) is required for a program-level environmental review and may be necessary for a larger project-level environmental review, depending on the project being considered. Project-Level environmental reviews which may require a consistency analysis with the CAP include: large residential developments and large commercial/industrial developments. For such projects, evaluation of consistency is based on a comparison of the proposed project with the land use and transportation control measures and strategies outlined in the CAP. If the project is consistent with these measures, the project is considered consistent with the CAP. Additionally, projects that exceed SLOAPCD's recommended significance thresholds would also be considered to potentially conflict with regional air quality planning efforts, including the control measures and strategies identified in the CAP. The proposed project is not considered a large development project that would have the potential to result in a substantial increase in population, or employment. In addition, the proposed project is also consistent with existing zoning and land use designations and would not result in the installation of any major stationary sources of emissions. Lastly, the project will not exceed SLOAPCD's recommended significance thresholds for construction (see discussion III.b below) and would not generate substantial operational emissions; therefore, the project would not conflict with or obstruct continued implementation of the CAP.

(b.) LESS THAN SIGNIFICANT. Construction-generated emissions are of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The construction of the proposed project would result in the temporary generation of emissions associated with site grading and motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces.

According to the SLOAPCD CEQA Air Quality Handbook (2012), construction of a project could result in adverse air quality effects if temporary, short-term construction-related or operational emissions of criteria air pollutants or precursors would exceed the thresholds of significance established by the SLOAPCD (see Table 3 above). In the case of the project, no significant long-term operational emissions would occur, and this analysis relates only to construction activities which would result in air emissions that would be "short term" or temporary in duration.

Such emissions (especially fugitive dust emissions, ROG, or NOX) have the potential to represent an impact with respect to air quality. Fugitive dust emissions are primarily associated with site preparation during construction and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on- and off-site. ROG and NOX are ozone precursor emissions and are primarily associated with mobile equipment exhaust. Construction of the project would result in the temporary generation of ROG, NOX, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. Off-site vehicle trips related to construction would be associated with hauling of excavated material, material and equipment delivery to the site, and worker commute trips.

Table 4 presents the predicted construction emissions for the project which were estimated by utilizing CalEEMod (Version 2016.3.2) software (see Attachment 2 – CalEEMod Data Results).

**Potentially Significant Impact**     
 **Less Than Significant with Mitigation Incorporated**     
 **Less Than Significant Impact**     
 **No Impact**

**Table 4. Project Construction Emissions**

<b>Pollutant</b>	<b>Estimated Maximum Daily Construction Emission<sup>1</sup> (lbs/day)</b>	<b>Estimated Quarterly Construction Emission (tons/quarter)</b>	<b>APCD Daily Thresholds (lbs/day)</b>	<b>APCD Threshold Quarterly Tier 1 (tons/quarter)</b>	<b>APCD Threshold Quarterly Tier 2 (tons/quarter)</b>
ROG + NOX	86.49	0.39	137	2.5	6.3
DPM*	6.87	0.03	7	0.13	0.32
Fugitive PM <sub>10</sub>	12.56	0.17	--	2.5	--

\*Cumulative total of exhaust PM<sub>2.5</sub> + PM<sub>10</sub>

<sup>1</sup>Showing Maximum Daily Emissions from construction years 2020 and 2021.

Source: CEQA Air Quality Handbook, April 2012.

The project would not exceed SLOAPCD's construction-related significance thresholds and would not generate substantial operational emissions. The construction emissions would be temporary, and less than the SLOAPCD's significance thresholds.

The project proposes minimal grading activities, resulting in the project's construction-generated emissions not exceeding SLOAPCD's construction-related significance thresholds. Post-construction, the project will not generate substantial operational emissions and will not exceed SLOAPCD's operational-related thresholds. Impacts are less than significant.

Although the project will not exceed these thresholds, SLOAPCD recommends standard conditions be incorporated into the project to further reduce operational emissions associated with energy use and motor vehicles. These have been incorporated into the project design and will be included on applicable construction plans.

(c.) **LESS THAN SIGNIFICANT.** Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because infants, the elderly, and people with health afflictions, especially respiratory ailments, are more susceptible to respiratory infections and other air quality related health problems than the general public. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present.

The project is located adjacent to and within the airport complex. Residential land uses (i.e., sensitive receptors) are located adjacent to portions of the project. The primary airborne emission, which would be dust generated from construction, would occur for a short timeframe and only during the weekday hours. Once construction is complete, airborne dust emissions would no longer occur. Significant air quality emissions are not associated with the operation of this project. Given that construction emissions will be temporary in nature, and that the nearby residences are located on large lots and are set back from the project site, impacts to sensitive receptors in the vicinity would be less than significant.

(d.) **NO IMPACT.** The project includes extension of Propeller Drive and constructing of Empennage Drive. The generation of noticeable offensive odors is not associated with the proposed actions. There would be no impact.

***Mitigation Measures***

None applicable.

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

**Findings**

Based on the impact discussion above, potential impacts associated with air quality would be less than significant; therefore, no mitigation is required.

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**IV. BIOLOGICAL RESOURCES**

Would the project:

- |  |                          |                                     |                          |                                     |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| c. Have 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?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| d. 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?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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Incorporated**

**Less Than  
Significant  
Impact**

**No Impact**

The following section is based on the Biological Resources Assessment prepared by SWCA Environmental Consultants (SWCA) in April 2024 (Attachment 3 – Biological Resources Assessment) and the Waters and Wetlands Delineation Report prepared by SWCA in April 2024 (Attachment 4 – Waters and Wetlands Delineation Report). Terra Verde Environmental Consulting, LLC (Terra Verde; now a part of SWCA) biological resource staff conducted a series of field surveys of the proposed project area and surrounding areas between January 2019 and January 2022. The survey area totaled 21 acres and included the proposed development area, an approximate 100-foot buffer where access was feasible, and a scan of the surrounding areas. The surveys included inventory of botanical and wildlife species observed, a jurisdictional analysis of the aquatic resources identified on site and an assessment of habitat, focusing on the potential for special-status species to occur.

### ***Environmental Setting***

Overall, the survey area supports little variation in vegetation cover and available wildlife habitat. Two soil types and three natural vegetation communities were documented, in addition to ruderal and developed areas. Ruderal and agricultural fields dominate the portion of the project area that is not developed. Those areas with ruderal herbaceous cover have only sparse coverage and show obvious signs of land manipulation (e.g., tractor disc lines, presence of agricultural plants such as common barley [*Hordeum vulgare*], etc.). Although numerous plants and wildlife are able to persist in disturbed conditions, this site supports only minimal forage and cover habitat. Historic and current land management practices have likely greatly reduced the potential for sensitive biological resources to occur on site.

#### Vegetation Communities

Approximately 17 acres of the survey area consists of regularly tilled agricultural fields. Natural vegetation communities identified on site included 0.10 acre of remnant cattail marsh, 0.04 acre of seasonal wetlands (coyote-thistle patches), and 3.5 acres of non-native annual grassland (wild oats and annual brome grasslands). Remaining acreage consists of developed areas at the edges of the survey area. A total of 79 vascular plant taxa were identified, of which 44 (56%) were non-native. The abundance and density of non-native taxa substantially exceeds that of native taxa, and many of the native species documented are disturbance tolerant (e.g., narrow-leaf milkweed [*Asclepias fascicularis*], vinegar weed [*Trichostema lanceolatum*], and turkey-mullein [*Croton setiger*]), reflecting the high level of disturbance on site.

#### Wildlife

Habitat for wildlife within and around the project area is generally homogeneous, highly disturbed, and subjected to regular ground disturbance (i.e., tilling/discing). As a result, vegetative and underground cover are minimal, and it is expected that wildlife entering the survey area would primarily be transient, using the area for foraging and temporary cover rather than regular occupancy. The drainages within the survey area are intermittent or ephemeral, providing only seasonal aquatic habitat.

All invertebrate and vertebrate species observed, including those detected by indirect sign (i.e., tracks, scat, skeletal remains, dens, burrows, or vocalizations), were documented during field surveys. Wildlife observed on site included several avian species, including California horned lark (*Eremophila alpestris actia*; State Watch List). California ground squirrel (*Otospermophilus beecheyi*) and Botta's pocket gopher (*Thomomys bottae*) were the only mammals observed; however, common wildlife such as raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and black-tailed jackrabbit (*Lepus californicus*) are expected to occur throughout the year or seasonally.

#### Hydrologic Resources

Three jurisdictional drainages were identified within the survey area: one intermittent blue line drainage and two ephemeral swales that flow into this drainage (see Table 5 - Summary of Jurisdictional Drainage Features). The

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 **No Impact**

intermittent blue line drainage was identified as jurisdictional WOTUS and WOTS due to the presence of a well-defined bed and bank, water ponding and flow at the time of surveys, and a significant nexus to navigable waters of the U.S. (i.e., the Pacific Ocean via the Salinas River). The two ephemeral swales were identified as potential jurisdictional WOTS but lacked evidence for WOTUS. The Propeller Drive Extension will result in impacts to all three drainages.

In addition, one in-channel wetland was delineated and mapped, and two additional wetlands were mapped for avoidance. The in-channel wetland is located within the intermittent blue line drainage just south of the proposed work limits along the Propeller Drive extension. The second wetland is located just west of the in-channel wetland, adjacent to the intermittent drainage. The third wetland is located near the northeastern corner of the survey area, adjacent to Empennage Drive. No impacts are proposed to any of the wetlands mapped on site.

Table 5 (Summary of Jurisdictional Features) below includes a summary of the drainages and wetlands documented on site, including agency jurisdiction for each.

**Table 5. Summary of Jurisdictional Features**

Feature ID	Feature Type	Feature Designation <sup>1</sup>	Agency Jurisdiction
Drainage 1	Intermittent Drainage	WOTS, WOTUS	CDFW, RWQCB, USACE
Drainage 2	Ephemeral swale	WOTS	CDFW, RWQCB
Drainage 3	Ephemeral swale	WOTS	CDFW, RWQCB
Wetland 1	In-channel Wetland	Federal/state wetland	CDFW, RWQCB, USACE
Wetland 2	Adjacent Wetland	State wetland	CDFW, RWQCB
Wetland 3	Isolated Wetland	State wetland <sup>2</sup>	CDFW, RWQCB

<sup>1</sup> Jurisdictional determinations are based on the field assessments completed by Terra Verde and are subject to concurrence from the relevant agencies; refer to SWCA, 2024b (Waters and Wetlands Delineation Report for Propeller Drive Extension Project).

<sup>2</sup> Wetland 3 was not included in the formal wetland delineation; however, it is assumed to fall under the jurisdiction of state agencies. All wetlands have been mapped for avoidance.

**Special-Status Plant Species**

Terra Verde staff, now a part of SWCA, completed a series of surveys which coincided during the typical blooming period for regionally occurring special-status species. Based on this evaluation and a review of relevant literature, it was determined that suitable habitat is present for nine of the regionally occurring special-status plant species (see Table 6: Summary of Special-status Plant Species).

In addition to species listed on the federal and California Endangered Species Acts, special-status plant species include those that are assigned a California Rare Plant Rank (CRPR) by the California Native Plant Society. CRPR-listed species are assigned a listing status based on the degree of rarity (Lists 1A through 4) and threat level (0.1, 0.2, and 0.3) (CNPS 2019c). Additionally, individual oak trees (*Quercus* spp.) are considered a sensitive resource by the State of California and the City.

