CALIFORNIA ENVIRONMENTAL QUALITY ACT
CITY OF PASO ROBLES - INITIAL STUDY
RIVER OAKS II EXPANSION
PUBLIC REVIEW PERIOD: APRIL 11, 2016 – MAY 10, 2016

1. **PROJECT TITLE:** River Oaks II Expansion – General Plan Amendment (GPA 13-002), Rezone (RZ 13-001), and Specific Plan Amendment (SPA 13-001)

2. **LEAD AGENCY:** City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

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3. **PROJECT LOCATION:**

The project site is located in the northeastern area of the City of Paso Robles, within the Borkey Area Specific Plan area, north of State Route 46 East, west of Buena Vista Drive, and east of the Salinas River. See Attachment 1 – Project Location Map.

4. Assessor Parcel Numbers: 025-390-009

5. **GENERAL PLAN DESIGNATION:** Agriculture (AG)

6. **ZONING:** Agriculture (AG)

7. **PROJECT DESCRIPTION:** The proposed project includes amendments to the City General Plan – Land Use and Circulation Elements, Zoning Map, and the Borkey Area Specific Plan.

General Plan Amendment:
The proposed project includes an amendment to the General Plan Land Use Element Map to re-designate the subject property from Agriculture (AG) to Residential Single Family (RSF-4). An approximately seven (7) acre area of the property would retain the existing AG land use designation. A portion of the property is located adjacent to the Salinas River (to the west of North River Road). This area of the project is designated as Parks and Open Space (POS), and is proposed to remain POS. See Attachment 2 – General Plan Land Use Map Amendments.

The project also includes an amendment to the General Plan Circulation Element to eliminate a planned 2-lane arterial road connection (Dry Creek Road) with a future road alignment

shown through the River Oaks II planning area, from Buena Vista Drive to North River Road. See Attachment 3 – Circulation Element Master Plan Map Amendment.

Zoning Amendment:
The proposed Zoning Map amendment is a request to amend the existing Agriculture (AG) zoning of the site to Residential Single Family (R-1), with a Resort Lodging Overlay (R/L). The area adjacent to the river would be rezoned from AG to POS for consistency with the General Plan designation. Additionally, a seven (7) acre area of land within the development area will remain zoned Agriculture (AG) for consistency with the General Plan. See Attachment 4 – Zoning Map Amendment.

Specific Plan Amendment:
The project includes adoption of a master plan and design guidelines. An amendment to the existing Borkey Area Specific Plan (BASP) Subarea A, is proposed, to reflect the proposed changes to the existing land use designation and zoning. See Attachment 5 – Borkey Area Specific Plan, Subarea A Amendment. The proposed project includes numerous amendments to development standards in the BASP for Chapters 2, 3, and 4. The proposed amendments to the Specific Plan also includes several text amendments. See Attachment 6 – BASP Text Amendments. Most of the changes proposed are to provide for consistency for changing the zoning from AG to R1 uses, and to provide for continuity between the existing development pattern of the River Oaks development to the south and the proposed project. The Specific Plan Amendment will include adoption of a project "design manual".

The Specific Plan Amendment also proposes a request to deviate from the Grading Ordinance in the Zoning Code. Due to the hilly terrain on the east side of the project site, the amendment would include provisions to allow "mass" grading in this area of the project.

Site Development Master Plan:
The proposed amendments allow for master planning of the project site for the future development of 271 single-family residential (sfr) units on 113 acres. This includes 144 age-restricted sfr units, which would provide an extension of an existing neighborhood development, the "Traditions". The neighborhood design characteristics would match the existing Traditions development. The remaining 127 sfr units are proposed on the eastern portion of the site. The neighborhoods in this area will be similar to existing subdivisions located to the south of the site, such as the existing "Classics" and "Vineyard Estates" neighborhoods, with lot sizes ranging between 8,000 sf to 10,000 sf, and 15,000 sf to 20,000 sf, respectively. Lots in this area are proposed to be "mass" graded. No development is proposed in the POS or AG areas of the project site. See Attachment 7 – Site Development Master Plan.

The master plan also includes a common area and the existing resort on approximately 7 acres of land adjacent to an existing lake feature and pavilion gathering area. The pavilion is proposed to be enclosed to provide for expanded uses, such as special events. The project includes an agricultural growing area within the common area referred to as an "agri-hood". It is intended that this area be used for a neighborhood-serving crop production and a farmstand.

Project General Plan Use Table

Land Use	Acres	Density	Proposed Units
RSF	85	4 units/acre	271
AG	28		
POS	18		
TOTAL	**131**		**271**

The circulation network includes a connected system of streets, sidewalks, lanes, bicycle paths, multi-purpose paths, and walking trails. Streets within the age-restricted Traditions area are proposed to private and gated. The remaining streets are proposed to be open to the public. A private nature blufftop walking trail is proposed along the western boundary of the Traditions neighborhood connecting to an existing blufftop trail system to the south of the planning area. This trail area will only be accessible to the Traditions neighborhoods. Another publicly accessible walking trail system is proposed to extend throughout the open space common area on the eastern side of the project, and would connect to walking trails along the northernmost property boundary. The planned street and sidewalk network is designed to the connect to existing circulation network in the existing River Oaks project. See Attachment 8 – Circulation Plan.

8. SURROUNDING LAND USES AND SETTING:

The project site is located on a bluff top that overlooks the Salinas River and Highway 101 to the west, and undeveloped open space land adjacent to the Salinas River. The City's wastewater treatment plant is located to the southwest of the site on the west side of the Salinas River. The project site is surrounded by residential land uses to the south (including Kermit King Elementary School, and the River Oaks 6-hole golf course and clubhouse). Cuesta Community College is located to the east and southeast, agricultural land with vineyards to the north, and rural residential development is located to the northeast in the unincorporated area of San Luis Obispo County.

The planning area is located in Subarea A of the Borkey Area Specific Plan. The site is mostly undeveloped and has historically been used for dry-crop farming, with the exception of an existing spa and outdoor gazebo and amphitheater area used for public and private gatherings. The site characteristics include rolling hills, grassland, dry-crop farming areas, scattered native oak trees, and an existing 5.93-acre lake/drainage pond.

9. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., PERMITS, FINANCING APPROVAL OR PARTICIPATION AGREEMENT):

No other agency approval is needed prior to the City's approval of these amendments. However, there may be the need of other resource agency permits prior to actual development of certain areas. All work that would affect the Salinas River and ephemeral tributaries on the property may be under the permitting jurisdiction of the US Army Corps of Engineers (USACE) (section 4040), the California Department of Fish and Wildlife (CDFW) (code 1603), and the Regional Water Quality Control Board (RWQCB) (section 401). All future work that would affect the bed or banks of the drainages, including culverts and bridges, are likely to require USACE, CDFW, and/or RWQCB authorizations.

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.

X	Aesthetics	X	Agriculture and Forestry Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources	☐	Geology /Soils
X	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials	X	Hydrology / Water Quality
☐	Land Use / Planning	☐	Mineral Resources	X	Noise
☐	Population / Housing	☐	Public Services	☐	Recreation
X	Transportation/Traffic	☐	Utilities / Service Systems	☐	Mandatory Findings of Significance

DETERMINATION:

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.

X 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.

Signature: _____ 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 will 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
I. AESTHETICS: Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	■	☐	☐

Discussion:

In accordance with the City's General Plan, Conservation Element, the project site is not identified or designated as a visual corridor, gateway to the City or a natural landmark or open space viewshed. However, the entire length of Highway 101 is identified as a visual corridor, and the Salinas River is identified as a natural landmark open space viewshed in the Conservation Element.

Visibility of the site is limited as viewed from public right-of-ways, which includes Highway 101, North River Road and Buena Vista Drive. However, the site has general scenic qualities of rolling hills, oak trees, and open farmland. Therefore, an assessment of how visible the project would be from various prominent viewpoints and its relative impact on scenic qualities was conducted.

A. Project Visual Setting:

The project location is set in northern San Luis Obispo County, on the rural, northern edge of the City. The property is located at the top of a bluff that overlooks the Salinas River and Santa Lucia Coast Range to the west. The Salinas River environment is in a natural river condition (except for the City's wastewater treatment plant to the southwest), and hosts native vegetation, including trees (i.e. willows, cottonwoods, and oak trees), and other riparian vegetation. Highway 101 is located adjacent to the west side of the river, with hills and rural residential development beyond to the west. North River Road is located at the base of the western bluff.

The western edge of the project site is vacant and mostly level (except for a drainage area toward the northern edge of this portion of the planning area). This area has native oak trees along the bluff with savanna grassland on the flatter areas of the site. Property to the south of the site is developed with single-family housing. Property to the north of the site is under agricultural cultivation, including row crops toward the west side and vineyards to the east. The property toward the east has rolling hills that are currently dry-crop farmed, and savanna grassland areas. There is an existing (manmade) lake and spa resort located toward the west/central area of the site. Natural drainages extend through the rolling hills east to west. Property to the east of the site includes vacant land, rural residential development, and Cuesta College to the southeast.

B. Landscape Unit:

The surrounding dominant landscape unit is on the urban edge of the City, and is composed of a mix of farmland and vineyards, rural residential home sites, with production housing (to the south). The area represents a distinct boundary between town and country, as defined in the City's Gateway Design Standards. The project site is presently on the City boundary and functions as a rural-urban interface between rural land to the north and urban land to the south. Development of the property would be an expansion of the existing urban/neighborhood fabric northward, moving the "legible" boundary between the City and the County northward, with no "feathering" of low-density development toward the County area.

C. Project Viewshed:

Project viewpoints and viewsheds are identified on Attachment 8. The site is not readily visible from many locations.

- Viewshed V-1. As seen from northbound Highway 101, the site is largely obscured due to trees and vegetation along the highway, vegetation along the bluff, and the view angle of the property, since the property is over 100 feet higher in elevation than the highway.
- Viewshed V-2. The site is most visible from southbound Highway 101 near the southbound Spring

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Street exit. However, from this view the project site is a little over a mile away in the distance toward the east. The primary southbound view is of the rolling hills to the east. The hillside area projects approximately 40 to 50 feet above the bluff top elevation, and presents rolling hills of dry crop farming in the distance. The bluff top portion of the site in the foreground is less noticeable due to vegetation, distance and angle from the viewpoint. The length of time to view the project from this vantage is relatively long (several seconds), however the view is far way, and blends in with the surroundings, and does not register as a distinct feature on the landscape.

- Viewshed V-3. Visibility of the site from North River Road is very limited due to the difference in topography of the road located below the bluff. The project is not readily visible from viewers on North River Road, either northbound or southbound.
- Viewshed V-4. The remaining view of the site from a public vantage point is at the project entrance on Buena Vista Drive, which provides a view of the site toward the west. Views from this vantage point include the entry road, undeveloped land in the foreground that is directly adjacent to Buena Vista Road (Cuesta College property), and the project site located approximately 400 feet to the west from the entrance. The visibility of the future development from this view would include neighborhoods planned on the eastern slope of the rolling hillside area of the site. Duration of visibility is relatively long, since Buena Vista Road is a local road, and travel speeds are slow, as compared to the highway.