**Table 6. Summary of Special-status Plant Species**

<b>Scientific Name Common Name</b>	<b>Listing Status</b>	<b>Blooming Period</b>	<b>Occurrence Potential</b>
<i>Astragalus macrodon</i> Salinas milk-vetch	CRPR 4.3	April–June	The nearest documented occurrence is approximately 1.75 miles south of the project site. Although suitable habitat for this species is present on site, the species was not observed during appropriately timed surveys. As such, this species is not expected to occur on site.
<i>Castilleja densiflora</i> ssp. <i>obispoensis</i> San Luis Obispo owl’s-clover	CRPR 1B.2	March–June	The nearest documented occurrence of this species is located approximately 1.2 miles south of the project site. Although suitable habitat for this species is present on site, the species was not observed during appropriately timed surveys. As such, this species is not expected to occur on site.
<i>Convolvulus simulans</i> small-flowered morning-glory	CRPR 4.2	April–June	The nearest documented occurrence of this species is approximately 2.4 miles northeast of the project site. Although suitable habitat for this species is present on site, the species was not observed during appropriately timed surveys. As such, this species is not expected to occur on site.
<i>Eriogonum elegans</i> Elegant wild buckwheat	CRPR 4.3	May– November	The nearest documented occurrence of this species is located approximately 2.2 miles south of the project site. Although suitable habitat for this species is present on site, it was not observed during appropriately timed surveys. As such, this species is not expected to occur on site.
<i>Hesperevax caulescens</i> hogwallow starfish	CRPR 4.2	March–June	The nearest documented occurrence of this species is located approximately 10.5 miles northwest of the project site. Although suitable habitat for this species is present on site, the species was not observed during appropriately timed surveys. As such, this species is not expected to occur on site.
<i>Juncus luciensis</i> Santa Lucia dwarf rush	CRPR 1B.2	April–August	The nearest documented occurrence of this species is approximately 1.5 miles northeast of the project site. Although suitable habitat for this species is present on site, the species was not observed during appropriately timed surveys. As such, this species is not expected to occur on site.
<i>Navarretia fossalis</i> spreading navarretia	Federal Threatened, CRPR 1B.1	April–June	The nearest documented occurrence of this species is approximately 11 miles southeast of the project site. Although suitable habitat for this species is present on site, the species was not observed during appropriately timed surveys. As such, this species is not expected to occur on site.
<i>Navarretia nigelliformis</i> ssp. <i>radicans</i> shining navarretia	CRPR 1B.2	May–July	The nearest documented occurrence of this species is approximately 1.8 miles southwest of the project site. Although suitable habitat for this species is present on site, the species was not observed during appropriately timed surveys. As such, this species is not expected to occur on site.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Navarretia prostrata</i> prostrate vernal pool navarretia	CRPR 1B.1	April–July	The nearest documented occurrence of this species is approximately 12.5 miles northwest of the project site. Although suitable habitat for this species is present on site, the species was not observed during appropriately timed surveys. As such, this species is not expected to occur on site.		
<i>Quercus lobata</i> valley oak	Protection under City Ordinance No. 835	N/A	One mature valley oak tree is present just south of the proposed Propeller Drive extension.		

### Special-Status Wildlife Species

The following section includes a summary of regional wildlife species of concern and their potential for occurrence within the survey area (Table 7 – Summary of Special-status Wildlife Species). The potential for these species to occur in the vicinity of the survey area was determined by a query of the CNDDDB, and review of reported occurrences from other environmental documents, and communication with species experts.

**Table 7. Summary of Special-status Wildlife Species**

Scientific Name Common Name	Listing Status*	Occurrence Potential
<b>Mammal Species</b>		
<i>Taxidea taxus</i> American badger	State Species of Special Concern (SSC)	Several occurrences of this species have been documented within 7.0 to 9.0 miles of the project site. No signs of American badger were documented during surveys, but open fields within and surrounding the survey area provide marginally suitable habitat, including a prey base. As such, there is potential for this species to occur on site.
<i>Vulpes macrotis mutica</i> San Joaquin kit fox (SJKF)	Federal Endangered, State Threatened	The nearest recent observations of this species are located approximately 3.0 miles southwest (1991 record) and 7.0 miles east (2014 record) of the project site. The project site is located within the County-designated SJKF Mitigation Area and along a travel corridor between the historical population at Camp Roberts and the core populations in the Carrizo Plain Natural Area. Habitat for this species has been substantially modified within the survey area as a result of historical and ongoing farming and vegetation management. However, areas identified as ruderal herbaceous provide marginally suitable habitat for SJKF and support a substantial prey base. As such, there is potential for this species to occur on site.

<b><i>Amphibian Species</i></b>		
<i>Spea hammondi</i> western spadefoot toad	SSC	The nearest documented occurrence is located approximately 2.5 miles northeast of the project site. The quality of habitat at the site is substantially degraded as a result of current and historical land uses. It is unknown whether pool habitat on site maintains a sufficient hydroperiod to support tadpole development and completion of metamorphosis, but suitable seasonal habitat is present for this species. As such, there is potential for this species to occur on site.
<b><i>Reptile Species</i></b>		
<i>Masticophis flagellum ruddocki</i> San Joaquin coachwhip	SSC	The nearest documented occurrence of this species is located approximately 9.0 miles northwest of the project site. Within the survey area, open, ruderal fields with small mammal burrows provide suitable habitat and forage opportunity for this species. As such, there is potential for this species to occur on site.
<b><i>Bird Species</i></b>		
<i>Athene cunicularia</i> western burrowing owl	SSC	The nearest occurrence of this species is approximately 8.5 miles northwest of the project site. Although the habitat on site is substantially degraded due to historical and ongoing land management practices, this species may occur on site.
<i>Eremophila alpestris actia</i> California horned lark	State Watch List	The nearest documented occurrence of this species is approximately 13.0 miles northwest of the project site. In addition, Terra Verde, now a part of SWCA, staff observed California horned larks near the site during 2019 surveys, and marginally suitable nesting and foraging habitat is present on site. As such, there is potential for this species to occur on site.
<b><i>Invertebrate Species</i></b>		
<i>Bombus crotchii</i> Crotch bumble bee	State Candidate	The nearest occurrence of this species 0.9 miles southwest of the project site. Areas of potential habitat on site are regularly tilled and dry-farmed, thus substantially reducing floral resources and underground refugia to support bee colonies. As such, this species is not expected to occur on site.
<i>Branchinecta lynchi</i> vernal pool fairy shrimp (VPFS)	Federal Threatened	The nearest documented occurrences are located approximately 1.2 miles southeast of the project site north of Dry Creek Road. Two <i>Branchinecta</i> sp. were observed in Wetland 2 on January 4, 2022, and based on nearby occurrences, it is assumed that these were VPFS. This species is not otherwise expected to occur within Drainage 1, 2, or 3 as these features flow during rain events and flush pool habitat.

### Migratory Nesting Birds

In addition to those species protected by the state or federal government, all native avian species are protected by state and federal legislation, most notably the Migratory Bird Treaty Act and the CDFW Fish and Game Code. Collectively, these regulations make it unlawful to collect, sell, pursue, hunt, or kill native migratory birds, their

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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eggs, nests, or any parts thereof. The laws were adopted to eliminate the commercial market for migratory bird feathers and parts, especially those of larger raptors and other birds of prey.

Avian species can be expected to occur within the survey area during all seasons and throughout construction of the proposed project. The potential for encounter and to disrupt these species is highest during their nesting season (generally February 1 through September 15) when nests are likely to be active, and eggs and young are present. The ornamental landscape trees along Propeller Drive and the large valley oak tree south of the project site present the highest quality habitat for nesting, but open fields may also provide nesting habitat for various ground nesting species. Raptors are particularly drawn to large trees and structures, and they are generally less tolerant of disturbances than other species.

Critical Habitat

The USFWS designated critical habitat for VPFS in 2005. The project area lies entirely within the Carrizo Vernal Pool Region, Paso Robles core area. As described by the USFWS (2005), the essential physical and biological features (formerly known as Primary Constituent Elements) are characteristics of habitat required to support VPFS, and they include:

1. Topographic features characterized by mounds, swales, and depressions with a matrix of surrounding uplands that result in complexes of continuously, or intermittently, flowing surface water in the swales connecting the pools.
2. Depressional features including isolated vernal pools with underlying restrictive soil layers that become inundated during winter rains and that continuously hold water for a minimum of 18 days, in all but the driest years.
3. Sources of food, expected to be detritus occurring in the pools, contributed by overland flow from the pools' watershed, or the result of biological processes within the pools themselves.
4. Structure within the pools consisting of organic and inorganic materials, such as living and dead plants from plant species adapted to seasonally inundated environments, rocks, and other organic debris that may be transported into the pools.

The essential physical and biological features of VPFS critical habitat are present within Wetland 2. However, it should be noted that Wetland 2 is typically inundated by high water flows during a typical 10-year to 25-year storm event, which may result in flushing of the wetland (SWCA 2024a).

**Discussion**

(a.) LESS THAN SIGNIFICANT WITH MITIGATION. The paragraphs below outline the project's potential impacts to special-status plant and animal species. Implementation of mitigation measures would reduce impacts to special-status species to less than significant (see Attachment 1 – Mitigation Monitoring and Reporting Plan).

Special-Status Plant Species. No special-status plants were documented within the survey area during a series of surveys that were timed to coincide with the peak blooming and/or fruiting period for special-status plants that occur in the project region and for which suitable or potentially suitable habitat exists on site. As such, no impacts to special-status plants are anticipated.

Special-Status Mammals. If American badger or SJKF occur on site, there is potential for direct impacts during construction as a result of vehicle strikes or during excavation activities, if nearby dens are occupied. Indirect impacts may occur as a result of deterring these species from utilizing the site during construction. The project site is located within the City's SJKF Mitigation exemption area, as shown on Figure 4.3-2 of the City's General Plan EIR, and therefore is not required to mitigate for impacts to SJKF habitat (typically achieved through a per-acre in-

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lieu fee payment). Mitigation is provided for worker environmental awareness training, lighting restrictions, and preconstruction survey which will reduce direct impacts to SJKF to less than significant.

Special-status Amphibians and Reptiles. Construction activities pose risks for direct and indirect impacts to special-status amphibians and reptiles. Reptiles basking on roadways or other open areas will be especially vulnerable to vehicle strikes. Reptiles can be slow-moving, both because of behavioral adaptations to be camouflaged from predators and because of their ectothermic nature. This trait presents crushing hazards in the presence of relatively fast-moving equipment or even foot traffic. All special-status amphibians and reptiles presumed to be on the project site rely heavily on burrows or emergent vegetation for shelter from the elements, protection from predators, and/or reproduction. Heavy equipment and ground disturbing activities may collapse burrow systems or completely remove them, resulting in injury or death of the inhabitants or exclusion by the removal of a vital resource. Vegetation may also be removed as a result of construction activities. Ectotherms rely on shrub cover for temperature regulation and, further, vegetation provides habitat for the prey species of reptiles and amphibians. If western spadefoot toads occur on or near the project site, they will be particularly vulnerable during the rainy season when they are most active. San Joaquin coachwhips are most vulnerable on hot days when they are basking in open areas. Mitigation is provided for worker environmental awareness training, lighting restrictions, and preconstruction surveys which will reduce impacts to less than significant.

Special-status Invertebrates. The project has been designed to avoid direct impacts to all wetlands identified on site. However, the project may indirectly impact VPFS due to backwater conditions predicted to occur during storm flow at a 25-year storm event or greater following project construction. Additional impacts may occur due to introduction of sediment through erosion and runoff from project areas into adjacent habitat. The project is designed to avoid direct impacts to Wetland 2 and potential VPFS; mitigation is provided for worker environmental awareness training, lighting restrictions, and construction site maintenance which will reduce impacts to less than significant.

Crotch bumble bee is not expected to occur on site due to the degraded nature of the habitat on site, as well as regular tilling and other anthropogenic disturbances. Therefore, no impacts to this species are anticipated.

Sensitive and Nesting Birds. Direct impacts to burrowing owls, California horned larks, and other bird species are most likely to occur if construction activities take place during the typical avian nesting season, generally February 1 through September 15. Indirect impacts may occur due to habitat loss (e.g., removal of suitable nesting habitat) or construction-related disturbances that may deter nesting or cause nests to fail. Mitigation is provided for worker environmental awareness training, lighting restrictions, and preconstruction surveys which will reduce impacts to less than significant.

(b.) LESS THAN SIGNIFICANT WITH MITIGATION. A total of three drainage crossings are proposed, which include one intermittent blue line drainage and two ephemeral swales that convey surface flows from the paved surfaces of adjacent airport facilities. All drainages were identified as WOTS, and the intermittent blue line drainage was also identified as WOTUS. Impacts include installing a new culvert within the intermittent blue line drainage and filling a portion of the two ephemeral swales. The proposed project is expected to result in 0.097 acre and 420 linear feet of permanent impacts and 0.042 acre and 127 linear feet of temporary impacts to Drainages 1 through 3. No direct impacts will occur to the three wetlands identified on-site. Permits will need to be obtained from CDFW, RWQCB, and the USACE for impacts to jurisdictional drainage features. Temporary indirect impacts to jurisdictional associated waters and wetlands could result from erosion, sedimentation, and discharges of hazardous materials from construction equipment (e.g., fuel). Mitigation is provided to require that all applicable agency permits be obtained and associated conditions implemented, that an erosion and sedimentation control plan with Best Management Practices for short term temporary stabilization be prepared and implemented, that work within 100 feet of the drainages and wetlands occur only during the dry season, and that the impacts be mitigated at a 3:1 ratio for permanent impacts and a 1:1 ratio for temporary impacts.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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(c.) LESS THAN SIGNIFICANT WITH MITIGATION. One federal wetland was documented on site. No direct impacts are proposed to this wetland, but indirect impacts could result from erosion, sedimentation, and/or discharges of hazardous materials from construction equipment (e.g., fuel). Mitigation is provided to require that all applicable agency permits be obtained and associated conditions implemented, that an erosion and sedimentation control plan with Best Management Practices for short term temporary stabilization be prepared and implemented, that work within 100 feet of the drainages and wetlands occur only during the dry season, and that the impacts be mitigated at a 3:1 ratio for permanent impacts and a 1:1: ratio for temporary impacts.