D. Existing Visual Resources:

- Visual Character – The existing visual character encompasses the setting and the landscape unit characteristics of an urban edge and rolling hills and farmland. The site has limited visibility, and where it is visible, the views are from long vistas, and they are subtle without dramatic changes in character from surrounding development patterns.
- Visual Quality – The visual quality of the project site and viewsheds exhibit high quality, since they are generally undisturbed, however they are limited since the site is not readily visible to the public.
- Vividness – The existing site is not particularly visible from most viewpoints, and is composed of open grassland and dry-crop farming land. It is framed by a strong urban boundary to the south and open farmland and hillsides on the remaining boundaries. The more prominent, memorable aspects of vivid visual quality are the views from the site (rather than of the site) to the north, west and east of rolling vineyards, hillsides and rural land. Therefore, the site does not present strong visual landscape components that provide distinctive visual patterns.
- Intactness – The west side of the property is disturbed by being graded level for a portion of the site, and there are existing older, dilapidated structures and some debris located in this area. Therefore, this area of the site would be determined to be semi-intact. The existing spa, lake, gazebo and pavilion center disturbs the intactness of the central portion of the site. The eastern side of the property has the most undisturbed, intact areas of the site with open, rolling hills and natural terrain. Therefore, in consideration of all these aspects, the overall intactness of the site is reduced
- Unity – The existing unity of the property is largely coherent with the careful siting and integration of the spa and lake into the existing topography and landscape of the site. The existing undisturbed hills rising to the east provide a natural backdrop to the focal point of the spa and lake areas, and provides visual unity to the site.

E. View Sensitivity:

As noted, the site has limited visibility from most viewpoints. Given the surrounding development patterns, with existing development to the south along the bluff top area, which does not

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significantly stand out from the most prominent viewpoint, and the proposed continuance of this development pattern, it is not anticipated that viewer sensitivity to a continued development pattern in this area would be high. Development on the bluff top area would not likely significantly "register" to viewers driving along Highway 101 since it would continue the existing pattern. Views from Highway 101 of developed hillsides further east would be at a long distance from the prominent viewpoints, and would also continue suburban development patterns, therefore, it would not likely present significant changes in viewer expectations of this area, and sensitivity would be low. Viewer sensitivity from Buena Vista Road is also not sensitive since views from this location would be of continued suburban development set back in the distance toward the west.

F. Viewer Exposure:

Viewer exposure of the site is limited since the site is set back over a mile from the most prominent views and it is obstructed by existing topography and vegetation. Consistency in continuing the existing urban form of neighborhood design themes and architecture will add to reducing viewer exposure.

In conclusion, views of the site from prominent viewpoints would not be significant with use of grading techniques that conform to the landscape, and construction of single-family housing along the bluff area similar to existing development patterns, building forms, and use of materials. Therefore, significant visual impacts to scenic resources such as the Salinas River corridor of Highway 101 would be reduced since the project site has very limited visibility from these locations, and design parameters can help the project blend into the existing landscape. Mitigation Measure AES-1 is incorporated into the Mitigation Monitoring and Reporting Program (MMRP) to ensure potential visual impacts are reduced to a less than significant level through implementation of appropriate grading techniques.

AES-1. Grading. Future site development of the site shall utilize landform, contour grading techniques to reduce the appearance of unnatural, angled slopes to help graded slopes blend in with the surrounding landscape. All exposed graded slopes shall be landscaped to soften the appearance of and camouflage graded slopes to be compatible with the surrounding development pattern and landscape.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	■	☐

Discussion:

Existing scenic resources of the site within the viewshed of Highway 101 are primarily of the bluff, oak trees and hillsides in the distance to the east. The oak trees along the bluff and within the site are not proposed to be removed with future development of the project and will be maintain their scenic quality afforded to the site. There are no significant rock outcroppings or historic resources on the project site. Therefore, the project would result in less than significant damage to scenic resources within a state scenic highway.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐

Discussion:

The project site has limited visibility from public right-of-ways, and it is proposed to continue the existing development pattern of neighborhood development, blending in and being compatible with the surrounding

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

landscape. Therefore, the project would not substantially degrade the existing visual character or quality of the site or surroundings, and potential impacts would be less than significant.

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)	☐	☐	■	☐

Discussion:

Currently, the existing site produces minimal nighttime lighting with only safety lighting for the existing spa, pavilion, and access road. The undeveloped areas of the site do not currently produce any light or glare.

The proposed project includes single-family residential development with common open space, streets, and walking paths. This type of development would include street lights and low-scale lighting for homes. The street light fixtures are proposed to continue the existing style of street lights in the existing River Oaks neighborhood which are designed with wooden standards, which are approximately 25 feet in height, and are oriented with light fixtures downcast to reduce "night-sky" effects of ambient night lighting. Exterior home lighting fixtures would need to be consistent with the City's adopted Zoning Code standards, which require all exterior lighting fixtures to be shielded and downcast. This will help reduce potential light and glare to the minimum necessary for nighttime security. As a single-family development, the density of the project would not create significant light or glare. Therefore, the proposed project would result in less than significant potential impacts from light and glare.

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 Dept. 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?	☐	☐	■	☐

Discussion:

In accordance with the California Department of Conservation agricultural soil assessment methodology, a Land Evaluation and Site Assessment (LESA) model was prepared for this project. A copy of the LESA study is provided in Attachment 10. The LESA study includes a land evaluation, which identifies the site soil land use capability classification and Store Index, both of which are used to measure soil resource quality, such as prime and non-prime soil classifications. The study also includes a site assessment which identifies other factors that contribute to the suitability of property for agriculture and relative impacts that the property location may have on agricultural resources. These factors include size the property, water availability, the amount of agricultural lands surrounding the site, and the amount of surrounding lands that are under agreements or other methods for land resource protection. Together, the land evaluation and site assessment

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help determine the overall suitability of land for agricultural purposes, and potential impacts of converting it to urban development.

The LESA study indicates that the project site has six different types of soil classifications, with two types of soil that are classified as "prime"/Class I soil (when irrigated). The total acreage of the site is 132 acres and the total acreage of prime soil is 31.5 acres (24%). When considering all of the factors noted above, the "threshold of significance" established in the LESA protocol is as follows:

California LESA Model Scoring Thresholds

Total LESA Score	Determination of Significance
0 -39	Not considered significant
40 – 59	Considered significant only if the Land Evaluation **and** Site Assessment subscores are greater than or equal to 20 points
60 – 79	Considered significant unless **either** Land Evaluation or Site Assessment subscore is less than 20 points
80 – 100	Considered significant
Source: California Department of Conservation, 1997.	

The overall score of the LESA assessment (with a land evaluation score of 32.68 and a site assessment score of 12.55) equals 45.23. According to the thresholds, this score indicates that conversion of the project site to non-agricultural uses would be less than significant, since the site assessment score is less than 20.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	■	☐

Discussion:

This application includes a request to amend the General Plan agricultural land use designation and applicable zoning from Agriculture to Residential Single-Family, for internal consistency. The Master Plan is designed to include an agricultural buffer of 100 feet from the existing agriculturally zoned property to the north of the site. Trees, hedgerows, fencing and landscaping are proposed along the norther boundary of the property to help screen the adjacent vineyard (and associated impacts such as dust, tractor lights, noise, etc.) from future home sites in this area of the project. The agri-hood area of the site would be managed by the homeowners association thereby ensuring that onsite crop production does not disturb residents, and that residential uses near it do not conflict with agricultural practices. A mitigation measure establishing an agricultural buffer setback and requirements will be implemented to reduce potential agricultural conflicts. Therefore, the project would not conflict with agricultural zoning or uses, with mitigation measures implemented.

The project site is currently not under a Williamson Act contract.

> **AG-1. Agricultural Buffer.** An agricultural buffer setback from the northern property line of 100 feet and a requirement to plant a dense row of trees and a hedgerow to reduce dust along the northern property line, shall be recorded on the property title with recordation of all subdivision maps.

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	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Timberland Production (as defined by Government Code section 51104(g))?				
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■

Discussion:

There are no forest land resources, as defined, within the City of Paso Robles, nor does the City border forest land resources.

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?	☐	■	☐	☐

Discussion: II c. & d.

The LESA study referenced in item II a. above includes an analysis of the amount of surrounding agricultural land within a ¼ mile (area of influence) from the site. Of all the land that is within this area of influence (480 acres), approximately 242 acres/44% is in agriculture (including 39 acres that are under a Williamson Act contract). The criteria (e.g. potential to convert land) is a component of the factors evaluated in the overall LESA score. Under the overall LESA score, potential impacts (including of pressure to convert land to non-agricultural uses) is not considered significant.

Per the City's Purple Belt Program, it should be noted that the property located directly to the north of the site (220 acres), which was formally in a Williamson Act Contract, is within the City limits and is designated and zoned as Agriculture. Approximately 2/3 of this land is planted in vineyards, and the remainder is either planted in row crops or is presently fallow. Potential land use conflicts between residential uses and agriculture may occur. This may occur as a result of farming practices including tilling soil and dust, use of pesticide and fungicide sprays, tractor headlights and noise, and other factors. The City has an adopted "right-to-farm" ordinance to help address potential land use conflicts. This will be implemented through a mitigation measure, to ensure it is implemented and that property owners are informed to help reduce the potential for complaints by residents related to nearby farm-related activities.

> **AG-2. "Right-to-Farm" Notice.** A "right-to-farm" notice shall be recorded on the deed of each property within this project area.

Complaints and enforcement activities may result in pressure to modify and/or discontinue farming practices, which may result in pressure to convert this land to non-agricultural land uses in the future. However, as noted in II b. above, mitigation requiring an agricultural buffer and landscaping will be required to reduce potential agricultural related impacts between the project site the property to the north. Additionally, the City's adopted General Plan, identified that build-out of the City would result in potential Class I impacts resulting from conversion of prime agricultural land to urban development. The City adopted a Statement of Overriding Considerations which included this topic and potential impacts.

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)	☐	☐	■	☐

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

Discussion: A consistency analysis to determine if a project would conflict with or obstruct implementation of the local San Luis Obispo County Clean Air Plan (CAP) must evaluate the following questions:

- Are the population projections used in the plan or project equal to or less than those used in the most recent CAP for the same area?

  The most recent CAP was adopted in 2001. The City's 2003 General Plan build-out population of 44,000 has not changed since it was adopted. The proposed project density is within the City's planned build-out scenario. In approving the General Plan, and adopting the General Plan EIR, the City included adoption of a Statement of Overriding Considerations, regarding specific potential environmental impacts, including City growth projections (above 35,300 population), and consistency with the CAP. Therefore, the project can be determined to be consistent with the most recent CAP, and would not conflict or obstruct implementation of the CAP.

- Is rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?

  The City's 2011 General Plan Circulation Element and transportation impact mitigation program is based on the build-out growth scenario of 44,000 people in the 2003 General Plan Land Use Element. The proposed project density is within the build-out scenario of both the Land Use and Circulation Elements of the General Plan. Therefore, the project would not result in a rate of increase in vehicle trips or miles traveled than the rate of population growth within the City, and the project would be consistent with the population growth planned for the City.

- Have all applicable land use and transportation control measures from the CAP been included in the plan or project to the maximum extent feasible?

  The project incorporates numerous land use and transportation control measures to ensure consistency with the CAP. These include the following:

  T2A. Local Transit System Improvements. The proposed project allows for the potential to include a transit stop within the project area.

  T3. Bicycling and Bikeway Enhancements. The project includes a circulation pattern conducive to safe bicycling opportunities, with connectively to the rest of the City consistent with the City's General Plan Circulation Element and Bike Master Plan, which calls for an extension of a Class II Bikeway into the community from Clubhouse Drive to the south, as well as providing access to a potential regional bikeway system along the Salinas River corridor.