(d.) LESS THAN SIGNIFICANT WITH MITIGATION. SJKF is not expected to occur on site because of the degraded nature of potential habitat on site and a lack of connectivity to extant populations. However, the project’s location within the County-designated mitigation area requires implementation of mitigation measures pursuant to the *County Guide to San Joaquin Kit Fox Mitigation Procedures under California Environmental Quality Act*. Construction and implementation of the proposed project will result in permanent and temporary impacts to ruderal and remnant grassland areas on site. Temporary staging will be located within regularly tilled agricultural fields and/or existing developed areas adjacent to the site. For projects under 40 acres, completion of a SJKF habitat evaluation form may be completed to request approval for a lower mitigation ratio based on site-specific conditions. Mitigation must be fulfilled by contribution to the preservation of habitat through a conservation easement agreement, compensation to a pre-determined mitigation bank (presently Palo Prieto Conservation Bank), or payment of an in-lieu fee to the San Francisco office of The Nature Conservancy.

(e.) LESS THAN SIGNIFICANT WITH MITIGATION. One mature valley oak tree is located within 100 feet of the edge of the extended Propeller Drive road alignment. No impacts to this tree are expected as a result of the proposed project based on the current project design. Impacts to individual oak trees and oak woodland habitat are regulated under California Public Resources Code 21083.4 and the Paso Robles City Oak Tree Preservation Ordinance (No. 835; City of Paso Robles, 2002). To minimize the potential for inadvertent impacts to this tree, implementation of oak tree protection measures would be required during construction (e.g., protective fencing) in accordance with Municipal Code Sections 10.01.090 (Safeguarding Trees During Construction) and 10.01.070 (Preservation and Maintenance of Existing Oak Trees). Impacts would be less than significant and no further oak tree mitigation measures are required.

(f.) NO IMPACT. The project does not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.

***Mitigation Measures***

***Measure BR-1: Environmental Awareness Training***

An environmental awareness training shall be presented to all construction personnel by a qualified biologist prior to start of any project activities. The training shall include color photographs and a description of the ecology of all special-status species known, or with potential, to occur on site, as well as other sensitive resources requiring avoidance near the project site. The training shall also include a description of protection measures required by discretionary permits, an overview of the Federal and State Endangered Species Acts, and implications of noncompliance with these regulations. This will include an overview of the required avoidance, minimization, and mitigation measures. A sign-in sheet with the name and signature of the qualified biologist who presented the training, and the names and signatures of the environmental awareness trainees will be kept. A fact sheet conveying the information provided in the environmental awareness training will be provided to all project personnel and anyone else who may enter the project site.

If new construction personnel join the project after the initial training period, they will receive the environmental awareness training from the qualified biologist before beginning work.

### ***Measure BR-2: Lighting***

Any permanent lighting introduced for new developments shall be positioned and/or shielded to avoid direct lighting of off-site natural habitat that is suitable for special status species, particularly wetland and riparian habitat within the BSA.

### ***Measure BR-3: Site Maintenance and General Operations***

The following general measures are recommended to minimize impacts during active construction:

- The use of heavy equipment and vehicles shall be limited to the proposed project limits and defined staging areas/access points. The boundaries of each work area shall be clearly defined and marked with high visibility fencing. No work shall occur outside these limits.
- Project plans, drawings, and specifications shall show the boundaries of all sensitive resource areas and the location of erosion and sediment controls, delineation of construction limits, and other pertinent measures to ensure the protection of sensitive habitats and resources.
- Staging of equipment and materials shall occur in designated areas with appropriate demarcation and perimeter controls. No staging areas shall be located within 100 feet of sensitive habitat or jurisdictional aquatic resources.
- Secondary containment, such as drip pans, shall be used to prevent leaks and spills of potential contaminants.
- Washing of concrete, paint, or equipment, and refueling and maintenance of equipment shall occur only in designated staging areas. These activities will occur at a minimum of 100 feet from sensitive habitat or jurisdictional aquatic resources, including drainages and wetlands. Sandbags and/or absorbent pads and spill control kits shall always be available for use in the case of a spill or leak.
- Construction equipment shall be inspected by the operator daily to ensure that equipment is in good working order and no fuel or lubricant leaks are present.
- Plastic monofilament netting (erosion control matting) or similar material will not be used on site due to the potential for entangling special-status small mammals or reptiles. Acceptable substitutes are coconut coir matting or tackified hydroseeding compounds.
- The use of pesticides (including rodenticides) and herbicides on the property shall be in compliance with all local, state, and federal regulations to avoid primary and secondary poisoning of sensitive species that may be using the project site.

### ***Measure BR-4: Surveys, Avoidance, and Monitoring for Special-Status Wildlife***

A qualified biologist shall conduct surveys prior to the start of initial project activities to ensure special-status wildlife species are not present within proposed work areas. If special-status wildlife species are found, they shall be allowed to leave the area on their own volition or be relocated (as permitted) to suitable habitat areas outside the work area(s). If necessary, resource agencies will be contacted for further guidance. Pre-activity surveys and/or monitoring shall be conducted as follows:

- a) *Preconstruction Survey and Avoidance Measures for American Badger and San Joaquin Kit Fox.* A qualified biologist shall conduct a preconstruction survey within 30 days prior to the start of initial project activities to ensure American badgers and SJKFs are not present within proposed work areas. If construction lapses beyond 30 days from the survey, an additional survey will be required. If potential dens are discovered, they shall be monitored with a remote camera or tracking medium for at least 3 days to determine if they are occupied. If the qualified biologist determines that a den may be active, a 50-foot no-entry exclusion buffer shall surround the den and the appropriate resource agencies shall be contacted for further guidance. If potential dens are found during the American badger or SJKF breeding and rearing season, no activity shall occur within 200 feet of the den and the appropriate resource agencies shall be contacted for further guidance. Exclusion buffers shall be prominently flagged and encircle the den. If an

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exclusion buffer is not feasible, the applicant will contact the County for further guidance prior to initial project activities. The results of the survey shall be provided to the County prior to initial project activities.

- b) *Preconstruction Surveys and Monitoring Measures for Special-Status Amphibians and Reptiles.* A qualified biologist shall conduct a preconstruction survey within 1 week prior to the start of initial project activities to ensure special-status amphibians and reptiles are not present within proposed work areas. To minimize the potential for impacts to dispersing amphibians, work within 100 feet of drainages and vernal pool habitat areas shall occur during dry conditions. If work within 100 feet of suitable aquatic habitat is scheduled to start during the typical rainy season (i.e., November–May), when western spadefoots are most likely to be dispersing through upland habitat, a qualified biologist shall conduct daily site inspections prior to the start of work each morning. All vehicles, equipment, and materials staged on-site overnight shall be inspected. If special-status wildlife is found within the work area, it shall be allowed to leave on its own volition and, as appropriate, the resource agencies shall be contacted.
- c) *Preconstruction Survey and Avoidance Measures for Burrowing Owl.* If work will occur within 492 feet (150 meters) of burrowing owl habitat, within the breeding or non-breeding seasons, a qualified biologist shall conduct a preconstruction survey for this species within 14 days of the onset of construction. A second survey shall be completed immediately prior to construction (i.e., within the preceding 24 hours). The surveys shall be consistent with the methods outlined in Appendix D of the CDFW 2012 Staff Report on Burrowing Owl Mitigation (Staff Report). Qualified biologists will walk 20- to 65-foot-wide (7- to 20-meter) transects throughout the BSA and visually scan the entire project area for sign and individuals. These surveys may be completed concurrently with any other pre-construction surveys for special status species.

If occupied burrowing owl burrows are identified, the following buffer distances shall be observed by construction, unless otherwise authorized by the CDFW:

Location	Time of Year	Level of Disturbance		
		Low	Medium	High
Nesting Sites	April 1–Aug 15	656 feet	1,640 feet	1,640 feet
Nesting Sites	Aug 16–Oct 15	656 feet	656 feet	1,640 feet
Any Occupied Burrow	Oct 16–Mar 31	164 feet	328 feet	1,640 feet

If avoidance of active burrows is infeasible, the owls can be passively displaced from their burrows according to recommendations made in the Staff Report and in coordination with the CDFW.

- d) *Preconstruction Survey for Sensitive and Nesting Birds/Raptors.* If work is planned to occur between February 1 and August 31, a qualified biologist shall survey the area for nesting birds within 1 week prior to activity beginning on-site. If nesting birds are located on or near the proposed project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active. A non-disturbance buffer of 50 feet will be placed around non-listed, passerine species, and a 250-foot buffer will be implemented for all raptor species. All activity will remain outside of the buffer until a qualified biologist has determined that the nest is no longer active (e.g., young have fledged, or the nest failed) or that proposed construction activities would not cause adverse impacts to the nest, adults, eggs, or young. If special-status avian species are identified and nesting within the work area, no work will begin until an appropriate buffer is determined in consultation with CDFW, and/or the USFWS.

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***Measure BR-5: Jurisdictional Waters***

In addition to BIO-3, the following recommendations are provided to protect the drainage on-site:

- a) Prior to project initiation, all applicable agency permits with jurisdiction over the project area (e.g., CDFW, RWQCB, and USACE) should be obtained. Additional mitigation measures may be required by these agencies and shall be implemented as necessary throughout the project.
- b) To prevent erosion and sedimentation into the drainage during construction, an erosion and sedimentation control plan shall be developed and implemented. It shall outline Best Management Practices (BMPs) for short-term, temporary stabilization. Acceptable stabilization methods include the use of weed-free, natural fiber (i.e., non-monofilament) rolls, jute, or coir netting, and/or other industry-standard materials. Erosion control devices shall be installed and maintained for the duration of the project.
- c) Construction activity within 100 feet of drainages and wetlands shall occur only when conditions are dry.

***Measure BR-6: Standard Mitigation for Impacts to San Joaquin Kit Fox Habitat***

In accordance with the County Guide to San Joaquin Kit Fox Mitigation Procedures under California Environmental Quality Act (CEQA), the project shall adopt the Standard Kit Fox CEQA Mitigation Measures and shall include these measures on development plans. The following summarizes those that are applicable to this project:

- a) A maximum 25 mile-per-hour speed limit shall be required at the project site during construction activities.
- b) All construction activities shall cease at dusk and not start before dawn.
- c) A qualified biologist shall be on-site immediately prior to initiation of project activities to inspect for any large burrows (e.g., known and potential dens) and to ensure no wildlife are injured during project activities. If dens are encountered, they should be avoided as discussed below.
- d) Exclusion zone boundaries shall be established around all known and potential SJKF dens.
- e) All excavations deeper than 2 feet shall be completely covered at the end of each working day or provided with one or more escape ramps constructed of earth fill or wooden planks every 200 feet.
- f) All pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be inspected for SJKF and other wildlife before burying, capping, or moving. If a kit fox is found within material stored on-site, the material will not be moved until the kit fox has left on its own.
- g) All food-related trash shall be removed from the project site at the end of each workday as to not attract SJKF to the project site.
- h) Project-related equipment shall be prohibited outside of designated work areas and access routes.
- i) Disturbance to burrows shall be avoided to the greatest extent feasible.
- j) No rodenticides or herbicides shall be applied in the project area.
- k) Permanent fences shall allow for SJKF passage through or underneath (i.e., an approximate 4-inch passage gap shall remain at ground level).

***Measure BR-7: Vernal Pool Fairy Shrimp Critical Habitat***

To ensure protection of wetland features on-site, the boundaries of all wetlands shall be included on project plans. The limits of all workspaces, access routes, and staging areas shall also be included on project plans and clearly delineated in the field with brightly colored flagging and/or fencing. In addition, a qualified biologist shall conduct weekly site inspections to document compliance with habitat protection measures, including maintenance of workspace delineation fencing. Weekly biological monitoring reports shall be submitted to the City. If compliance deficiencies are identified during monitoring, the deficiency shall be documented, and follow-up actions will be

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required under the direction of the City representative to alleviate the compliance concern. In addition to recommendations identified in BIO-1 and BIO-3 above, these measures provide protection for VPFS by ensuring that no unanticipated impacts occur within suitable habitat for this species.

***Measure BR-8: Riparian and Wetland Habitat Mitigation Plan***

Prior to construction, a comprehensive Compensatory Mitigation and Monitoring Plan that provides at least 3:1 mitigation ratio for all permanent impacts and 1:1 mitigation ratio for all temporary impacts to jurisdictional waters, unless otherwise directed by regulatory agencies, shall be submitted to the CDFW, RWQCB, and USACE. Mitigation shall also include 2:1 mitigation ratio for any indirect effects to Wetland 2. The plan shall include details on the location and design of proposed mitigation, including the type of mitigation proposed (i.e., preservation, creation, rehabilitation, reestablishment, and/or enhancement). Proposed mitigation shall include comparable mitigation for riparian and wetland habitat affected directly or indirectly by the proposed project. The quantity of mitigation is subject to change as project plans are refined and resource agencies are consulted.

***Findings***

Based on implementation of mitigation measures identified above, potential impacts to biological resources would be mitigated to a less-than-significant level.

**V. CULTURAL RESOURCES**

Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Disturb any human remains, including those interred outside of dedicated cemeteries?                       | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

***Environmental Setting***

CEQA requires lead agencies to evaluate proposed projects for their potential to impact archaeological resources (Public Resources Code Section 21082, 21083.2, and 21084.1, and California Code of Regulations 15064.5). According to the CEQA Guidelines, “historical resources” include buildings, structures, objects, districts, or sites that may possess prehistoric or historical archaeological, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant effect on important cultural resources, then alternative plans or mitigation measures need to be developed; however, only important cultural resources need to be considered in the mitigation plans.

The project site is situated within the prehistoric territory of the Salinan tribe (Heizer and Whipple, 1971). The Salinans occupied a geographical area extending from present day San Luis Obispo in the south to King City in the north, and west to the coast (Breschini et al., 1983). The Salinan people were seasonally migratory and, depending on food resources, would inhabit the coastal beaches to procure marine resources, and the interior Santa Lucia

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mountain ranges for acorn and land mammal resources. It is probable that the project site falls within the regional territory of the Migueleño group, which inhabited the upper course of the Salinas River.

Cultural Resource Management Services (CRMS) prepared a Phase I archaeological study for the project site. As part of the consultation process with Native American organizations and individuals, CRMS requested for a Sacred Lands File search to the Native American Heritage Commission (NAHC) inquiring about information concerning sacred or traditional cultural properties that may be located within the project sites. The NAHC stated that the results of the Sacred Lands File search were negative. Furthermore, CRMS mailed letters to each of the Native American groups and individuals on the list provided by the NAHC; they were asked to provide pertinent information or to express any concerns they may have about the proposed project. CRMS made follow-up phone calls to additional contacts.

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources. Sections 21083.2 and 21084.1 of the Statutes of CEQA, Public Resources Code (PRC) Section 5024.1, and Section 15064.5 of the Guidelines were used as the guidelines for the cultural resources study (Governor’s Office of Planning and Research 1998). PRC Section 5024.1 requires that any properties that can be expected to be directly or indirectly affected by a proposed project be evaluated for California Register of Historical Resources (CRHR) eligibility. The purpose of the register is to maintain listings of the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from material impairment and substantial adverse change. The term “historical resources” includes a resource listed in, or determined to be eligible for listing in, the CRHR, a resource included in a local register of historical resources, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (Section 15064.5[a] of the Guidelines). The criteria for listing properties in the CRHR were expressly developed in accordance with previously established criteria developed for listing in the NRHP.

CRMS requested a records search from the Central Coast Information Center of the California Historical Resources Information System at the University of California, Santa Barbara. The records search included a review of all recorded historic-era and prehistoric archaeological sites within a 1000-foot radius of the project sites, as well as a review of known cultural resource surveys and technical reports. The records search indicates that portions of the project sites have been previously surveyed; however, these surveys were negative for archaeological resources.

The pedestrian survey was completed in May 2019. Much of the ground surface was mechanically altered either from cultivation practices or grading activities related to runway and/or road construction. No prehistoric materials were observed within the proposed project sites.

***Discussion***

(a. through c.) LESS THAN SIGNIFICANT. No prehistoric or historic cultural materials were observed within the project site.

Based on the results of the Phase I study conducted by CRMS, it is unlikely that the proposed action will have an effect on important archaeological, historical, or other cultural resources. No formal cemeteries or other places of human internment are known to exist at the site.

In the unlikely event that buried archaeological deposits are encountered within the project area, the finds must be evaluated by a qualified archaeologist pursuant to Section 20.04.080 of the City’s Zoning Code. Should human remains be encountered, all work within the vicinity of the remains would halt in accordance with Health and Safety Code §7050.5, PRC §5097.5, and §15064.5 of the CEQA Guidelines and the County Coroner must be contacted immediately; if the remains are determined to be Native American, then the Native American Heritage Commission must be contacted as well. Impacts are less than significant, and no mitigation measures are required.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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***Mitigation Measures***

None applicable.

***Findings***

Based on the impact discussion above, potential impacts to cultural resources would be less than significant; therefore, no mitigation is required.

**VI. ENERGY**

Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with or obstruct a state or local plan for renewable energy efficiency?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

***Environmental Setting***

Pacific Gas & Electric Company (PG&E) is the primary electricity provider for urban and rural communities within the County of San Luis Obispo. Approximately 38% of electricity provided by PG&E is sourced from renewable resources and an additional 57% is sourced from greenhouse gas-free resources (PG&E 2024).

The City of Paso Robles Climate Action Plan was adopted by the City Council in November 2013. The Climate Action Plan is a long-range plan to reduce GHG emissions from City government operations and community activities within Paso Robles and prepare for the anticipated effects of climate change. The Climate Action Plan will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life.

***Discussion***

(a. through b.) LESS THAN SIGNIFICANT. The proposed project would utilize electricity supplied by PG&E via an existing power pole and the installation of a temporary construction meter. Energy use would be limited to the construction phase of the project. There would be no ongoing power needs once construction is completed. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. The energy consumed during construction would be temporary in nature and would be typical of other similar construction activities in the county. Federal and state regulations in place require the use of fuel-efficient equipment and vehicles and require wasteful activities, such as diesel idling, to be limited. Construction contractors, in an effort to ensure cost efficiency, would not be expected to engage in wasteful or unnecessary energy and fuel practices. The project would not result in a significant energy demand. The project would not result in a conflict with state or local renewable energy or energy efficiency plans. Therefore, the project would not result in any potentially significant impacts related to energy.

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

**Mitigation Measures**

None Applicable.

**Findings**

Based on the impact discussion above, potential impacts associated with energy would be less than significant; therefore, no mitigation is required.

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**VII. GEOLOGY AND SOILS**

Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1, 2, & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking? (Sources: 1, 2, & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction? (Sources: 1, 2 & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Code (1994), creating substantial risks to life or property?				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Environmental Setting***

The project is located within the City of El Paso de Robles, San Luis Obispo County, which is situated in the southern Salinas Valley. It is located in the Coast Range – a geomorphic province between the Central Valley and the Pacific Ocean. This region contains upland tracts of hills and mountains separated by lowland areas of moderate relief. There are two known fault zones on either side of the Salinas River Valley.

Ground Shaking

The Alquist-Priolo Earthquake Fault Zoning Act was signed into California law on December 22, 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. There are no Alquist-Priolo Earthquake Fault Zones within or near the city.

The Paso Robles area is exposed to seismic hazards from movement along several regional faults. The Rinconada Fault system runs on the west side of the valley and intersects the City of Paso Robles on its western boundary, approximately 5 miles west of the project site. The San Andreas Fault is on the east side of the valley and is situated about 30 miles east of the city and the project site.

Liquefaction

Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground shaking. Areas most prone to liquefaction are those that are water saturated (e.g., where the water table is less than 30 feet below the surface) and consist of relatively uniform sands that are low to medium density. In addition to necessary soil conditions, the ground acceleration and duration of the earthquake must be of sufficient energy to induce liquefaction. According to the City General Plan Safety Element (2014), soils within the project site pose a moderate liquefaction risk.

Landslides

Landslides are a primary geologic hazard and are influenced by four factors: strength of rock and resistance to failure, which is a function of rock type (or geologic formation); geologic structure or orientation of a surface along which slippage could occur; water (can add weight to a potentially unstable mass or influence strength of a potential failure surface); and topography (amount of slope in combination with gravitation forces). According to the City General Plan Safety Element (2014), the project site has a low potential for landslide.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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Expansive Soils

The NRCS online soil report revealed two soil units within the project site (see Figure 4 – Soils Map). The primary characteristics of these soil units are described below.

- *Soil Unit 102: Arbuckle-Positas complex, 9 to 15 percent slopes.* The parent material of this soil type is alluvium from mixed rock sources. The drainage class of this unit is well drained, and it is composed mostly of fine sandy loam and clay loam over gravelly, sandy clay loam. This soil type tends to occur on toe slopes and terraces below 1,500 feet.
- *Soil Unit 106: Arbuckle-San Ysidro complex, 2 to 9 percent slopes.* This soil type is nearly identical to soil unit 102, but it generally occurs on shallower slopes.

Soils that have the potential to shrink or swell significantly with changes in moisture content are called expansive soils. These soils can limit the development capacity of an area and may require significant construction modifications and excavation to replace existing materials with more stable soils. The amount of expansion (or contraction) of a soil is determined by the type and amount of the silt and clay content in the soil. Structural damage to buildings on expansive soils may result over long periods of time, usually from inadequate soils and foundation engineering, or the placement of structures directly on expansive soils. Soils in the project site are considered to have a high shrink-swell potential.

**Discussion**

(a.i through a.ii) LESS THAN SIGNIFICANT. The potential for impact and mitigation that may result from fault rupture in the project area are identified and addressed in the City of Paso Robles Final General Plan EIR (2003), pg. 4.5-8. There are no Alquist-Priolo Earthquake Fault Zones within City limits; however, there are two known fault zones on either side of the Salinas River Valley. The Rinconada Fault system runs on the west side of the valley and grazes the City on its western boundary. The San Andreas Fault is on the east side of the valley and is situated about 30 miles east of the City. The project is limited to road extension and construction and the likelihood of on-site ground rupture or seismic ground shaking resulting in risk to people or structures is considered low.

(a.iii) LESS THAN SIGNIFICANT. Per the City of Paso Robles General Plan Safety Element (2014), the project site is located in an area with soil conditions that have a moderate potential for liquefaction or other types of ground failure due to seismic events and soil conditions. To reduce this potential impact, the City has a standard condition to require submittal of soils and geotechnical reports, which include site-specific analysis of liquefaction potential for all new construction, and incorporation of the recommendations of said reports into the design of the project. Since the project is limited to road extension and construction, the likelihood of seismic-related ground failure including liquefactions resulting in risk to people or structures is considered less than significant.

(b.) LESS THAN SIGNIFICANT. Per the City of Paso Robles General Plan Safety Element (2014), the project site is located in an area with soil conditions that have a low potential for landslides; furthermore, the project is limited to road extension and construction; therefore, the potential impacts due to landslides is less than significant.

(c. through d.) LESS THAN SIGNIFICANT. Per the City of Paso Robles Final General Plan EIR (2003) the soil conditions at the project site are not erosive or otherwise unstable. As such, no significant impacts are anticipated. Furthermore, a geotechnical soils analysis will be required prior to issuance of building permits that will evaluate the site-specific soil stability and suitability of grading proposed. This study will determine the necessary grading techniques that will ensure that potential impacts due to soil stability will not occur. An erosion control plan shall be required to be approved by the City Engineer prior to commencement of site grading.

(e.) NO IMPACT. The project does not propose the use of septic tanks or alternative wastewater disposal systems; therefore, no impacts would occur.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(f.) LESS THAN SIGNIFICANT. Paleontological resources are fossilized remains of ancient environments, including fossilized bone, shell, and plant parts; impressions of plant, insect, or animal parts preserved in stone; and preserved tracks of insects and animals. According to U.S. Geological Survey (USGS), the project site is underlain by older Pleistocene-age (0.01–2.6 Ma) alluvial sediments (Qoa; USGS 2004). Due to the age of this formation, there is potential for paleontological resources to be present within the bedrock. However, due to the area of disturbance, depth of cuts, and previous historical disturbance within the project site, the potential for unique or significant intact paleontological resources to be present is low. Therefore, impacts to paleontological resources and unique geologic features would be less than significant.