  T6. Traffic Flow Improvements. This control measure refers to implementing traffic calming measures to slow down vehicles and encourage safe alternative modes of transportation. This could be accomplished through a variety of means, including traffic control devices, roadway design appropriate to the proposed land uses, and improvements for pedestrians and bicycles to encourage those modes of transportation. The project implements bikeway connections and roadway design consistent with City standards, and encourages bicycling and pedestrian use relate to access to the

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centrally located community facilities that are part of the project. Ultimately, the City will determine the appropriate design of circulation improvements on the site to ensure safe multimodal transportation opportunities.

The Clean Air Plan also includes various land use planning strategies to encourage the use of alternative forms of transportation, increase pedestrian access and accessibility to community services and local destinations, reduce vehicle miles traveled within the County, and promote congestion management efforts.

In general, these measures are most appropriate in the context of long-range plans, particularly general plans, where they can be applied communitywide. Relative to the River Oaks project, the proposed development is an extension of the existing land use pattern within the Borkey Area Specific Plan, which plans for orderly development and appropriate residential densities within the northern portion of the City. The degree to which the proposed project implements these land use strategies is discussed below.

L1. Planning Compact Communities. The project concentrates residential development into several neighborhoods, preserving and extending existing recreational open space uses in an orderly fashion.

L2. Providing for Mixed Use. The River Oaks community is centered on a recreationally-oriented facility that is focused on the needs of the proposed and existing River Oaks community. This center is consistent with the mixed use concept that is at the heart to reducing vehicle trips and air emissions. The project is envisioned as a residential development and an extension of the existing River Oaks I development located to the south within the Borkey Area Specific Plan. The proposed land use pattern is appropriate for its location away from the downtown, and toward the urban edge of the City of Paso Robles.

L3. Balancing Jobs and Housing. Balancing jobs and housing is a goal most appropriately implemented on a Citywide basis in the context of the General Plan. The purpose of this goal is to minimize commute distances, vehicle miles traveled, and thus air emissions. The overall land use pattern of the City includes a variety of commercial, industrial and residential uses that provide opportunities for residents to be employed within the community. The River Oaks project is an appropriate extension of the approved Borkey Area Specific Plan, which is an important residentially-oriented component of the General Plan land use pattern intended to provide an overall jobs-housing balance.

L-4. Circulation Management. This strategy is intended to encourage a transportation system that supports alternative travel modes and decreases reliance on the single occupant motor vehicle. In addition to the roadway system, the project includes provisions for transit connections, trails (including a connection to a potential regional trail alignment along the Salinas River), and safe pedestrian access between the proposed neighborhoods.

L-5. Communication, Coordination and Monitoring. This goal is most appropriately directed at the agency level, in that it encourages local and regional jurisdictions to coordinate closely to ensure that adopted land circulation programs related to reducing

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air emission are implemented. The CEQA process for the River Oaks project provides an important avenue to Air Quality and Greenhouse Gas Emissions Analysis.				
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 11)	☐	■	☐	☐

Discussion: An Air Quality Analysis was prepared for this project, and is provided in Attachment 11. The study includes an analysis of emissions that may result from the proposed development. The impact analysis (provided in Impact AQ-2) indicates that the project may result in short-term construction activities that may result in localized concentrations of pollutants that could adversely affect nearby land uses, that could be considered potentially significant unless mitigated. It also indicates that the project may result in long-term operational emissions from mobile emissions (i.e. cars), which would also be potentially significant unless mitigated.

The project incorporates several site design features that help mitigate these impacts. These include:

- *Increased Density (4 du/ac);*
- *Improve Walkability (16 intersections per square mile of development);*
- *Improve Destination Accessibility (1 mile to Downtown);*
- *Increase Transit Accessibility (2 transit stops within the project site);*
- *Improve Pedestrian Network;*
- *Provide Traffic Calming Measures (roundabouts and intersection improvements);*
- *Landscape Equipment (assumed 25% electric);*
- *High Energy Efficiency Lighting (used throughout site);*
- *Apply Water Conservation Strategies;*
- *Use Reclaimed Water (when available);*
- *Use Grey Water (when available);*
- *Low Flow Fixtures;*
- *Turf Reduction;*
- *Water-Efficient Landscaping;*
- *Water Efficient Irrigation;*
- *Recycling;*

To address short-term construction-related emissions, the project would comply with Mitigation Measure AQ-1, which provides Standard Measures for Construction Activities. These include:

AQ-1. Short-Term Construction-Related Emissions.

- Interior and exterior paints used during project construction shall have a maximum allowable VOC content of 150 grams per liter;
- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for

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on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

- Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO_X exempt area fleets) may be eligible by proving alternative compliance;
- Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators, discouraging them from idling for more than 5 minutes;
- Diesel idling within 1,000 feet of sensitive receptors shall be discouraged to the extent feasible;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when feasible; Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel. Further reducing emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;
- Repowering equipment with the cleanest engines available; and
- Installing California Verified Diesel Emission Control Strategies. These strategies are listed at: http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm

AQ-2. Dust Control Construction Emissions

- Reduce the amount of the disturbed area where possible;
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Water could be applied as soon as possible whenever wind speeds exceed 15 miles per hour;
- All dirt-stock-pile areas could be sprayed daily as needed;
- Permanent dust control measures could be identified in the approved project revegetation and landscape plans and implemented as soon as possible following completion of any soil disturbing activities;
- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading could be sown with a fast-germinating native grass seed and watered until vegetation is established;
- All disturbed soil areas not subject to revegetation could be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- All roadways, driveways, sidewalks, etc., to be paved could be completed as soon as possible. In addition, building pads could be laid as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles could not exceed 15 mph on any unpaved surface at the construction site;
- All trucks hauling dirt, sand, soil or other loose materials could be covered or could maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- Install wheel washers where vehicles enter and exit unpaved roads onto streets, and/or rumble strips for trucks and equipment leaving the site;
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water could be used where feasible; and
- Construction personnel should wear protective face masks while grading and excavating soils that contain serpentine soil;

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

- All PM_{10} mitigation measures required shall be shown on grading and building plans; and,
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-3. Mobile Emissions.
Mitigation Measure AQ-3, provides measures to reduce mobile emissions to a less than significant level. These include implementing at least 18 of the 24 measures identified by the local air district, provided below:

1. Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe (including appropriate signalization and signage).

2. Provide good access to/from the development for pedestrians, bicyclists, and transit users.

3. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.

4. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees.

5. Pave and maintain the roads and parking areas

6. No residential wood burning appliances.

7. Incorporate traffic calming modifications to project roads, such as narrower streets, speed platforms, bulb---outs and intersection designs that reduce vehicles speeds and encourage pedestrian and bicycle travel.

8. Increase number of connected bicycle routes/lanes in the vicinity of the project.

9. Provide easements or land dedications and construct bikeways and pedestrian walkways.

10. Link cul-de-sacs and dead-end streets to encourage pedestrian and bicycle travel to adjacent land uses.

11. Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.

12. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.

13. Install high efficiency heating and cooling systems.

14. Utilize high efficiency gas or solar water heaters.

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

15. Utilize built---in energy efficient appliances (i.e. Energy Star®).

16. Utilize double---paned windows.

17. Utilize low energy street lights (i.e. sodium).

18. Utilize energy efficient interior lighting.

19. Install door sweeps and weather stripping (if more efficient doors and windows are not available).

20. Install energy---reducing programmable thermostats.

21. Develop recreational facility (e.g., parks, gym, pool, etc.) within one---quarter of a mile from site.

22. If the project is located on an established transit route, provide improved public transit amenities (i.e., covered transit turnouts, direct pedestrian access, covered bench, smart signage, route information displays, lighting etc.).

23. Project provides a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.

24. Provide vanpool, shuttle, mini bus service (alternative fueled preferred).

With implementation of Mitigation Measures AQ-2 and AQ-3, the proposed project would result in short-term and long-term emissions that would be less than significant, and therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: 11)	☐	■	☐	☐

Discussion: As noted in the Air Quality Study, Table 6, the project may result in short-term construction emissions of DPM/PM_{10}, ROG and NOX, as well as ROG and NO_x from operational emissions. Implementation of Mitigation Measures AQ-2 and AQ-3 (noted above) would reduce these impacts to a less than significant level.

d. Expose sensitive receptors to substantial pollutant concentrations? (Source: 11)	☐	■	☐	☐

Discussion: There are sensitive receptors within the near vicinity of the project site, including senior housing and an elementary school that would be downwind from the project, that may be affected during construction. Implementation of Mitigation Measure AQ-4 would reduce the potential impacts to sensitive receptors to a less than significant level, as follows:

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

AQ-4. Sensitive Receptors.

a. Prior to issuance of a grading permit, a permit to operate shall be obtained from the SLOAPCD for any diesel emergency back-up generator, 50 hp or greater, that is included as part of the project plans. If the applicant decides to add a permit-required generator to the facility after the occupancy permit, then this mitigation measure is official notice to the applicant that an APCD permit is required prior to the installation of the proposed generator.
b. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM.

These requirements may include development of an Asbestos Dust Mitigation Plan, which must be approved by the SLOAPCD prior to construction, and Development and approval of an Asbestos Health and Safety Program (potentially required for some projects).

e. Create objectionable odors affecting a substantial number of people? (Source: 11)	☐	☐	■	☐

Discussion: The occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

The proposed project would not result in the installation of any equipment or processes that would be considered a major odor emission source. However, construction of the proposed project would involve the use of a variety of gasoline or diesel powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. As a result, short term construction activities would not expose a substantial number of people to frequent odorous emissions. For these reasons, potential exposure of sensitive receptors to odorous emissions would be considered less than significant.

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?	☐	■	☐	☐

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

Discussion: A Biological Report was prepared by Althouse & Meade in October 2013 (provided in Attachment 12), to assess the biological resources on the project site, potential impacts, and mitigations that may apply to minimize effects to these resources. The study documents site surveys for floralistic and wildlife species, and also considered information from previous biological studies of the site in 1999, 2000, 2001 and 2007.

The 2013 Biological Report indicates that the project could impact common habitat types, wetlands, oak trees, common and special status plants and animals, and nesting birds. The study indicates that there are eight (8) special status plants, and 19 special status animals that have the potential to occur in or near the Study Area. A complete list of all species within the area and those found on the site, and associated status is provided in the report. No special status plants (except for locally protected oak trees) occur on the site. However, the site hosts suitable habitat and soil conditions for four (4) special status plants and 17 special status animals. Wetland habitat is a sensitive natural communities and special aquatic site present on the property.

Potential impacts to sensitive habitat, plant and animal species include:

Habitats: blue oak woodland, riparian, and wetland

Plants: none

Animals: silvery legless lizard, pallid bat, vernal pool fairy shrimp, Western pond turtle, Western spadefoot toad, California steelhead, California red-legged frog, American badger, and San Joaquin kit fox.

Mitigation measures to reduce potential impacts to a less than significant level include the following:

Mitigation Measure BR-1. If impacts to wetlands would occur as a result of proposed project activities, a mitigation, monitoring, and reporting plan should be prepared and approved by the City and other jurisdictional agencies, as appropriate (i.e., California Department of Fish and Wildlife, U.S. Army Corps of Engineers, and the Regional Water Quality Control Board). Wetland mitigation will increase the areal extent of wetland habitat on site at a two-to-one ratio (created wetland area to impacted wetland area), or other ratio determined by the permitting agency. Mitigation implementation and success will be monitored for a minimum of three years, depending on the jurisdictional agencies' requirements.