**Mitigation Measures**

None applicable.

**Finding:**

Based on the impact discussion above, potential impacts associated with geology and soils would be less than significant; therefore, no mitigation is required.

---

**VIII. GREENHOUSE GAS EMISSIONS**

Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?                      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Environmental Setting**

Gases that trap heat in the atmosphere are called GHGs. The effect is analogous to the way a greenhouse retains heat. Common greenhouse gases include water vapor, CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxides, chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), ozone, and aerosols.

GHGs are emitted by both natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas CH<sub>4</sub> results from off-gassing associated with agricultural practices and the decomposition of organic materials within landfills. Man-made GHGs, which have a much greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases, such as HFCs, PFCs, and SF<sub>6</sub>, which are byproducts of certain industrial processes.

In response to the California Global Warming Solutions Act of 2006 (AB 32), a project’s greenhouse gas emissions must be evaluated under CEQA as required under Senate Bill 97 (2007). The AB 32 Scoping Plan contains the main strategies California will use to reduce the greenhouse gases that cause climate change. The scoping plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation regulation to fund the program.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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The City of Paso Robles Climate Action Plan was adopted by the City Council in November 2013. The Climate Action Plan is a long-range plan to reduce GHG emissions from City government operations and community activities within Paso Robles and prepare for the anticipated effects of climate change. The Climate Action Plan will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life.

**Discussion**

(a.) LESS THAN SIGNIFICANT. Under CEQA, an individual project’s GHG emissions would generally not result in direct significant impacts. This is because climate change is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation. The project will have direct GHG emissions associated with construction activity. Given the temporary nature of the construction activities, the projects impact to GHG emissions will be less than significant. The project would not result in operational GHG emissions.

(b.) NO IMPACT. The proposed project includes needed public improvements, consistent with current land uses, zoning, and with the recommended adaption measures outlined in the Climate Action Plan. No further analysis is warranted.

**Mitigation Measures**

None applicable.

**Findings**

Based on the impact discussion above, potential impacts associated with the generation of GHGs would be less than significant; therefore, no mitigation is required.

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**IX. HAZARDS AND HAZARDOUS MATERIALS**

Would the project:

- |   |                          |                                     |                                     |                                     |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                 | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Environmental Setting***

As defined in Chapter 6.95 of Division 20 of the California Health and Safety Code, Section 25501(o), a hazardous material is "...any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment."

Regulatory bodies that oversee the use and disposal of hazardous materials include, but are not limited to, the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC), San Luis Obispo County Environmental Health, U.S. and California Department of Transportation, and the California Division of Occupational Safety and Health.

Prior to use as the Paso Robles Boys School, the project site was part of the Estrella Airfield, a World War II military airfield. Based on correspondence related to the redevelopment of the El Paso de Robles Youth Correctional Facility, the DTSC indicated that the former Estrella Airfield, which included the project site, generated hazardous waste, including solvents, battery acids, and fuel releases from underground storage tanks and that undiscovered contaminates resulting from military or other aeronautical operations may remain subsurface. A review of the DTSC database, *EnviroStor*, which includes lists of hazardous materials sites compiled pursuant to California Government Code Section 65962.5, identified an inactive Military Evaluation site within the Airport property. A review of the State Water Resources Control Board database, *Geotracker*, which includes lists of hazardous materials sites compiled pursuant to California Government Code Section 65962.5, identified an inactive Military Cleanup site within the Airport property.

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**Less Than  
Significant  
Impact**

**No Impact**

The project involves the extension of Propeller Drive and construction of Empennage Drive. The project will take place on previously developed lands.

***Discussion***

(a.) LESS THAN SIGNIFICANT. The proposed project is not expected to result in impacts from hazards and hazardous materials with respect to creating a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. During construction, the proposed project would involve the transport of general construction materials. Construction activities would involve the use of fuels, greases, cleaning materials, solvents, hydraulic fluids, and oils for the construction equipment; however, the use, storage, transport and disposal of these materials will be carried out in accordance with federal, state, and local laws, ordinances and regulations. Once installed, the road extension project would not require the use or disposal of hazardous materials. Impacts are considered less than significant.

(b.) LESS THAN SIGNIFICANT WITH MITIGATION. During any earth-moving operations (grading, trenching, etc.), there is a possibility that unexpected hazardous materials could be encountered or unearthed. Hazardous materials in the construction area could create a risk to workers and the general public during excavation and transport. If contaminated soil is encountered and it is determined that it needs to be removed from the construction area, it must be transported according to State and Federal regulations and be replaced with imported soil approved for backfilling if necessary. In these cases, the contractor must comply with all applicable regulations. Based on compliance with existing standards and implementation of proposed mitigation included below and in Attachment 1 – Mitigation Monitoring and Reporting Program, impacts are considered less than significant.

(c.) NO IMPACT. There are no schools within one-quarter mile of the project site. The nearest school, Kermit King Elementary School, is over two miles southwest of the project site.

(d.) LESS THAN SIGNIFICANT WITH MITIGATION. The project site is listed as a Military Evaluation site per the DTSC and a Military Cleanup site (inactive) per the State Water Resources Control Board (DTSC 2021; SWRCB 2024). Based on compliance with existing standards and implementation of proposed mitigation included under discussion VIII (b.) above, impacts are considered less than significant.

(e.) LESS THAN SIGNIFICANT. The project is located on Airport property, which is subject to the Paso Robles Airport Land Use Plan and Airport Master Plan. The project is proposed within areas that have been designated for future commercial/industrial sites or commercial aviation, and the proposed project falls within the allowable uses of these designations. Lastly, the nature of the project (i.e., road extension and construction) is not anticipated to result in a safety hazard for people residing or working in the area once installed.

(f. through g.) NO IMPACT. The City does not have any adopted emergency response or evacuation plan. As proposed, the development would not interfere with emergency response or evacuation. In addition, the project is not located within a wildland fire hazard area nor do the project components present risks involving wildland fires. There would be no impacts.

***Mitigation Measures***

***Measure HM-1: Hazardous Materials Contingency Plan***

Prior to initiation of construction activities, the Contractor shall prepare and submit to the City of Paso Robles a contingency plan for handling hazardous materials, whether encountered or introduced on-site during construction. This plan shall include standard construction measures as specified in local, state and federal regulations for hazardous materials, removal of on-site debris, and confirmation of presence of pipelines on site. At a minimum, the following measures shall be included in the contingency plan:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- a) If contaminated soils or other hazardous materials are encountered during any construction related soil moving operation (e.g., trenching, excavation, grading), construction shall be halted and the Hazardous Material Contingency Plan (HMCP) implemented. Contaminated soil removal and disposal plans shall be reviewed and approved by the City of Paso Robles and the County of San Luis Obispo Environmental Health Services (SLOEHS) and/or State Water Resources Control Board (SWRCB) or California Department of Toxic Substance Control (DTSC), as directed by the SLOEHS.
- b) Instruct workers on recognition and reporting of materials that may be hazardous.
- c) Minimize delays by continuing performance of the work in areas not affected by hazardous materials operations.
- d) Identify and contact subcontractors and licensed personnel qualified to undertake storage, removal, transportation, disposal, and other remedial work required by, and in accordance with, laws and regulations.
- e) Forward to engineer, copies of reports, permits, receipts, and other documentation related to remedial work.
- f) Notify such agencies as are required to be notified by laws and regulations within the time stipulated by such laws and regulations.
- g) File requests for adjustments to contract time and contract price due to the finding of hazardous materials in the work site in accordance with conditions of contract.

**Findings**

Based on implementation of mitigation measure identified above, potential impacts associated with hazards and hazardous materials would be mitigated to a less-than-significant level.

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**X. HYDROLOGY AND WATER QUALITY**

Would the project:

- |  |                          |                                     |                          |                                     |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?<br>(Source: 7)                   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. 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: |                          |                                     |                          |                                     |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Environmental Setting***

The City’s municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. The City established a groundwater stewardship policy to not expand dependency on the Paso Robles Groundwater Basin (“the basin”) over historic use levels/pumping from the City’s peak year of 2007. The City augmented water supply and treatment capacity by procuring surface water from Lake Nacimiento and construction of delivery facilities to the City. Additionally, the City assigns “duty” factors that anticipate the amount of water supply necessary to serve various types of land uses.

The City’s Recycled Water Master Plan (AECOM, 2014) identified the potential to provide approximately 1,520 acre-feet per year (AFY) of recycled water to customers within City boundaries. Approximately 428 AFY of this supply would offset potable uses that are currently served by the City, while the remaining recycled water use in City limits would replace private well pumping for irrigation. These estimates account for blending recycled water with lower salinity water and/or groundwater to the extent needed to make it suitable for agricultural and golf course irrigation. The recycled water pipeline portions of the proposed project are consistent with the Recycled Water Master Plan.

The City of Paso Robles is enrolled in the Phase II Municipal Storm Water Program as required by the State Water Resources Control Board. The program requires the City to develop and implement a Storm Water Management Plan (SWMP) in order to reduce or eliminate pollutants in Storm water runoff and non-storm water discharges. In July 2013, the City of Paso Robles developed a Storm Water Program Guidance Document and submitted to the State Water Resources Control Board. Under this program, the City educates the community in storm water

**Potentially Significant Impact**

**Less Than Significant with Mitigation Incorporated**

**Less Than Significant Impact**

**No Impact**

pollution prevention, regulates storm water run-off from construction sites, investigates non-storm water discharges and reduces non-storm water run-off from municipal operations.

As stated in Section 3, a total of three drainages and three wetlands were identified within the survey area, including two unnamed USGS blue line streams (see Table 5 - Summary of Jurisdictional Drainage Features).

### **Discussion**

(a.) LESS THAN SIGNIFICANT WITH MITIGATION. A total of three jurisdictional drainage improvements and impacts are proposed. Proposed drainage improvements will include installation of a culvert which is expected to impact all three drainages (see Figure 3). Temporary impacts associated with the proposed construction activities may include erosion and sedimentation within the channel, as well as discharges of hazardous materials from construction equipment, such as fuel. Long-term impacts may result if disturbed areas within the channel and/or wetlands are not properly stabilized and restored, which could result in downstream sedimentation and/or discharges after project completion. Implementation of mitigation measures BR-3: (Site Maintenance and General Operations) and BR-8: (Riparian and Wetland Habitat Mitigation Plan), discussed in Section IV; will address potential impacts to water quality standards or waste discharge requirements and protection of drainage features and aquatic resources. Furthermore, the City will comply with all applicable storm water regulations, which include the preparation of a Storm Water Pollution Prevention Plan for projects greater than or equal to one acre of disturbance. Thus, water quality standards will be maintained and discharge requirements will be in compliance with State and local regulations. Therefore, impacts to water quality and discharge will be less than significant with implementation of applicable mitigation measures.

(b.) NO IMPACT. The proposed road extension project will not draw upon, decrease, or substantially interfere with groundwater recharge and will therefore have no impact.

(c.i. through c.iv.) LESS THAN SIGNIFICANT. The project grading and drainage plan is designed to maintain similar drainage conditions as the existing condition. Additionally, in compliance with State and local regulations, during construction erosion and/or storm water control measures will be implemented; therefore, the project is not expected to result in substantial erosion or siltation. Impacts to drainage patterns and surface runoff would be less than significant.

(d.) LESS THAN SIGNIFICANT. In accordance with the City General Plan, there are no flood hazards, tsunamis, or seiche zone hazards located on or near the project site; therefore, this project could not result in inundation impacts.

(e.) NO IMPACT. The project will implement the City's SWMP – Best Management Practices and would therefore not conflict with these measures.

### **Mitigation Measures**

Implement Mitigation Measures BR-3 and BR-8.

### **Finding:**

Based on adherence with the applicable state and federal water quality regulations described above, along with implementation of mitigation measures BR-3, and BR-8, potential impacts to hydrology and water resources would be mitigated to a less-than-significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XI. LAND USE AND PLANNING**

Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Physically divide an established community?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

***Environmental Setting***

The City of Paso Robles Airport Land Use Plan was adopted by the County Airport Land Use Commission in November 1977. This document sets forth land use compatibility policies applicable to future development in the vicinity of the Airport. The compatibility policies contained within the plan are designed to ensure that future land uses in the area surrounding the Airport will be compatible with the realistically foreseeable aircraft activity at the Airport. It provides the basis by which the Airport Land Use Commission (ALUC) can carry out its land use development review responsibilities in accordance with Section 21670 et seq. of the California Public Utilities Code. The ALUC was created in response to the mandates of The State Aeronautics Act, first enacted in 1967. The ALUC receives technical support from the County of San Luis Obispo, although it is an autonomous body and not part of any local governmental structure.

The Airport Land Use Plan was amended February 16, 2005, to incorporate the City of Paso Robles changes to the Paso Robles Municipal Airport Master Plan and Airport Layout Plan. Additionally, California Department of Transportation’s (Caltrans) had made substantial changes to guidelines published in the Airport Land Use Handbook.

Land use planning areas within the Airport Planning Area consist of six safety zones. Generally, Safety Zone 1 is wholly contained within the existing Airport property and land uses there are governed by the City-adopted Airport Master Plan and the Federal Aviation Administration approved Airport Layout Plan. Land uses in Zones 3, 4, 5 and 6 are outside the existing Airport property and are governed wholly by the Land Use Matrix, footnotes, and any referenced policies found in Table 10 of the Airport Land Use Plan.

***Discussion***

(a.) NO IMPACT. The proposed public improvement project would not physically divide an established community since the project will be located within the Airport property and surrounding area, which is comprised of commercial/industrial and agricultural uses.

(b.) NO IMPACT. The proposed project occurs within the airport property, per the Airport Master Plan. Airport road improvements are an allowed use within these zoning and land use designations; therefore, there will be no conflicts with the Plan.

***Mitigation Measure:***

None applicable.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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***Findings***

Based on the impact discussion above, potential impacts related to land use would be less than significant; therefore, no mitigation is required.

**XII. MINERAL RESOURCES**

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. 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? (Source: 1)                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. 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? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

***Environmental Setting***

The California Surface Mining and Reclamation Act of 1975 requires the State Geologist to classify land into Mineral Resource Zones according to the known or inferred mineral resource potential of that land as determined from its economic geology. The primary goal of mineral and land classification is to ensure that the mineral resource potential of land is recognized by local government when making decisions on land use.

San Luis Obispo County has known deposits of gold, copper, granite, limestone and other various minerals; however, none are located within the city.

***Discussion***

(a. through b.) NO IMPACT. There are no known mineral resources at the project site; therefore, there will not be any impacts.

***Mitigation Measures***

None applicable.

***Findings***

Based on the impact discussion above, no impacts to mineral resources would occur as a result of the proposed project; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XIII. NOISE**

Would the project result in:

a. 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? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***Environmental Setting***

The project site is located within the property of the Airport and surrounded by public facilities, business park, and agricultural land uses. The nearest residence is located approximately 1,300 feet northwest from the terminus of Propeller Drive. The project area is currently subject to vehicle traffic noise, air traffic noise, and noise from commercial and light industrial uses surrounding the Airport property.

***Discussion***

(a. through c.) LESS THAN SIGNIFICANT. Extension of Propeller Drive and construction of Empennage Drive would create temporary increases in the ambient noise level during construction. Construction noise, and how it is perceived, would differ among the various phases of construction, depending on the particular activities, equipment used, and its proximity to sensitive noise receptors. Noise from construction is exempt from the City’s Noise Ordinance noise thresholds. The project is located in an area that is designated by the Master Plan as municipal airport property and is therefore consistent with the Airport Master Plan. Additionally, the project is not anticipated to result in excessive noise levels during construction or ongoing operations. Therefore, impacts are expected to be less than significant.

***Mitigation Measures***

None applicable.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Findings**

Based on the impact discussion above, potential impacts associated with noise related impacts would be less than significant; therefore, no mitigation is required.

**XIV. POPULATION AND HOUSING**

Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Environmental Setting**

The Airport is located in the northeastern portion of the city and is surrounded by properties containing various commercial establishments, including light industrial, aviation-related businesses, and wineries. The road extension project includes extension of Propeller Drive and creation of Empennage Drive. The project activities will occur on a portion of Propeller Drive located between Wing Street and Taxiway B. The extension is required due to compromised traffic flow and dysconnectivity in airport roadways.

**Discussion**

(a.) LESS THAN SIGNIFICANT. The proposed project is located within the city, within the existing Airport property. No housing is present onsite. The purpose of the proposed project is to improve roadway connectivity; therefore, it will not induce growth like the development of residential, commercial, or industrial uses. The extent to which new jobs created by a project are filled by existing residents is a factor that tends to reduce the growth inducing effect of a project. The proposed project will create short-term construction jobs; however, these short-term positions are anticipated to be filled by workers who, for the most part, reside in the project area. Therefore, construction of the proposed project will not generate a permanent increase in population within the project area. Infrastructure, including roads, sewers, water and electricity, already exists around the project site. Because the proposed project will increase road connectivity and improve traffic flow, the road extension will not induce indirect growth above that which currently exists. Therefore, impacts are expected to be less than significant.

(b.) NO IMPACT. The proposed project would not remove/displace housing, people, or require the construction of replacement housing. No impacts would occur.

**Mitigation Measures**

None applicable.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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***Findings***

Based on the impact discussion above, there are no potential impacts associated with population and housing; therefore, no mitigation is required.

**XV. PUBLIC SERVICES**

a. 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 for any of the public services:

Fire protection? (Sources: 1,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection? (Sources: 1,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities? (Sources: 1,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Environmental Setting***

Fire Services

The Paso Robles Department of Emergency Services provides a variety of services to the community including fire suppression, emergency medical services, rescue, hazardous materials and other emergency responses. The nearest station (Station 3) is located at 2924 Union Road, approximately 3 miles from the project site. Response times for 90 percent of incidents are 4 minutes or less. CAL FIRE provides emergency services to all unincorporated areas of San Luis Obispo County through a network of fire stations, personnel, and equipment. They operate a Station 98 at 4735 Airport Road, adjacent to the project site. However, this station is a maintenance facility and is staffed with a state fire engine only during wildfire season; when staffed, the fire engine is often out of the county responding to wildfires, and therefore cannot be counted on for response to incidents within the city.

Police Services

Law enforcement services in the City of Paso Robles are provided by the Paso Robles Police Department. The station is located at 900 Park St in the City of Paso Robles, which is located approximately 4.52 miles from the project site. As of 2022, the department employs 39 sworn members and 22 non-sworn members.

Schools

The project site is located within the Paso Robles Joint Unified School District. Kermit King Elementary School is the closest operational school to the project area, located approximately 2.82 miles west of the project site. El Paso de Robles School youth correctional facility is located within 1.00 mile of the project area at the intersection of Airport Road and Dry Creek Road; however, the facility was closed in 2009.

Parks/Public Facilities

Barney Schwartz Park (comprised of sports fields, playgrounds, and a pond) is the closest public park, located approximately 2.71 miles from the project site.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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***Discussion***

(a. through e.) NO IMPACT. The project will not induce or facilitate growth in the project vicinity resulting in the need for additional public services. No new police or fire services will be necessary for the public improvement project, and the project will not require additional schools or parks. The project will not result in a substantial adverse physical impact or the need for new, or physically altered governmental facilities.

***Mitigation Measures***

None applicable.

***Findings***

Based on the impact discussion above, no potential impacts would occur associated with public services; therefore, no mitigation is required.

**XVI. RECREATION**

Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

***Environmental Setting***

The project site is located near various private recreational amenities including private golf courses/clubs and a water park. In addition, City-owned and operated Barney Schwartz park is located approximately 3.2 miles from the project site. The project site is not located within a designated trail corridor.

***Discussion***

(a. and b.) NO IMPACT. The project includes extension of the existing Propeller Drive and development of Empennage Drive. This project will not increase the use of neighborhoods or regional parks, or other recreational facilities. The project will not create substantial physical deterioration of any facilities. There would be no impact.

***Mitigation Measures***

None applicable.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Findings**

Based on the impact discussion above, no impact would occur as a result of the proposed project; therefore, no mitigation is required.

**XVII. TRANSPORTATION AND TRAFFIC**

Would the project:

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Environmental Setting**

Existing Roadway Network

The project site is accessed by a network of major highways, arterial streets, and collector streets within the City of Paso Robles and County of San Luis Obispo. Highway 46 East is located approximately 2.31 miles south of the project area, and Highway 101 is approximately 3.31 miles west of the project site. The proposed project includes extension of Propeller Drive and development of Empennage Drive. Below is a brief discussion of the primary access roads for the proposed project:

- *Highway 46 East*: an east-west state highway connecting the Central Valley with the Central Coast. In the Paso Robles area, the highway extends as a four-lane divided expressway east and west of Union Road.
- *Airport Road*: a two-lane arterial road running north and south that intersects with Highway 46 East, which is controlled by a two-way stop sign (heading southbound on Airport Road).
- *Propeller Drive*: a two-lane dead-end road running east and west that intersects with Airport Road, which is controlled by a two-way stop sign (heading westbound on Propeller Drive).

Existing Pedestrian, Bicycle and Transit Service

No pedestrian facilities are provided on Airport Road, Propeller Drive, or Highway 46 East near the project site.

Bicycle facilities consist of permitted bicycle use on the shoulder of Highway 46 East; however, no other existing bicycle facilities currently exist in the project area. The City’s Bike Master Plan proposes Class III bicycle facilities along Airport Road.

The San Luis Obispo Regional Transit Authority offers service on the Paso Express near the town center. The nearest stop is served by Route C at Cuesta College North Campus on Buena Vista Drive, with hourly service from

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approximately 6:45 AM to 7:00 PM on weekdays. The bus stop is located approximately 4 miles from the project site.

***Discussion***

(a.) NO IMPACT. The City’s adopted policies and plans do not call for public transit or pedestrian facilities in this remote rural area of the City. As such, these facilities do not currently exist in the project area, and additional pedestrian, bicycle, and public transit facilities are not warranted at this time. The extension of Propeller Drive and construction of Empennage Drive would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. There are no impacts.

(b.) LESS THAN SIGNIFICANT. Section 15064.3(b) of the State CEQA Guidelines states that transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant impact on transportation. The proposed project would not introduce new uses that would increase vehicle miles traveled or traffic volumes. Therefore, the project would be consistent with Section 15064.3(b).

(c.) LESS THAN SIGNIFICANT. Construction of the project will result in better traffic circulation and increased connectivity. The new roads would not include sharp curves or other geometric design features that would substantially increase hazards, and the project would not introduce new uses to the area that would be incompatible. Therefore, impacts are expected to be less than significant.

(d.) LESS THAN SIGNIFICANT. Construction of the project will not require any extended road closures. Traffic control may be necessary during project construction; however, traffic control will be temporary and detours will be available. The project will not result in inadequate emergency access; therefore, impacts are expected to be less than significant.

***Mitigation Measures***

None applicable.

***Findings***

Based on the impact discussion above, potential impacts associated with transportation would be less than significant; therefore, no mitigation is required.

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**XVIII. TRIBAL CULTURAL RESOURCES**

Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***Environmental Setting***

As discussed in Section V above, in September of 2014, the California Legislature passed Assembly Bill 52, which added provisions to the Public Resources Code regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, Assembly Bill 52 now requires lead agencies to analyze project impacts to “tribal cultural resources” separately from archaeological resources (PRC §21074; 21083.09). The Bill defines “tribal cultural resources” in a new section of the PRC §21074. AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC §21080.3.1, 21080.3.2, 21082.3).

CRMS requested a records search from the Central Coast Information Center of the California Historical Resources Information System at the University of California, Santa Barbara. The records search included a review of all recorded historic-era and prehistoric archaeological sites within a 1000-foot radius of the project sites, as well as a review of known cultural resource surveys and technical reports. The records search indicates that portions of the project sites have been previously surveyed; however, those surveys were negative for archaeological resources.

***Discussion***

(a.i.) NO IMPACT. An archaeological survey, Native American Heritage Commission Sacred Lands file search, and records search did not identify tribal cultural resources within the project area. No tribal cultural resources exist within the project area, and therefore will have no impact.

(a.ii.) LESS THAN SIGNIFICANT. Pursuant to AB 52, the City provided notice to local Native American tribes about the project and provided opportunities for the tribes to consult on the project. No tribes requested

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consultation or provided information about significant tribal cultural resources. Impacts would be less than significant.

**Mitigation Measures**

None applicable.

**Findings**

Based on the impact discussion above, potential impacts to tribal cultural resources would be less than significant; therefore, no mitigation is required.