Mitigation Measure BR-2. Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist of qualified biologist and a licensed land surveyor. Data for each tree should include date, species, number of stems, diameter at breast height (dbh) of each stem, critical root zone (CRZ) diameter, canopy diameter, tree height, health, habitat notes, and nests observed.

Mitigation Measure BR-3. An oak tree protection plan should be prepared by a qualified (City listed) arborist, and approved by the City of Paso Robles.

Mitigation Measure BR-4. Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts to oak trees may result from pruning, ground disturbance within the dripline or CRZ of the tree (whichever distance is greater), and damage to tree trunks.

Mitigation Measure BR-5. Impacts to oak trees should be assessed by a licensed arborist. Mitigations for impacted trees should comply with the City of Paso Robles tree ordinance.

Mitigation Measure BR-6. Replacement oaks for removed trees must be equivalent to 25% of the diameter of the removed tree(s). For example, the replacement requirement for removal of two trees of 15 inches dbh (30 total diameter inches), would be 7.5 inches (30" removed x 0.25

replacement factor). This requirement could be satisfied by planting five 1.5 inch trees, or three 2.5 inch trees, or any other combination totaling 7.5 inches. A minimum of two 24 inch box, 1.5 inch trees should be required for each oak tree removed.

Mitigation Measure BR-7. Replacement trees shall be seasonally maintained (browse protection, weed reduction and irrigation, as needed) and monitored annually for at least three years. Replacement trees should be of local origin, and of the same species as was impacted or removed.

Migratory non-game native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory non-game birds (as listed under the Federal MBTA).

BR-8. Within one week of ground disturbance or tree removal/trimming activities,
if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. To avoid impacts to nesting birds, grading and construction activities that affect trees and grasslands should not be conducted during the breeding season from March 1 to August 31. If construction activities must be conducted during this period, nesting bird surveys shall take place within one week of habitat disturbance. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. Construction activities shall observe a 300-foot buffer for occupied raptor *Althouse and Meade, Inc. – 590.01 Biological Report for River Oaks II, Paso Robles, San Luis Obispo County* 50 nests. A 500-foot buffer should be observed from occupied nests of all special status species. A pre-construction survey report shall be submitted to the lead agency immediately upon completion of the survey. The report will detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements. Impacts to significant wildlife movement corridors are not anticipated from the proposed project; therefore no mitigation is recommended. Special status plants were not found and are not expected to occur in the Study Area; therefore no mitigation is recommended.

If construction activities are conducted during the nesting season, from March 15 through August 15, pre-construction nesting bird surveys will be conducted (see BR-8). If occupied nests of special status birds (e.g. Cooper's hawk, sharp-shinned hawk, golden eagle, burrowing owl, yellow warbler, white-tailed kite, loggerhead shrike, and least Bell's vireo) are present, the following additional mitigation recommendations will be implemented:

BR-9. All occupied nests of special status bird species will be mapped using GPS or survey equipment. The mapped locations will be placed on a copy of the grading plans with a 500-foot buffer indicated. Work shall not be allowed within the 500-foot buffer while the nest is in use. The buffer zone should be delineated on the ground with orange construction fencing where it overlaps work areas.

BR-10. Occupied nests of special status bird species that are within 500 feet of project work areas will be monitored bi-monthly through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work can commence.

BR-11. Grubbing, grading, and other ground disturbance activities conducted within 50 feet of the Salinas River or the perennial pond will be monitored by a qualified biologist. If pond

turtles are found in the project areas, they will be moved to an appropriate safe location on site. The biological monitor must have appropriate permits for handling pond turtles.

Spadefoot toads breed in ephemeral pools in the Paso Robles region. They are known to occur in the vicinity of the subject property. Surveys of the property conducted during the 2006-2007 rainfall year were not definitive due to the extreme below normal rainfall, and ephemeral pools did not adequately fill. Therefore, additional surveys for spadefoot toad in potential ephemeral pool locations should be conducted prior to project construction.

BR-12. Prior to development, a survey of any ephemeral pools should be conducted within three weeks of saturating winter rainfall to determine the presence or absence of spadefoot toad on the property. If spadefoot toad is found, a mitigation plan, which may include avoidance, capture, and relocation, will be developed by a qualified biologist to reduce project effects on this species to a less than significant level.

BR-13. Prior to development, a survey of any ephemeral pools will be conducted within three weeks of saturating winter rainfall to determine the presence or absence of spadefoot toad on the property. If spadefoot toad is found, a mitigation plan, which may include avoidance, capture, and relocation, will be developed by a qualified biologist to reduce project effects on this species to a less than significant level.

BR-13. All construction related activities must observe a 100-foot set-back from the Salinas River, as measured from the outer edge of riparian canopy. A minimum 50-foot set-back will be observed from the ephemeral drainages and flood channels, as measured from the outer edge of riparian vegetation.

BR-14. The project will develop a Stormwater Pollution Prevention Plan (SWPPP) acceptable to the Regional Water Quality Control Board (RWQCB). Appropriate erosion control measures should be implemented at all times in areas that could potentially flow into the Salinas River. Erosion control measures should include, but are not limited to, effective placement of silt fence, straw waddles, hydroseed applications, and erosion control fabric. Project planning should strive for temporary and permanent erosion control.

BR-15. A pre-construction survey will be conducted within thirty days of beginning work on the project to identify if badgers are using the site. The results of the survey will be sent to the project manager, CDFG, and the City of Paso Robles. If the pre-construction survey finds potential badger dens, they should be inspected to determine whether they are occupied. The survey should cover the entire property, and should examine both old and new dens. If potential badger dens are too long to completely inspect from the entrance, a fiber optic scope should be used to examine the den to the end. Inactive dens may be excavated by hand with a shovel to prevent re-use of dens during construction. If badgers are found in dens on the property between February and July, nursing young may be present. To avoid disturbance and the possibility of direct take of adults and nursing young, and to prevent badgers from becoming trapped in burrows during construction activity, no grading will occur within 100 feet of active badger dens between February and July. Between July 1 and February 1 all potential badger dens will be inspected to determine if badgers are present. During the winter, badgers do not truly hibernate but are inactive and asleep in their dens for several days at a time. Because they can be torpid during the winter, they are vulnerable to disturbances that may collapse their dens before they rouse and emerge. Therefore, surveys should be conducted for badger dens throughout the year. If badgers are found on the property from July 1 through February 1, a qualified biologist may capture badgers and relocate them to an appropriate location off the property.

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

BR-16. San Joaquin Kit Fox (SJKF) habitat. San Joaquin kit fox could occur in the project area. Future development of the property will result in a net loss of kit fox habitat. The project biologist prepared a SJKF habitat evaluation form, which indicates that the mitigation ratio for loss of SJKF habitat is a 2:1 ratio, which requires two acres of habitat to be preserved for every acre of habitat lost to site disturbance. The proposed mitigation strategy, which is provided in Attachment 13, provides for purchase of land bank credits through the Palo Prieto Conservation bank or by paying in-lieu fees through the Nature Conservancy. (Fees shall be paid prior to issuance of permits for ground disturbance/grading.) This strategy was circulated to the California Department of Fish and Wildlife (CDFW), and CDFW is satisfied that this is an acceptable mitigation strategy, if the City of Paso Robles, as "Lead Agency" is satisfied that these measures provide adequate mitigation.

As a modification to the City's standard mitigation program, it is recommended that kit fox mitigation be partially fulfilled by habitat enhancements for San Joaquin kit fox on the property. These enhancements can include: kit fox friendly fencing, and artificial dens and escape structures in open space areas, drainage basins, and on the golf course, and signage and information to increase public awareness regarding San Joaquin kit fox. Areas of the existing golf course on the project to the south could also be included in this kit fox habitat area.

With implementation of the above biological resource mitigation measures, potential effects to that may have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species would be mitigated to a less than significant level.

b. Have a substantial adverse effect on any identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	■	☐	☐

Discussion: Riparian habitat and other potentially sensitive natural communities located on the project site were evaluated in the Biological Report referenced in (a) above, and it was determined that potential effects to these resources can be reduced with mitigation measures implemented, as provided above. (BR-1 – BR-16)

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	■	☐	☐

Discussion: The wetland area (i.e. existing pond) located on the project site, will not be significantly impacted by the project since it will not be disturbed or altered with project implementation. Additionally, mitigation measures identified in (a) above (BR-1 – BR-16) , will ensure that potential effects that may result from the project will be reduced to a less than significant level.

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?	☐	■	☐	☐

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

Discussion: Potential migratory species on the site include birds and SJKF specified in the study. Mitigation measures are provided in (a) above (BR-1 – BR-16) that will ensure that the project does not significantly impact or interfere with their movement, nesting or breeding, and that potential effects are reduced to a less than significant level.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	■	☐

Discussion: The only applicable local regulation is the City's Oak Tree Preservation Ordinance. The project intends to preserve all existing oak trees on the property through implementation of standard oak tree protection measures. Should any oak trees be proposed for removal in the future, the applicant would need to apply for an Oak Tree Removal Permit and comply with compensatory oak tree mitigation requirements, as approved by the City Council.

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?	☐	☐	☐	■

Discussion: There are not local, regional or state habitat conservation plans that apply to property within the City of Paso Robles.

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	■	☐

Discussion: A Cultural Resource Study was prepared for this project in 2009 (Parker & Associates), provided in Attachment 14. The study included a survey of the entire property (in addition to property located adjacent to the northern property line). The study and did not identify any "significant" historical resources, as defined in §15064.5. Therefore, potential impacts that may result from this project would not likely result in substantial adverse changes in historical resources, and impacts can be determined to be less than significant.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	■	☐

Discussion: The Cultural Resource Study, noted above, determined that materials found during field inspections were not considered significant cultural resources, as defined by Title 14 PRC, Sec. 4852 (b) & (c). Additionally, an archaeological resource records search was conducted at the City's request by the Central Coast Information Center (March 2016). The records search indicates that there are no recorded archaeological sites mapped on or in the near vicinity of the project site, and no significant prehistoric artifacts were identified from prior studies on the site. Therefore, it can be determined that impacts from this project on archaeological resources, pursuant to §15064.5, would be less than significant. The Native

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

American Tribal Consultation process was conducted in 2014, and formal consultation was not requested by any listed tribes.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	■

Discussion: The Cultural Resource Study prepared for this site, indicates that there are no known paleontological resources on the project site or unique geological features. Therefore, the project would not result in potential impacts to paleontological resources or site or unique geologic feature.

d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

Discussion: There are no known human remains on the project site, however per mitigation measure CR-1, if human remains are found during site disturbance, all grading and/or construction activities shall stop, and the County Coroner shall be contacted to investigate. Therefore, this project will result in less than significant impacts on cultural resources.

CR-1. Human Remains. if human remains are found during site disturbance, all grading and/or construction activities shall stop, and the County Coroner shall be contacted to investigate.

VI. GEOLOGY AND SOILS: Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1, 2, & 3)	☐	☐	■	☐

Discussion: The potential for and mitigation of impacts that may result from fault rupture in the project area are identified and addressed in the General Plan EIR, pg. 4.5-8. There are two known fault zones on either side of the Salinas Rivers 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 Paso Robles. The City of Paso Robles recognizes these geologic influences in the application of the California Building Code (CBC) to all new development within the City. Review of available information and examinations indicate that neither of these faults is active with respect to ground rupture in Paso Robles. Soils and geotechnical reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. Based on standard conditions of approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant. There are no Alquist-Priolo Earthquake Fault Zones within City limits.

ii. Strong seismic ground shaking? (Sources: 1, 2, & 3) ☐ ☐ ■ ☐

Discussion: The proposed project will be constructed to current CBC codes. The General Plan EIR identified impacts resulting from ground shaking as less than significant and provided mitigation measures that will be incorporated into the design of this project including adequate structural design and not constructing over active or potentially active faults. Therefore, impacts that may result from seismic ground shaking are considered less than significant.

iii. Seismic-related ground failure, including liquefaction? (Sources: 1, 2 & 3) ☐ ☐ ■ ☐

Discussion: In accordance with the General Plan Safety Element and the City Local Hazard Mitigation Plan, the project site is located in an area with low potential for liquefaction. Therefore, impacts that may result from seismic-related ground failure, including liquefaction, are considered less than significant.

b. Landslides? ☐ ☐ ■ ☐

Discussion: In accordance with the General Plan Safety Element and the City Local Hazard Mitigation Plan, the project site is located in an area with low to moderate potential for landslides. Therefore, in compliance with grading and building standards, impacts that may result from landslides are considered less than significant.

c. Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3) ☐ ☐ ■ ☐

Discussion: In accordance with the General Plan Safety Element and the City Local Hazard Mitigation Plan, the project site is located in an area with low to moderate potential for erosive soils. Therefore, in compliance with grading and building standards, impacts that may result from erosion are considered less than significant.

d. 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? ☐ ☐ ■ ☐

Discussion: See a.iii above. The applicant prepared a geotechnical Phase I Environmental Site Assessment (GeoSolutions), that included soil borings and analysis, and concluded that the site is suitable for development. See Attachment 16, Phase I Environmental Site Assessment.

e. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? ☐ ☐ ■ ☐

Discussion: In accordance with the General Plan Safety Element and the City Local Hazard Mitigation Plan, the project site is located in an area with low to moderate potential for expansive soils. Therefore, in compliance with grading and building standards, impacts that may result from expansive soils are considered less than significant.

f. 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? ☐ ☐ ☐ ■

Discussion: Alternative waste water disposal or management systems are not proposed with this project.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ☐ ☐ ■ ☐

Discussion: A Greenhouse Gas Emissions Study was prepared for this project. See Attachment 11. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 from mobile sources. To a lesser extent, other GHG pollutants, such as CH_4 and N_2O, would also be generated. Short-term and long-term GHG emissions associated with the development of the proposed project are discussed in greater detail, as follows:

Short-term Construction GHG Emissions. Estimated increases in GHG emissions associated with construction of the proposed project are summarized in Table 10. Based on the modeling conducted, annual emissions of greenhouse gases associated with construction of the proposed project would range from approximately 686.7 to 1,151.6 million metric tons of carbon dioxide equivalent (MTCO2**e)**. Amortized GHG emissions, when averaged over the assumed 50-year life of the project, would total approximately 96.8 MTCO2**e**/year. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted.

Table 10.
Construction-Generated GHG Emissions Without Mitigation

Construction Year	**GHG Emissions ($MTCO_2e$/year)**
2016	1,151.6
2017	760.9
2018	836.6
2019	700.6
2020	686.7
2021	702.6
Total	*4,839.1*
Amortized Construction Emissions	**96.8**
** Amortized emissions are based on an estimated 50-year project life. See Appendix C for modeling assumptions and results.*	

Long-term Operational GHG Emissions. Estimated long-term increases in GHG emissions associated with the proposed project are summarized in Table 11. Based on the modeling conducted, operational GHG emissions would be predominantly associated with mobile sources and energy use. To a lesser extent, GHG emissions would also be associated with solid waste generation, as well as, water use and conveyance. With amortized construction-generated emissions, annual emissions would total approximately 3,166 MTCO2e/year. However, as described in Impact GHG-2, the project would be consistent with the Greenhouse Gas Reduction Strategy included in the CAP, so both construction and operational impacts would be less than significant.

Table 11.
Operational GHG Emissions Without Mitigation

Source	GHG Emissions ($MTCO_2e$/year)
Area Source	110.9
Energy Use	853.8
Motor Vehicles	1,943.1
Waste Generation	110.8
Water Use and Conveyance	51.0
Total Project-Generated Emissions	*3,069.6*
Construction (amortized annually)	96.8
Total	**3,166.4**
Appendix C for modeling assumptions and results.	

b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses? ☐ ☐ ■ ☐

Discussion: The City's adopted Climate Action Plan (CAP) is a long-range plan to reduce greenhouse gas (GHG) emissions from City government operations and community activities within Paso Robles and prepare for the anticipated effects of climate change. The CAP 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 (City of Paso Robles, 2013). To help achieve these goals, the CAP includes a "Consistency Worksheet", which identifies various mandatory and voluntary actions designed to reduce GHG emissions. The CAP Consistency Worksheet can be used to demonstrate project-level compliance with the CAP.

A CAP consistency worksheet for the proposed project is included in Appendix B of the Climate Action Plan report. As depicted in the worksheet, proposed land uses would be consistent with proposed Specific Plan designations and zoning, and would implement all applicable mandatory measures identified in the City's CAP, provided in Attachment 15. The proposed project would also include numerous voluntary measures, which would further reduce project-generated GHG emissions. For these reasons, the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. This impact would be considered less than significant with implementation of GHG reduction measures included in the CAP Consistency Worksheet.

VIII. 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? ☐ ☐ ■ ☐

Discussion: The future development project would use industry-standard landscape and building supplies and maintenance products which would be stored in compliance with all applicable safety requirements. The project would not include use of, transport, storage or disposal of hazardous materials that would create a significant hazard to the public or environment.

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? ☐ ☐ ■ ☐

Discussion: See VIII a. above.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ☐ ☐ ■ ☐

Discussion: Kermit King Elementary School is located within one-quarter mile of the project planning area. As a residential project, it will not likely emit hazardous emissions or materials, that could negatively affect Kermit King Elementary School. It is undefined at this time if the community garden/farm area would use agricultural chemicals such as pesticides, however the agricultural area is located farther than one-quarter mile from the elementary school. Therefore, it is unlikely that the project would result in emitting hazardous emissions, materials, or substances, that would negatively affect the school, and potential affects can be determined to be less than significant.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ☐ ☐ ☐ ■

Discussion: A Phase I Environmental Site Assessment (ESA) was conducted on the project site (which previously included additional acreage), in 2005. This study is provided in Attachment 18. The ESA includes field surveys to determine if the site has existing or the potential for Recognized Environmental Conditions (RECs). The study indicates that no RECs were observed on any of the properties proposed with this project.

In accordance with the California Department of Toxic Substances Control (DTSC), under Government Code Section 65962.5(a), none of the properties proposed for this project are listed in the database of hazardous substance release sites as having record of hazardous materials located there. Therefore, it is unlikely that the project would result in exposing or creating a hazard to the public or 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? ☐ ☐ ■ ☐

Discussion: The proposed project site is not located within the Paso Robles Airport planning area of the Paso Robles Airport Land Use Plan. Therefore, the project will not likely result in a safety hazard for people residing or working in the project area from airport traffic.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ☐ ☐ ☐ ■

Discussion: There are no private airstrips within the City of Paso Robles city limits, therefore, the project could not result in a safety hazard for people residing or working in the project area from air traffic due to a private airstrip.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■

Discussion: The City does not have an adopted emergency response plan or emergency evacuation plan. Therefore, the project will not impair or interfere with adopted emergency response routes or plans.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

Discussion: The project site is not located within the vicinity of wildlands, therefore it could not expose people or structures to risks associated with wildland fires.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a. Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐

Discussion: The proposed project is intended for future residential development, with a limited amount hot spring spa related uses. The nature of these uses do not typically use or create substances that require water or wastewater treatment beyond what is required for domestic uses, and would not likely violate water quality standards.

The project is intended to be designed with stormwater management basins where water quality will be enhanced through settlement of the suspended particles, filtered and infiltrated through the site using bioswales along streets and in open spaces. Design of the basins, with the primary basin being Basin #1 - the existing lake on the east side of the project, will incorporate storm water control measures to meet the Regional Water Quality Control Board requirements, by incorporating low-impact development features. This will include structural improvements, including, but not limited to: pervious concrete, gravel reservoirs, and infiltration trenches, and other "best management" practices. Therefore, with stormwater quality management features incorporated into the future design of this project, potential water quality impacts will be reduced to a less than significant level.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7)	☐	■	☐	☐

Discussion: A Water Supply Evaluation (WSE) was prepared for this project by the hydro-engineering firm, TODD Groundwater (March, 2016), which is provided in Attachment 17. The WSE estimates the proposed project-related water demand and available water resources to supply the project in the near- and long-term horizon, under normal, drought, and sustained drought conditions. The study then evaluates the ability to serve the projected water needs. The assumptions in the WSE are based on planned the growth scenario through General Plan build-out as documented in the City's adopted 2010 Urban Water Management Plan (UWMP), as well as current water supply availability from the City's water resource allocations of groundwater, Salinas River underflow, treated recycled water, and water from the Nacimiento Water Project. The project proponent also has existing rights to use well water from two existing wells within the Salinas River corridor. These wells provide water to the existing River Oaks golf course, lake, and Spa facility. In accordance with the City's adopted well ordinance, the applicant will be permitted to continue the use private well water for existing uses, as well as land zoned Agricultural, used for agricultural purposes. Well water is proposed to be used on an interim basis for landscaping in the public right-of-way until such time as recycled City water becomes available. The project will be plumbed with "purple pipe" for this purpose.

Water demand includes water necessary to serve each home, as well and landscaping in the public right-of-way, open space areas, lake, and the expanded spa facility. Current total potable water use is 18 acre-feet per year (AFY), and the total water use, including potable, recycled, private well and geothermal wells is approximately 363 AFY, see Attachment 19, Table 2.

The 2010 UWMP estimated the potable water demand for the site to be 64 AFY. The potable water demand estimated for the proposed residential use is estimated to be 105 AFY, with total potable demand (including the spa, and other community facilities) is estimated to be 132 AFY (which includes unaccounted for water, i.e. leaks, meter error, etc.). The overall estimated future water use (including all sources) is 498 AFY, see Table 3 in the WSE. As noted in the conclusions of the WSE, the additional water supply needed for this project is accounted/planned for in the General Plan.

As demonstrated in Table 14 of the WSE, the report indicates that the City has an adequate potable water supply to provide a reliable long-term water supply for the project, and as shown in Table 15, it concludes that the same determination under normal and drought conditions through build-out of the City under the existing General Plan build-out scenario. Therefore, as demonstrated the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level as a result of this project. Therefore, the project would result in less than significant impacts to use of water resources.

Additionally, through implementation of post-construction hydromodification low-impact development features and best practices, the project will be designed to infiltrate all new stormwater runoff on the project site, and will not result in decreased rainfall infiltration or groundwater recharge that may reduce stream baseflow. The applicant is not proposing a specific development plan application, therefore general mitigation measures for future development is appropriate. With incorporation of these measures the proposed project will result in less than significant impacts to groundwater recharge capacity, with stormwater management mitigation measures incorporated into the future project design.

HYD-1. Recycled Water. The project shall use recycled water when it becomes available for landscape irrigation and agricultural purposes.