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**XIX. UTILITIES AND SERVICE SYSTEMS**

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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***Environmental Setting***

Wastewater

The City Department of Public Works (Wastewater Division) owns, operates, and maintains 136 miles of sewers and 14 lift stations to collect wastewater from all of Paso Robles and east Templeton and transport it to the City’s wastewater treatment plant, which is located at 3200 Sulphur Springs Road. Ultimately, the treated wastewater effluent is discharged into the Salinas River and dried solids are disposed of at the City Landfill as vegetative cover. According to the City’s Wastewater Treatment Plant Annual Report (2023), the current average daily dry-weather sewage flow into the plant is 2.18 Million Gallons per Day.

Water

The City’s municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. The City established a groundwater stewardship policy to not expand dependency on the Paso Robles Groundwater Basin (“the basin”) over historic use levels/pumping from the City’s peak year of 2007. The City augmented water supply and treatment capacity by procuring surface water from Lake Nacimiento and construction of delivery facilities to the City. Additionally, the City assigns “duty” factors that anticipate the amount of water supply necessary to serve various types of land uses.

Solid Waste

Solid waste is collected and disposed of at the Paso Robles Landfill, located east of City limits, at 9000 Highway 46 East. The landfill is a Class III waste management facility owned by the City of Paso Robles, approved for discharge of nonhazardous municipal solid waste. The landfill accepts construction/demolition, industrial, mixed municipal, sludge, and tire waste. The landfill has a permitted design capacity 6,495,000 cubic yards, with a remaining capacity of 4,216,402 cubic yards or approximately 65% of the maximum permitted capacity (CalRecycle 2024).

***Discussion***

- (a.) LESS THAN SIGNIFICANT WITH MITIGATION. The project does not require new or relocated water, wastewater, or utility infrastructure. Construction of the road would require the installation of a new culvert and filling and realignment of two drainages. These improvements would result in impacts to special status wildlife species, indirect impacts to a federal wetland, and impacts to three drainages, as discussed above in Section IV. With implementation of Mitigation Measures BR-1 and BR-8, impacts would be less than significant.
- (b.) LESS THAN SIGNIFICANT. During construction, water would be provided through a nearby fire hydrant, under a construction fire hydrant meter permit. There are no anticipated water needs for project operation and maintenance. Since the project's water needs are minimal for both construction and ongoing maintenance, the project's water use is considered less than significant.
- (c.) NO IMPACT. The project does not require wastewater services.
- (d.) LESS THAN SIGNIFICANT. The Paso Robles Landfill has adequate capacity to accommodate solid waste that will result from construction of the proposed project and the project would not generate significant operation/maintenance waste; therefore, impacts are considered less than significant.
- (e.) LESS THAN SIGNIFICANT. The proposed project may generate construction wastes including solid concrete, asphalt, scrap pipe, and other similar materials. The majority of these wastes would be recycled, in

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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accordance with existing City waste diversion requirements. Therefore, impacts are expected to be less than significant.

***Mitigation Measures***

Implement Mitigation Measure BR-1 and BR-8.

***Findings***

Based on the impact discussion above, potential impacts to utilities and service systems would be less than significant; therefore, no mitigation is required.

**XX. WILDFIRE**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d. Expose people or structures to significant risk, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage change?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

***Environmental Setting***

The proposed project site is located in a moderate wildfire severity zone (City of Paso Robles Local Hazard Mitigation Plan, 2016) and has an average annual windspeed of approximately 6.5 to 8.6 miles per hour (Weather Spark, 2020). Existing conditions that may exacerbate fire risk include the gently to moderately sloping topography in some areas and the moderate average windspeed.

The City of Paso Robles General Plan Safety Element establishes goals, policies, and programs to reduce the threat to life, structures, and the environment caused by fire. Policy S-1B: Disaster Response, identifies review and update of the community-wide Multi-Hazard Emergency Response Plan on a periodic basis. Action Item 4

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stipulates coordination with emergency services to evaluate the potential vulnerability of wildfire hazards including the 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.

The California Fire Code provides minimum standards for many aspects of fire prevention and suppression activities. These standards include provisions for emergency vehicle access, water supply, fire protection systems, and the use of fire-resistant building materials.

### ***Discussion***

(a.) NO IMPACT. The City does not have any adopted emergency response or evacuation plans. As proposed, the development would not interfere with emergency response or evacuation. In addition, the project is not located within a wildland fire hazard area nor do any project components present risks involving wildland fires. There would be no impacts.

(b.) LESS THAN SIGNIFICANT. The project does not present a significant fire safety risk, though it is located within a 'moderate' severity risk area. Construction activities would be required to be conducted in accordance with Chapter 33 of the 2022 CFC (Fire Safety During Construction and Demolition) to reduce the risk of wildfire ignition during short-term construction activities. The road extension project is not expected to exacerbate wildfire risks; and therefore, fire-related impacts would be less than significant.

(c.) LESS THAN SIGNIFICANT. The project involves the construction of a road extension and a new road to improve circulation at the Airport. The project does not involve uses that would increase traffic at the airport over existing conditions. Therefore, the exacerbation of fire-related impacts due to installation of new infrastructure would be less than significant.

(d.) LESS THAN SIGNIFICANT. As stated earlier, no employees would be associated with the project after completion of the construction project. The risk to structures would be low due to the low landslide and liquefaction risk. Therefore, there would be a less than significant impact to people and structures in regard to flooding and landslides from post-fire slope instability.

### ***Mitigation Measures***

None applicable.

### ***Findings***

Based on the impact discussion above, potential impacts related to wildfire would be less than significant; therefore, no mitigation is required.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

Would the project:

- |  |                          |                                     |                          |                          |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Discussion**

(a.) LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As discussed in the preceding sections, the project has the potential to significantly degrade the quality of the environment, including effects on biological resources. During construction, ground disturbance and construction of the project may affect biological resources, including sensitive and special-status habitats and species. Mitigation measures are identified to reduce potential impacts a less than significant level, including but not limited to avoidance of sensitive habitats where feasible, pre-construction wildlife surveys, and construction monitoring by qualified specialists.

(b.) LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. When project impacts are considered along with, or in combination with other impacts, the project-related impacts may be significant. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less than significant level. Based on implementation of identified project-specific mitigation measures and compliance with existing regulations, the cumulative effects of the proposed project would be less than significant.

(c.) LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Implementation of the project would result in the generation of pollutants, which may affect air and water quality, and would result in a short-term increase in the ambient noise level during construction. Adherence to existing regulations, such as storm water BMPs and standard air quality measures, along with implementation of project-specific mitigation measures would

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reduce these project-specific impacts to a less than significant level; therefore, the project would not result in substantial, adverse environmental effects to human beings, either directly or indirectly.

**Finding:**

Based on implementation of mitigation measures identified in each of the sections above, all potential impacts associated with the construction and operation of the proposed project would be mitigated to less than significant levels.

**EARLIER ANALYSIS AND BACKGROUND MATERIALS**

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

**Earlier Documents That May Have Been Used in This Analysis and Background /  
Explanatory Materials**

<b>Reference #</b>	<b>Document Title</b>	<b>Available for Review at:</b>
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	Same as above
4	2005 Airport Land Use Plan	Same as above
5	California Agricultural Land Evaluation and Site Assessment Model 1997	Same as above
6	California Farmland Mapping and Monitoring Program	Same as above
7	City of Paso Robles Climate Action Plan 2013	Same as above
8	City of Paso Robles Municipal Code	Same as above
9	City of Paso Robles Water Master Plan	Same as above
10	City of Paso Robles Urban Water Management Plan 2005	Same as above
11	City of Paso Robles Sewer Master Plan City of Paso Robles Local Hazard Mitigation Plan 2016	Same as above Same as above
12	City of Paso Robles Housing Element	Same as above

13	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
14	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds and NOA Map	APCD 3433 Roberto Court San Luis Obispo, CA 93401
15	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
16	USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Soil Conservation Offices Paso Robles, CA 93446
17	Bike Master Plan, 2009	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446

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## MITIGATION MONITORING REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Administrative Action	Timing	Monitoring and Reporting	Party Responsible for Verification
<i>Biological Resources</i>					
BR-1	<p><b><i>Environmental Awareness Training</i></b></p> <p>An environmental awareness training shall be presented to all construction personnel by a qualified biologist prior to start of any project activities. The training shall include color photographs and a description of the ecology of all special-status species known, or with potential, to occur on site, as well as other sensitive resources requiring avoidance near the project site. The training shall also include a description of protection measures required by discretionary permits, an overview of the Federal and State Endangered Species Acts, and implications of noncompliance with these regulations. This will include an overview of the required avoidance, minimization, and mitigation measures. A sign-in sheet with the name and signature of the qualified biologist who presented the training, and the names and signatures of the environmental awareness trainees will be kept. A fact sheet conveying the information provided in the environmental awareness training will be provided to all project personnel and anyone else who may enter the project site.</p> <p>If new construction personnel join the project after the initial training period, they will receive the environmental awareness training from the qualified biologist before beginning work.</p>	City to retain qualified biologist.	Prior to construction and ongoing for new personnel.	Qualified biologist to prepare and present training and keep list of personnel.	City
BR-2	<p><b><i>Lighting</i></b></p> <p>Any permanent lighting introduced for new developments shall be positioned and/or shielded to avoid direct lighting of off-site natural habitat that is suitable for special status species, particularly wetland and riparian habitat within the BSA.</p>	Permanent lighting to be shown on construction plans.	Prior to construction.	Contractor to install lighting per measure. Inspector to verify.	City

Mitigation Measure	Requirements of Measure	Administrative Action	Timing	Monitoring and Reporting	Party Responsible for Verification
BR-3	<p data-bbox="268 378 779 410"><i>Site Maintenance and General Operations</i></p> <p data-bbox="268 427 1192 492">The following general measures are recommended to minimize impacts during active construction:</p> <ul data-bbox="365 508 1224 1385" style="list-style-type: none"> <li data-bbox="365 508 1224 638">• The use of heavy equipment and vehicles shall be limited to the proposed project limits and defined staging areas/access points. The boundaries of each work area shall be clearly defined and marked with high visibility fencing. No work shall occur outside these limits.</li> <li data-bbox="365 654 1224 816">• Project plans, drawings, and specifications shall show the boundaries of all sensitive resource areas and the location of erosion and sediment controls, delineation of construction limits, and other pertinent measures to ensure the protection of sensitive habitats and resources.</li> <li data-bbox="365 833 1224 963">• Staging of equipment and materials shall occur in designated areas with appropriate demarcation and perimeter controls. No staging areas shall be located within 100 feet of sensitive habitat or jurisdictional aquatic resources.</li> <li data-bbox="365 979 1224 1044">• Secondary containment, such as drip pans, shall be used to prevent leaks and spills of potential contaminants.</li> <li data-bbox="365 1060 1224 1287">• Washing of concrete, paint, or equipment, and refueling and maintenance of equipment shall occur only in designated staging areas. These activities will occur at a minimum of 100 feet from sensitive habitat or jurisdictional aquatic resources, including drainages and wetlands. Sandbags and/or absorbent pads and spill control kits shall always be available for use in the case of a spill or leak.</li> <li data-bbox="365 1304 1224 1385">• Construction equipment shall be inspected by the operator daily to ensure that equipment is in good working order and no fuel or lubricant leaks are present.</li> </ul>	Measures to be included on construction plans.	During construction.	City and qualified biologist to ensure adherence to measures during construction.	City

Mitigation Measure	Requirements of Measure	Administrative Action	Timing	Monitoring and Reporting	Party Responsible for Verification
	<ul style="list-style-type: none"> <li>Plastic monofilament netting (erosion control matting) or similar material will not be used on site due to the potential for entangling special-status small mammals or reptiles. Acceptable substitutes are coconut coir matting or tackified hydroseeding compounds.</li> <li>The use of pesticides (including rodenticides) and herbicides on the property shall be in compliance with all local, state, and federal regulations to avoid primary and secondary poisoning of sensitive species that may be using the project site.</li> </ul>				
BR-4	<p><b><i>Surveys, Avoidance, and Monitoring for Special-Status Wildlife</i></b></p> <p>A qualified biologist shall conduct surveys prior to the start of initial project activities to ensure special-status wildlife species are not present within proposed work areas. If special-status wildlife species are found, they shall be allowed to leave the area on their own volition or be relocated (as permitted) to suitable habitat areas outside the work area(s). If necessary, resource agencies will be contacted for further guidance. Pre-activity surveys and/or monitoring shall be conducted as follows:</p> <p>a) <i>Preconstruction Survey and Avoidance Measures for American Badger and San Joaquin Kit Fox.</i> A qualified biologist shall conduct a preconstruction survey within 30 days prior to the start of initial project activities to ensure American badgers and SJKFs are not present within proposed work areas. If construction lapses beyond 30 days from the survey, an additional survey will be required. If potential dens are discovered, they shall be monitored with a remote camera or tracking medium for at least 3 days to determine if they are occupied. If the qualified biologist determines that a den may be active, a 50-foot no-entry exclusion buffer shall surround the den and the appropriate resource agencies shall be contacted for further guidance. If potential dens are found during the American badger or SJKF breeding and rearing season, no activity shall occur within 200</p>	City to retain qualified biologist.	<p>a) Within 30 days of initiation of construction and every 30 days thereafter.</p> <p>b) Within one week of initiation of construction. Daily November – May.</p> <p>c) Within 14 days and within 24 hours of initiation of construction.</p>	Qualified biologist to conduct surveys and report.	City