HYD-2. Well Metering. All on- and off-site wells permitted for use with this project shall have well meters installed per Public Works standards prior to recordation of the first subdivision map.

c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10)	☐	■	☐	☐

Discussion: The historic stormwater runoff of the site flows from the western side of the property to the Salinas River. The proposed preliminary drainage design will include implementation of onsite decentralized drainage basins, (including use of the existing lake), to will maintain the overall historic drainage pattern and maintain post-construction hydromodification on the project site. All stormwater control measures will be in compliance with the Regional Water Quality Control Board requirements. Additionally, the project would not alter the course of any stream or river on the site, since neither features exists on the site, and storm water runoff will not add to or exacerbate historic flows to the Salinas River with implementation of the proposed site drainage features. Therefore, with implementation of mitigation measure HDY-3 and HYD-4, the project will be mitigated to a less than significant level.

HYD-3. Low-impact development.

Incorporate all storm water control measures to meet the Regional Water Quality Control Board requirements by incorporating low-impact development features into the future project design.

HYD-4. Post-Construction Hydromodification.

Incorporate all storm water control measures to manage potential post-construction hydromodification per the Regional Water Quality Control Board requirements into the future project design.

d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 10)	☐	■	☐	☐

Discussion: See IX b. and c. above. With implementation of HYD-3 and HYD-4 above, the project could not result in flooding on- or off-site since it would not increase or modify historic drainage flows, therefore, potential impacts from this project that would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, would be less than significant.

e.	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? (Source: 10)	☐	■	☐	☐

Discussion: See IX b. and c. above. With implementation of HYD-3 and HYD-4 above, the project could not result in creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, potential impacts to the existing and/or planned stormwater drainage systems and water quality would be less than significant.

f.	Otherwise substantially degrade water quality?	☐	☐	■	☐

Discussion: The proposed project does not propose land uses or other activities that could otherwise substantially degrade water quality, therefore, potential impacts from this project on water quality would be less than significant. As noted in IX b. and c. above, site drainage will be managed onsite.

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ☐ ☐ ☐ ■

Discussion: In accordance with the City's General Plan Safety Element, Flood Hazard Maps, the future development area of the project site is not within or near a 100-year flood hazard area. Therefore, the proposed project could not result in impacts by placing housing within a 100-year flood hazard area.

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? ☐ ☐ ☐ ■

Discussion: See IX g. above. The proposed project could not result in impacts by structures that would impede or redirect flood flow within a 100-year flood hazard area.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ☐ ☐ ☐ ■

Discussion: See IX g. above. Additionally, in accordance with the General Plan Safety Element, the project does not include structures that would be within the dam inundation flood hazard zone.

j. Inundation by mudflow? ☐ ☐ ☐ ■

Discussion: See IX g. above. Additionally, in accordance with the General Plan Safety Element, the project does not include structures that would be within an area subject mudflow.

k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan? ☐ ☐ ☐ ■

Discussion: As noted in IX b. above, the project will incorporate BMPs for stormwater management which are consistent with the City's Stormwater Management Plan, and in compliance with requirements of the Regional Water Quality Control Board.

l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones? ☐ ☐ ☐ ■

Discussion: As noted in IX a. b. & c. above, the project will incorporate low-impact development features to maintain stormwater on the project site. New stormwater runoff will therefore not impact watershed storage, wetland, riparian areas, aquatic habitat or buffer zones.

X. LAND USE AND PLANNING: Would the project:

a. Physically divide an established community? ☐ ☐ ☐ ■

Discussion: The proposed project would expand existing neighborhoods located to the south the of project site, and would not physically divide an established community.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with ☐ ☐ ☐ ■

jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Discussion: The proposed project scope includes amendments to the General Plan Land Use Plan and applicable zoning, to change the majority of the site from Agriculture to Single-Family Residential. The project also includes an amendment to the Borkey Area Specific Plan to provide for increased density of the property. These amendments will be internally consistent, and consistent with the General Plan and Zoning Code. The future project is intended to be consistent with surrounding land uses.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ ■

Discussion: There are no habitat conservation or natural community conservation plans that are applicable within the City of Paso Robles, therefore, the project could not conflict with these types of plans.

XI. 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) ☐ ☐ ☐ ■

Discussion: There are no known mineral resources located within the project area.

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) ☐ ☐ ☐ ■

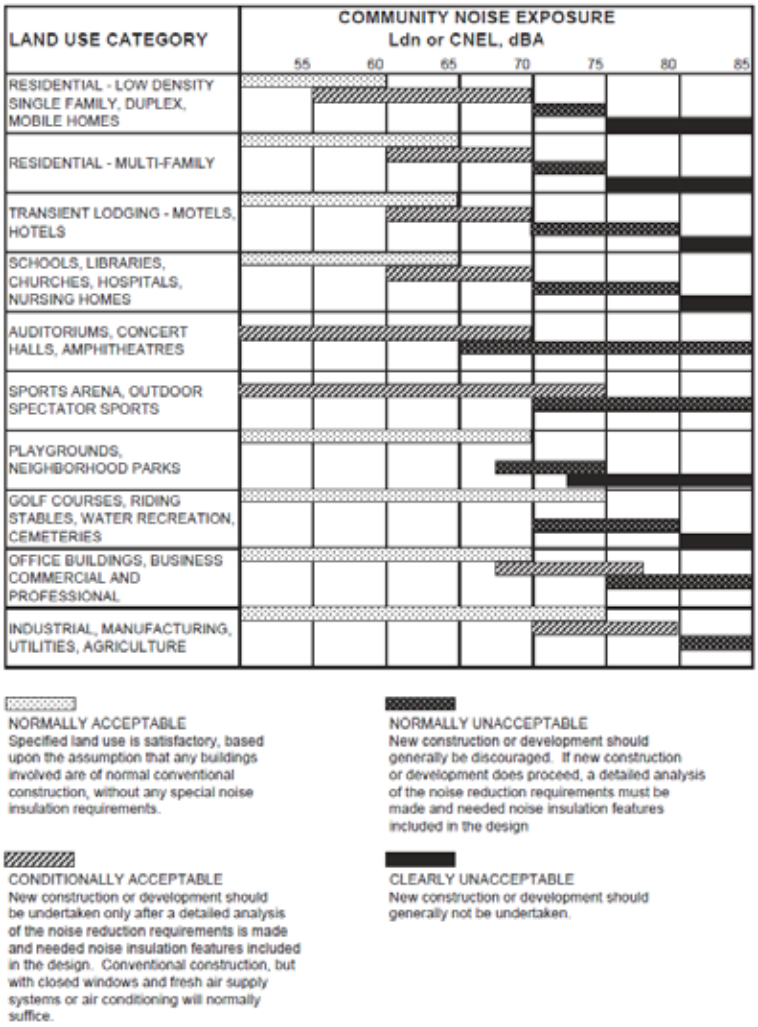
Discussion: See XI a. above.

XII. NOISE: Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1) ☐ ■ ☐ ☐

Discussion:

Noise is generally defined as unwanted or objectionable sound. Noise levels are measured on a logarithmic scale because of the physical characteristics of sound transmission and reception. Noise energy is typically reported in units of decibels (dB). The duration of noise and the time of day at which it occurs are important factors in determining the impact on communities. Noise is more disturbing at night and noise indices have been developed to account for the time of day and duration of noise generation. The Community Noise Equivalent (CNEL) and Day Night Average Level (DNL or Ldn) are such indices. According to the Paso Robles General Plan Noise Element, noise exposure thresholds are as provided in the table below.



Implementation of this expansion project would result in additional vehicle traffic on area roadways, increasing the ambient noise along those corridors, and would increase the number of residences exposed to noise in the planning area. In reviewing the General Plan Noise Element existing and future roadway and railroad noise contour figures (see Attachment 18, Figures N-2a and N-3a), demonstrate that due to the location of the property the noise from the highway or the railroad line would not exceed the thresholds established for residential development (as indicated in the table above). Additionally, construction methods also help attenuate noise through glazing and insulation materials. Therefore, potential impacts from highway and railroad noise would be less than significant on future development of this project.

Construction activity would result in localized noise within the planning area which may temporarily exceed standards. Noise sensitive land uses generally include: residential development; schools; health care services; and convalescent homes, churches, libraries and museums, and hotels. There are existing residences and an elementary school located adjacent to and/or near the project site which, as sensitive land uses, would be exposed to construction-related noise. Construction of this project would be phased. Construction-related noise typically occurs intermittently, and varies depending upon the nature or phase of construction (e.g., land clearing, grading, excavation, and paving). Noise generated by construction equipment including earth movers, material handlers, and portable generators, can reach high levels. Although noise ranges are generally similar for all construction phases, the initial site preparation phase tends to involve the most heavy-duty equipment, having a higher noise-generation potential. Noise levels associated with individual construction equipment is summarized in the table below. As depicted, noise levels generated by individual construction equipment typically range from approximately 74 dBA to 89 DBA Lmax at 50 feet (FTA 2006). Construction

activities occurring during the more noise-sensitive nighttime hours would be of particular concern given the potential for increased levels of annoyance. However, construction noise is typically short-term in duration, and the project will include mitigation measures to limit hours and days of construction to reduce exposure of noise to sensitive land uses. Mitigations including the following measures:

N-1: Construction Hours. Unless otherwise provided for in a validly issued permit or approval, noise-generating construction activities shall be limited to the hours of 7:00am and 7:00pm. Noise-generating construction activities shall not occur on Sundays or City holidays.

N-2: Construction Equipment Noise. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhausted mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds should be closed during equipment operation.

With the mitigation measures identified, construction activities would be limited to the daytime hours. The proper maintenance of construction equipment and use of mufflers would reduce equipment noise levels by approximately 10 dB. With these mitigation measures this impact is considered less than significant.

Table 9
Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA Lmax) 50 feet from Source
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	85
Truck	88
Paver	89
Pneumatic Tool	85
Roller	74
Saw	76
Sources: FTA 2006	

Additionally, the adopted General Plan Environmental Impact Report (EIR), identified cumulative development and construction-related noise impacts as Class I, potentially significant and unavoidable, and adopted a Statement of Overriding Considerations to accept future development consistent with the General Plan.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ■ ☐

Discussion: Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction activities associated with the proposed project would likely require the use of various off-road equipment, such as tractors, concrete mixers, and haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, is not anticipated to be required for this project. Groundborne vibration levels associated with this project by construction equipment would not be anticipated to exceed City standards. As a result, this impact would be considered less than significant.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐

Discussion: See XII a. above.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐

Discussion: See XII b. above.

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 expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4)	☐	☐	■	☐

Discussion: The proposed project site is located just over one (1) mile from the Paso Robles Airport Land Use Plan planning area boundary, and therefore, would not expose people residing in the project area in the future to airport-related noise that would be excessive. Additionally, all property within the City limits are subject to a citywide avigation easement which acknowledges that residential development may be exposed to a limited amount of airport-related noise at times. Therefore, potential exposure to airport-related noise for this project would be less than significant.

XIII. POPULATION AND HOUSING: Would the project:

a. Induce substantial 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)	☐	☐	■	☐

Discussion: The proposed project which includes construction of 271 homes, is anticipated to result in a population increase of approximately 721 people (e.g. 2.66 persons per household). The project is consistent with the City's General Plan build-out scenario of 44,000 people, and represents less than 2 percent growth (0.016) for residential development, which is planned to occur in several phases over the next decade. The extension of infrastructure proposed to serve this project includes utilities and roads, and represent an orderly development pattern connecting the project area to existing City neighborhoods and services.

The adjacent vacant property to the north of the project site is zoned Agriculture, and is privately owned. This property was recently planted in vineyards. The vacant property to the east of the site is owned by Cuesta College and is zoned for Public Facilities. It is intended for future development of the college. Neither property is planned for future residential development in the General Plan designation. If future development were proposed for either of these two properties, they would require General Plan, Zoning and Specific Plan amendments to expand the City's population growth and build-out scenario, and the capacity serve them. This would be a significant deterrent from future development, thereby reducing the potential for the currently proposed project to induce substantial growth beyond what is already planned for in the General Plan. Therefore, given the proposed growth and limited capacity to expand the City's build-out planned in the General Plan, the project would not likely induce substantial growth in the area, or extension of major infrastructure.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ■

Discussion: The subject site does not currently have any existing housing located on it, therefore, the project could not displace housing. Thus, the project could not result in an impact on housing displacement.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ■

Discussion: See XIII b. above.

XIV. PUBLIC SERVICES: 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:

a. Fire protection? (Sources: 1,10) ☐ ☐ ■ ☐

Discussion: The Paso Robles Emergency Services (EMS) Department reviewed the project for consistency with access standards, and considered the City's ability to serve the project. The EMS Department is satisfied with the conceptual site layout and access for emergency services. Since this application does not include development plans, specific details on emergency access will be closely reviewed by EMS when those plans are submitted.

According to the Fire Chief, Ken Johnson, the City has adequate capacity to serve this project, and the project would not result in the need to construct new facilities. Payment of development impact fees and future annexation to the City's Community Facilities District (CFD) will ensure the City has adequate resources to provide emergency services and be in compliance with the City's General Plan Safety Element policies. Therefore, implementation of future project conditions of approval which require payment of development impact fees and annexation to the CFD, for emergencies services and facilities would reduce the potential impact of this development to a less than significant level.

b. Police protection? (Sources: 1,10) ☐ ☐ ■ ☐

Discussion: In accordance with the City's General Plan and impact fee program, payment of development impact fees and annexation to the City's CFD, adequately mitigates impacts from development and ensures the City has adequate resources to provide police protection for new development. Therefore, future payment of development impact fees and participation in the CFD would reduce potential impacts to police services to a less than significant level.

c. Schools? ☐ ☐ ■ ☐

Discussion**:** According to Government Code 65995(h), and consistent with the City's General Plan EIR, the payment of school fees charged with building permits mitigates school impacts, and potential impacts would be determined to be less than significant. Additionally, according to the Paso Robles Unified School District, Kermit King Elementary School has adequate capacity to accommodate new students that may be generated by future development.

d. Parks? ☐ ☐ ■ ☐

Discussion: The proposed project is consistent with the projected build-out scenario of the General Plan, which includes projected demand for construction and improvements of park facilities (i.e. 7 acres per 1,000 population). The project will not require construction of new park facilities to accommodate the recreational needs of the proposed development.

The City has provided several new park facilities in recent years, including the new Uptown Park in the north end of the City. Additionally, the City and County established a Salinas River Trail Master Plan, which provides for a multi-purpose trail system along the river corridor. The City has improved over two miles of recreational river trail facilities. The Salinas River Trail Master Plan includes future trail improvements adjacent to the proposed project on the applicants' property. The project will be conditioned to dedicate land to extend this segment of the trail for the City, consistent with the Salinas River Trail Master Plan to continue trail improvements in the future. See Section XVI (f), for transportation-related trail mitigation measure, TR-3.

The proposed project includes a significant amount of open space area for passive park uses, onsite multi-purpose trails, and bike lanes. The project also includes expanding recreational facilities at the existing spa with pools, tennis courts and other amenities. The applicant will also be required to pay future development impact fees. With the proposed recreational improvements, existing City recreational amenities available, and future payment of development impact fees, potential impacts from development of this project would be less than significant level.

e. Other public facilities? (Sources: 1,10) ☐ ☐ ☐ ■

Discussion: No other public facilities impacts have been identified that would result from this project.

XV. RECREATION

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? ☐ ☐ ■ ☐

Discussion: As noted in XIV d. Future residents would use City recreational facilities, however, the project incorporates substantial recreational amenities that would reduce the potential impact of residents using City facilities to the extent that they would result in physical deterioration. In addition, the applicant will be required to pay development impact fees to offset the incremental impacts of the proposed development to a less than significant extent.

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? ☐ ☐ ■ ☐

Discussion: See XV a. above. The project would not result in adverse physical effect on the environment.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	■	☐	☐

Discussion: The proposed project circulation plan is consistent with the City's General Plan Circulation Element, goals, policies and actions. The project incorporates a well-connected multi-modal street network and circulation plan. The primary access for the project is from an extension of Clubhouse Drive. The "active adult" neighborhood is proposed to be developed on relatively flat land, and provides a grid-style street network. The larger lot area on the east side of the project has significant topography, however, the streets are proposed to connect to the existing neighborhood to the south, the proposed open space areas, incorporates several internally connected streets, and provides a second access to Buena Vista Drive. The circulation plan also includes several intersection traffic circles. The project includes two transit stops, however specific locations will be determined when the applicant submits applications for development.

The proposed circulation plan is not consistent with the Circulation Element, Circulation Master Plan Map. The Master Plan Map includes a connection of Dry Creek Road through the project site connecting to North River Road. Due to the topographic constraints of the property and the feasibility of this road connection through other properties in the County, the applicant has requested, as part of the General Plan amendment to eliminate this road connection. The traffic study demonstrates that since this road would carry a minimal volume of traffic, that elimination of the road connection would not result in significant traffic impacts on the surrounding circulation network. Therefore, with this amendment to the Master Plan, impacts from this component of the project would be less than significant.

A Transportation Impact Analysis (TIA) was prepared for this project to determine if future development of the project would conflict with measures of performance of the City circulation system (see Attachment 19). Traffic counts were collected for weekday AM and PM peak hour conditions at the study intersections in May 2014 and October 2015, when schools were in session.

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

(1) North River Road/River Oaks Drive;
(2) Buena Vista Drive/River Oaks Drive;
(3) State Route 46 E/Buena Vista Drive (Caltrans intersection); and
(4) State Route 46 E/Golden Hill Road (Caltrans intersection).

The study intersections were evaluated under the following analysis scenarios:

(1) Existing Conditions - reflects recently collected traffic counts and the existing transportation network;
(2) Existing Plus Project Conditions - adds project generated traffic to Existing Conditions volumes;
(3) Near Term Conditions - adds approved and pending projects in the study area to Existing Conditions volumes;
(4) Near Term Plus Project Conditions - adds project traffic to Near Term Conditions volumes;

(5) Cumulative Conditions - reflects future traffic conditions developed using the City's Travel Demand Model;
(6) Cumulative Plus Project Conditions - adds project traffic to Cumulative Conditions volumes.

The study concludes that existing conditions for all study intersections operate at a Level of Service (LOS) of "C" or better during weekday peak hours. Queue lengths for existing conditions for study intersections operate acceptably. The study analyzes the "existing plus project conditions", which includes trip generation, trip distribution and assignment, and a deficiency analysis of roadways and intersections, for vehicles, bicycles, pedestrians, transit and onsite circulation. The project is expected to generate 2,128 trips per day (160 AM peak hour, and 207 PM peak hour), as noted in Table 5 from the TIA below.

Table 5: Project Trip Generation

		Number of Trips						
			AM			PM		
Land Use	Size	Daily	In	Out	Total	In	Out	Total
Active Adult Single Family[1]	144 units	654	19	35	54	36	23	59
Single Family Residential[2]	127 units	1309	25	74	99	82	48	130
Fitness & Wellness Center[3]	5,000 s.f.	165	4	3	7	5	13	18
	Total Trips	2128	48	112	160	123	84	207

1. ITE Lane Use Code 251, Senior Adult Housing-Detached. Fitted curve equations used.
3. ITE Land Use Code 492, Health/Fitness Club. Average rates used.
Source: Trip Generation, 9th Edition, ITE (2012) and CCTC, 2013

The directions of approach and departure for project trips were estimated using the City's Travel Demand Model, existing trip patterns, and the locations of complementary land uses. Project trips were assigned to individual intersections based on the trip distribution percentages, and were then added to the existing traffic volumes to establish Existing Plus Project Conditions. The report concludes that all of the study intersections operate acceptably at LOS "C" or better with the addition of project traffic. It also indicates that there would be no queuing deficiencies with existing plus project traffic. See Tables 6 and 7 from the TIA below.

Table 6: Existing & Existing Plus Project Intersection Levels of Service

		Existing		Existing Plus Project	
Intersection	Peak Hour	Delay[1] (sec/veh)	LOS[2]	Delay[1] (sec/veh)	LOS[2]
1. North River Road/	AM	4.7 (11.0)	A (B)	4.9 (11.2)	A (B)
River Oaks Drive	PM	5.0 (10.3)	A (B)	5.0 (10.5)	A (B)
2. Buena Vista Drive/	AM	11.8	B	13.9	B
River Oaks Drive	PM	8.6	A	9.5	A
3. State Route 46 E/	AM	14.8	B	16.6	B
Buena Vista Drive	PM	7.2	A	10.3	B
4. State Route 46 E/	AM	20.0	C	20.1	C
Golden Hill Road	PM	21.3	C	21.7	C

1. HCM 2010 average control delay in seconds per vehicle.
2. For side-street-stop controlled intersections (i.e. N River Road/River Oaks Drive) the worst approach's delay is reported in parenthesis.

Table 7: Existing Plus Project Queues					
Intersection	Peak Hour	Movement	Storage (ft)	Existing 95% Queue (ft)	Existing Plus Project 95% Queue (ft)
1. North River Road/ River Oaks	AM	NBR	200	30	35
	PM			25	25
2. Buena Vista Drive/ River Oaks	AM	NBL	90	58	78
	PM			8	15
3. State Route 46 E/ Buena Vista	AM	EBL	720	194	225
	PM			86	146
4. State Route 46 E/ Golden Hill Road	AM	EBL	550	72	73
	PM			76	77
	AM	SBL	130	54	54
	PM			79	79

The study indicates that additional improvements for bicycles on Clubhouse Drive and Buena Vista Drive are necessary to ensure deficiencies would not occur, and that the project is consistent with the City's Bike Master Plan. In accordance with the proposed Site Master Plan, bike lanes are proposed to be included on those streets. The project indicates proposed pedestrian connections throughout the site, however the study provides specifications to ensure this, and that there would be direct connections to transit and Cuesta College.

The study indicates that the plan provides for planning-level (conceptual) designs for bike, pedestrian and internal site circulation but that further review of all street networks, sidewalks, bike lanes, multi-purpose paths, roundabouts, etc. will be conducted to ensure compliance with City standards when final designs for the project are reviewed.

The traffic study evaluates "Near Term Traffic Conditions", which includes traffic from the existing conditions, the proposed project, and approved and pending development applications (list provided on page 17 of the TIA, Appendix 19), that will be completed in the near future that would affect traffic operations. The study indicates that the level of service at all study intersections and queuing would remain at LOS "C" or better, and that queuing would be acceptable.