Mitigation Measure	Requirements of Measure	Administrative Action	Timing	Monitoring and Reporting	Party Responsible for Verification
	<p>feet of the den and the appropriate resource agencies shall be contacted for further guidance. Exclusion buffers shall be prominently flagged and encircle the den. If an exclusion buffer is not feasible, the applicant will contact the County for further guidance prior to initial project activities. The results of the survey shall be provided to the County prior to initial project activities.</p>		<p>d) Within one week of initiation of construction during February 1 and August 31.</p>		
	<p>b) <i>Preconstruction Surveys and Monitoring Measures for Special-Status Amphibians and Reptiles.</i> A qualified biologist shall conduct a preconstruction survey within 1 week prior to the start of initial project activities to ensure special-status amphibians and reptiles are not present within proposed work areas. To minimize the potential for impacts to dispersing amphibians, work within 100 feet of drainages and vernal pool habitat areas shall occur during dry conditions. If work within 100 feet of suitable aquatic habitat is scheduled to start during the typical rainy season (i.e., November–May), when western spadefoots are most likely to be dispersing through upland habitat, a qualified biologist shall conduct daily site inspections prior to the start of work each morning. All vehicles, equipment, and materials staged on-site overnight shall be inspected. If special-status wildlife is found within the work area, it shall be allowed to leave on its own volition and, as appropriate, the resource agencies shall be contacted.</p>				
	<p>c) <i>Preconstruction Survey and Avoidance Measures for Burrowing Owl.</i> If work will occur within 492 feet (150 meters) of burrowing owl habitat, within the breeding or non-breeding seasons, a qualified biologist shall conduct a preconstruction survey for this species within 14 days of the onset of construction. A second survey shall be completed immediately prior to construction (i.e., within the preceding 24 hours). The surveys shall be consistent with the methods outlined in Appendix D of the CDFW 2012 Staff Report on Burrowing Owl Mitigation (Staff Report). Qualified biologists will walk 20- to 65-foot-wide (7- to 20-meter) transects throughout the</p>				

Mitigation Measure	Requirements of Measure	Administrative Action	Timing	Monitoring and Reporting	Party Responsible for Verification
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BSA and visually scan the entire project area for sign and individuals. These surveys may be completed concurrently with any other pre-construction surveys for special status species.

If occupied burrowing owl burrows are identified, the following buffer distances shall be observed by construction, unless otherwise authorized by the CDFW:

Location	Time of Year	Level of Disturbance		
		Low	Medium	High
Nesting Sites	April 1– Aug 15	656 feet	1,640 feet	1,640 feet
Nesting Sites	Aug 16– Oct 15	656 feet	656 feet	1,640 feet
Any Occupied Burrow	Oct 16– Mar 31	164 feet	328 feet	1,640 feet

If avoidance of active burrows is infeasible, the owls can be passively displaced from their burrows according to recommendations made in the Staff Report and in coordination with the CDFW.

- d) *Preconstruction Survey for Sensitive and Nesting Birds/Raptors.* If work is planned to occur between February 1 and August 31, a qualified biologist shall survey the area for nesting birds within 1 week prior to activity beginning on-site. If nesting birds are located on or near the proposed project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active. A non-disturbance buffer of 50 feet will be placed around non-listed, passerine species, and a 250-foot buffer will be implemented for all raptor species. All activity will remain outside of the buffer until a qualified biologist has determined that the nest is no longer active (e.g., young have fledged, or the nest failed) or that proposed

Mitigation Measure	Requirements of Measure	Administrative Action	Timing	Monitoring and Reporting	Party Responsible for Verification
BR-5	<p data-bbox="411 362 1213 524">construction activities would not cause adverse impacts to the nest, adults, eggs, or young. If special-status avian species are identified and nesting within the work area, no work will begin until an appropriate buffer is determined in consultation with CDFW, and/or the USFWS.</p> <p data-bbox="323 548 583 573"><b><i>Jurisdictional Waters</i></b></p> <p data-bbox="323 610 1220 670">In addition to BIO-3, the following recommendations are provided to protect the drainage on-site:</p> <ul style="list-style-type: none"> <li data-bbox="365 703 1220 865">a) Prior to project initiation, all applicable agency permits with jurisdiction over the project area (e.g., CDFW, RWQCB, and USACE) should be obtained. Additional mitigation measures may be required by these agencies and shall be implemented as necessary throughout the project.</li> <li data-bbox="365 881 1220 1141">b) To prevent erosion and sedimentation into the drainage during construction, an erosion and sedimentation control plan shall be developed and implemented. It shall outline Best Management Practices (BMPs) for short-term, temporary stabilization. Acceptable stabilization methods include the use of weed-free, natural fiber (i.e., non-monofilament) rolls, jute, or coir netting, and/or other industry-standard materials. Erosion control devices shall be installed and maintained for the duration of the project.</li> <li data-bbox="365 1157 1220 1219">c) Construction activity within 100 feet of drainages and wetlands shall occur only when conditions are dry.</li> </ul>	City to obtain all required agency permits. Erosion and sedimentation control plan to be shown on construction plans.	Prior to initiation of construction. Construction within 100 feet of drainages during dry conditions only.	City to ensure erosion control devices installed and maintained during construction.	City

Mitigation Measure	Requirements of Measure	Administrative Action	Timing	Monitoring and Reporting	Party Responsible for Verification
BR-6	<p><b><i>Standard Mitigation for Impacts to San Joaquin Kit Fox Habitat</i></b></p> <p>In accordance with the County Guide to San Joaquin Kit Fox Mitigation Procedures under California Environmental Quality Act (CEQA), the project shall adopt the Standard Kit Fox CEQA Mitigation Measures and shall include these measures on development plans. The following summarizes those that are applicable to this project:</p> <ul style="list-style-type: none"> <li>a) A maximum 25 mile-per-hour speed limit shall be required at the project site during construction activities.</li> <li>b) All construction activities shall cease at dusk and not start before dawn.</li> <li>c) A qualified biologist shall be on-site immediately prior to initiation of project activities to inspect for any large burrows (e.g., known and potential dens) and to ensure no wildlife are injured during project activities. If dens are encountered, they should be avoided as discussed below.</li> <li>d) Exclusion zone boundaries shall be established around all known and potential SJKF dens.</li> <li>e) All excavations deeper than 2 feet shall be completely covered at the end of each working day or provided with one or more escape ramps constructed of earth fill or wooden planks every 200 feet.</li> <li>f) All pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be inspected for SJKF and other wildlife before burying, capping, or moving. If a kit fox is found within material stored on-site, the material will not be moved until the kit fox has left on its own.</li> <li>g) All food-related trash shall be removed from the project site at the end of each workday as to not attract SJKF to the project site.</li> </ul>	City to show measures on construction plans. City to retain qualified biologist.	Measures shall be included on plans prior to initiation of construction. Measures shall be implemented during construction.	City and qualified biologist to ensure measures are adhered to during construction.	City

Mitigation Measure	Requirements of Measure	Administrative Action	Timing	Monitoring and Reporting	Party Responsible for Verification
	<ul style="list-style-type: none"> <li>h) Project-related equipment shall be prohibited outside of designated work areas and access routes.</li> <li>i) Disturbance to burrows shall be avoided to the greatest extent feasible.</li> <li>j) No rodenticides or herbicides shall be applied in the project area.</li> <li>k) Permanent fences shall allow for SJKF passage through or underneath (i.e., an approximate 4-inch passage gap shall remain at ground level).</li> </ul>				
BR-7	<p><b><i>Vernal Pool Fairy Shrimp Critical Habitat</i></b></p> <p>To ensure protection of wetland features on-site, the boundaries of all wetlands shall be included on project plans. The limits of all workspaces, access routes, and staging areas shall also be included on project plans and clearly delineated in the field with brightly colored flagging and/or fencing. In addition, a qualified biologist shall conduct weekly site inspections to document compliance with habitat protection measures, including maintenance of workspace delineation fencing. Weekly biological monitoring reports shall be submitted to the City. If compliance deficiencies are identified during monitoring, the deficiency shall be documented, and follow-up actions will be required under the direction of the City representative to alleviate the compliance concern. In addition to recommendations identified in BIO-1 and BIO-3 above, these measures provide protection for VPFS by ensuring that no unanticipated impacts occur within suitable habitat for this species.</p>	Wetland boundaries shall be shown on construction plans. City to retain qualified biologist.	Wetland boundaries shall be shown on construction plans prior to initiation of construction.	Qualified biologist to submit monitoring reports weekly and verify flagging/fencing has been installed.	City.
BR-8	<p><b><i>Riparian and Wetland Habitat Mitigation Plan</i></b></p> <p>Prior to construction, a comprehensive Compensatory Mitigation and Monitoring Plan that provides at least 3:1 mitigation ratio for all permanent impacts and 1:1 mitigation ratio for all temporary impacts to jurisdictional waters, unless otherwise directed by regulatory agencies, shall be submitted to the CDFW, RWQCB, and USACE. Mitigation shall also include 2:1</p>	City to retain qualified biologist to prepare plan.	Prior to initiation of construction.	City to review plan and ensure plan is submitted to regulatory	City, CDFW, RWQCB, USACE

Mitigation Measure	Requirements of Measure	Administrative Action	Timing	Monitoring and Reporting	Party Responsible for Verification
	<p>mitigation ratio for any indirect effects to Wetland 2. The plan shall include details on the location and design of proposed mitigation, including the type of mitigation proposed (i.e., preservation, creation, rehabilitation, reestablishment, and/or enhancement). Proposed mitigation shall include comparable mitigation for riparian and wetland habitat affected directly or indirectly by the proposed project. The quantity of mitigation is subject to change as project plans are refined and resource agencies are consulted.</p>			agencies.	
<b><i>Hazardous Materials</i></b>					
HM-1	<p><b><i>Hazardous Materials Contingency Plan</i></b></p> <p>Prior to initiation of construction activities, the Contractor shall prepare and submit to the City of Paso Robles a contingency plan for handling hazardous materials, whether encountered or introduced on-site during construction. This plan shall include standard construction measures as specified in local, state and federal regulations for hazardous materials, removal of on-site debris, and confirmation of presence of pipelines on site. At a minimum, the following measures shall be included in the contingency plan:</p> <ul style="list-style-type: none"> <li>a) If contaminated soils or other hazardous materials are encountered during any construction related soil moving operation (e.g., trenching, excavation, grading), construction shall be halted and the Hazardous Material Contingency Plan (HMCP) implemented. Contaminated soil removal and disposal plans shall be reviewed and approved by the City of Paso Robles and the County of San Luis Obispo Environmental Health Services (SLOEHS) and/or State Water Resources Control Board (SWRCB) or California Department of Toxic Substance Control (DTSC), as directed by the SLOEHS.</li> <li>b) Instruct workers on recognition and reporting of materials that may be hazardous.</li> </ul>	City to require contractor prepare contingency plan.	Prior to initiation of construction.	City to review and approve plan.	City

Mitigation Measure	Requirements of Measure	Administrative Action	Timing	Monitoring and Reporting	Party Responsible for Verification
	<ul style="list-style-type: none"> <li>c) Minimize delays by continuing performance of the work in areas not affected by hazardous materials operations.</li> <li>d) Identify and contact subcontractors and licensed personnel qualified to undertake storage, removal, transportation, disposal, and other remedial work required by, and in accordance with, laws and regulations.</li> <li>e) Forward to engineer, copies of reports, permits, receipts, and other documentation related to remedial work.</li> <li>f) Notify such agencies as are required to be notified by laws and regulations within the time stipulated by such laws and regulations.</li> <li>g) File requests for adjustments to contract time and contract price due to the finding of hazardous materials in the work site in accordance with conditions of contract.</li> </ul>				