Table 8: Near Term & Near Term Plus Project Intersection Levels of Service					
		Near Term		Near Term Plus Project	
Intersection	Peak Hour	Delay[1] (sec/veh)	LOS[2]	Delay[1] (sec/veh)	LOS[2]
1. North River Road/ River Oaks Drive	AM	5.1 (11.5)	A (B)	5.3 (11.8)	A (B)
	PM	5.1 (10.6)	A (B)	5.2 (10.8)	A (B)
2. Buena Vista Drive/ River Oaks Drive	AM	12.2	B	14.5	B
	PM	8.8	A	9.7	A
3. State Route 46 E/ Buena Vista Drive	AM	21.2	C	22.9	C
	PM	12.6	B	16.1	B
4. State Route 46 E/ Golden Hill Road	AM	20.2	C	22.8	C
	PM	23.2	C	23.5	C

1. HCM 2010 average control delay in seconds per vehide.
2. For side-street-stop controlled intersections (i.e. N River Road/River Oaks Drive) the worst approach's delay is reported in parenthesis.

Table 8: Near Term & Near Term Plus Project Intersection Levels of Service					
		Near Term		Near Term Plus Project	
Intersection	Peak Hour	Delay[1] (sec/veh)	LOS[2]	Delay[1] (sec/veh)	LOS[2]
1. North River Road/	AM	5.1 (11.5)	A (B)	5.3 (11.8)	A (B)
River Oaks Drive	PM	5.1 (10.6)	A (B)	5.2 (10.8)	A (B)
2. Buena Vista Drive/	AM	12.2	B	14.5	B
River Oaks Drive	PM	8.8	A	9.7	A
3. State Route 46 E/	AM	21.2	C	22.9	C
Buena Vista Drive	PM	12.6	B	16.1	B
4. State Route 46 E/	AM	20.2	C	22.8	C
Golden Hill Road	PM	23.2	C	23.5	C

1. HCM 2010 average control delay in seconds per vehide.
2. For side-street-stop controlled intersections (i.e. N River Road/River Oaks Drive) the worst approach's delay is reported in parenthesis.

The TIA also analyzed "Cumulative Traffic Conditions", which reflect future traffic volumes and planned roadway improvements and "Cumulative Plus Project" conditions. The Cumulative conditions analysis reflects planned roadway capacity expansions identified in the City's Circulation Element. While numerous capacity expansions are planned in the vicinity of the project, including widening State Route 46 east of Airport Road and the Airport Road Extension among others, no improvements are planned at the four study intersections. Therefore, the study intersection lane configurations have not been changed from Existing conditions.

The City's Travel Demand Model was developed to forecast future travel patterns in the City. The Model incorporates future improvements identified in the Circulation Element and projected land uses both locally and regionally to output future year traffic forecasts. The Model was applied to develop Cumulative forecasts using the difference method, where the model's projected growth of future year volumes over base year volumes was added to the recently collected traffic counts. Project traffic was added to Cumulative conditions volumes to yield Cumulative Plus Project conditions. The cumulative conditions analysis indicates that the intersection of SR46E and Golden Hill Road is expected to operate at LOS D and E at AM and PM peak hours, **both with and without the project.** There are also some projected queuing deficiencies in the cumulative scenario, as noted in the following Tables 10 and 11.

Table 10: Cumulative & Cumulative Plus Project Intersection Levels of Service					
		Cumulative		Cumulative Plus Project	
Intersection	Peak Hour	Delay[1] (sec/veh)	LOS[2]	Delay[1] (sec/veh)	LOS[2]
1. North River Road/	AM	5.0 (11.1)	A (B)	5.2 (11.3)	A (B)
River Oaks Drive	PM	5.5 (11.4)	A (B)	5.6 (11.6)	A (B)
2. Buena Vista Drive/	AM	12.3	B	14.3	B
River Oaks Drive	PM	10.5	B	11.8	B
3. State Route 46 E/	AM	29.2	C	33.2	C
Buena Vista Drive	PM	25.4	C	33.4	C
4. State Route 46 E/	AM	**39.4**	**D**	**40.0**	**D**
Golden Hill Road	PM	**60.4**	**E**	**62.6**	**E**

1. HCM 2010 average control delay in seconds per vehide.
2. For side-street-stop controlled intersections (i.e. N River Road/River Oaks Drive) the worst approach's delay is reported in parenthesis.

Table 11: Cumulative Plus Project Queues					
Intersection	Peak Hour	Movement	Storage (ft)	Cumulative 95% Queue	Cumulative Plus Project 95% Queue
1. North River Road/ River Oaks Drive	AM	WBL	200	48	38
	PM			40	43
2. Buena Vista Drive/ River Oaks Drive	AM	NBL	90	48	63
	PM			8	18
3. State Route 46 E/ Buena Vista Drive	AM	EBL	720	#384	#447
	PM			#284	#450
	AM	WBT	>1000	#838	#838
	PM			#1097	#1097
	AM	SBL	>1000	#294	#334
	PM			181	#214
4. State Route 46 E/ Golden Hill Road	AM	EBL	550	#154	#157
	PM			#171	#174
	AM	WBT	>1000	705	706
	PM			#839	#845
	AM	SBL	130	**158**	**158**
	PM			**#319**	**#319**
Bold indicates unacceptable operations.					

Mitigation measures are proposed to reduce the proportional share of the projects cumulative impacts to deficient intersections and vehicles queuing delays.

TR-1 State Route 46/Buena Vista Drive

Add a second eastbound left-turn lane. This maintains LOS C conditions during the AM/PM peaks. Queue lengths would be reduced to acceptable levels with the second left-turn lane. This project is included in the City's Traffic Impact Fee program; funding from cumulative projects will be used to ensure that this improvement is implemented. The timing for this improvement depends on growth in the area, particularly increases in staffing and enrollment at Cuesta College North. Payment of the City's impact fees would address these deficiencies.
MM TR-2

TR-2 State Route 46/Golden Hill Road:

Improve the North River Road/River Oaks Drive intersection with safety improvements, including but not limited to, traffic calming features, enhanced "line-of-sight" visibility, stormwater management, and landscape enhancements, as part of parallel route improvements. This is consistent with the Caltrans SR 46 Corridor System Management Plan, which notes that Golden Hill Road remains a low-priority for location improvement and that local road improvements are a high priority within the corridor. The City's Traffic Impact Fee program funds improvements to parallel local routes. The City has developed plans to improve the intersection of North River Road/River Oaks Drive to reduce delay for the predominant vehicle flows at this intersection. The applicant shall construct improvements at this intersection prior to issuance of the 90th sfr building permit.

With mitigation measures implemented to reduce the projects' impacts under cumulative conditions, and with other improvements proposed with the project, the project would not conflict with the City's Circulation Element of the General Plan and potential impacts would be less than significant.

b. Conflict with an applicable congestion management program, including but not limited to a level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? ☐ ■ ☐ ☐

Discussion: As noted in XVI a. above, the project would result in cumulative impacts that could affect congestion and the level of service at Buena Vista and Golden Hill Roads at SR 46E. However, with mitigation measures implemented the project would be consistent with applicable congestion management programs and standards.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ☐ ☐ ☐ ■

Discussion: The proposed project area is not within the Paso Robles airport influence area, or included within the Paso Robles Airport Land Use Plan. Therefore, it is unlikely that the proposed project could result in changes to air traffic patterns or pose air traffic related safety risks.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ☐ ☐ ☐ ■

Discussion: The proposed project is an extension of an existing residential neighborhood. The traffic study did not identify any traffic related hazards or incompatible traffic-related uses. The project circulation system is not proposed to be connected to the agriculturally zoned property to the north, which reduces the potential to conflict between agricultural and residential land uses.

The project mitigation includes improving an existing intersection that has traffic conflicts to increase safety and improve the parallel route system, which will be a benefit to the community. Therefore, the project will not result in hazards due to design features or incompatible land uses.

e. Result in inadequate emergency access? ☐ ☐ ■ ☐

Discussion: The proposed project has adequate emergency access through connection to Buena Vista Drive and SR 46E and North River Road via River Oaks Drive. The neighborhoods are planned to have two (2) or more points of access, which satisfies emergency service requirements.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ☐ ■ ☐ ☐

Discussion: The project incorporates active multi-modal transportation facilities within the project, including, bike lanes, sidewalks, multi-purpose pathways, trails, and transit stops. However, the project is not consistent with the City's Circulation Element and Bicycle Master Plan regarding planned bicycle facilities, or with the Salinas River Trail Master Plan regarding multi-purpose trail planning. To be consistent, and not conflict with adopted policies and plans in the Circulation Element and Bicycle Master Plan, bicycle facilities ("Class II" bike lane improvements) and sidewalks would need to be extended on Buena Vista Drive, connecting the east entrance of the project site to the existing bike lanes on Buena Vista Drive that end at the City limits. This would facilitate bike and pedestrian connections to Cuesta College and commercial uses in the vicinity.

Additionally, the bike plan includes future bike lane improvements on River Road from the intersection of River Oaks Drive and River Road, north to the City limits. Improvements necessary for consistency include either a "Class I" bike lane (or multi-purpose pathway) along the river corridor adjacent to River Road.

Specific policies related to bicycle facility improvements that apply to this project in the City's Circulation Element include:

POLICY CE-1A: Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the mobility needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors as follows:

d. Establish safe pedestrian and bicycle paths, for children and their parents to schools and other major destinations such as downtown, retail and job centers;

Action Item 2. Set conditions of approval of development applications to provide access for all modes of travel and to make appropriate improvements to the transportation system serving subject sites including frontage improvements and all improvements needed to mitigate transportation impacts.

Action Item 16. View all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Action tem 19. Transportation improvements shall improve accessibility and promote physical activity.

POLICY CE-1B: Reduce Vehicle Miles Traveled (VMT). The City shall strive to reduce VMT generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.

Action Item 2. Develop well connected routes for bicycles throughout the City in accordance with the most current council adopted Bike Master Plan.

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

Action Item 3. Provide safe and convenient pedestrian, bicycle and vehicle access to the Cuesta College North County Campus, through the following means:

- Incorporate access to and from the campus in City circulation, pedestrian, bicycle, and transit planning.
- Implement appropriate signage and vehicle speed controls to ensure safety to pedestrians in the vicinity of the campus.
- Encourage distribution of trip reduction information, including transit and ridesharing information, to Cuesta College students, faculty, and staff.
- Work with Caltrans and SLOCOG to construct bicycle-pedestrian under-crossings of State Route 46E per the adopted BMP and the Caltrans Corridor Study.

The City's Bicycle Master Plan identifies specific policies that apply to this project, as follows:

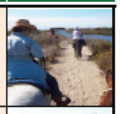
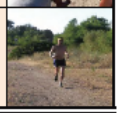
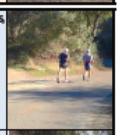
- The City shall provide safe bicycle routes between major destinations such as, commercial areas for shopping, entertainment and services, and employment centers, neighborhoods, schools and parks - consistent with this plan and the City's Circulation Element.
- The City shall create bicycle facilities that are focused on the scenic qualities of Paso Robles such as the Salinas River.
- The City shall design new and rehabilitated streets consistent with the "Complete Streets" program of the City's General Plan Circulation Element, addressing a variety of transportation needs including vehicle, bicycle and pedestrian.

- The City shall develop an integrated multi-modal public transportation system that has an emphasis on the ability to use bicycles as a viable means for commuting so that commuters are not reliant on use of automobiles.

The City's Bicycle Master Plan Map 2, identifies future bike lanes along Buena Vista Road and River Road.

The regional Salinas River Trail Master adopted by the San Luis Obispo Council of Governments in 2015, and formally endorsed by the Paso Robles City Council, (November 19, 2013), also identifies a future alignment of a multi-use trail system along the project frontage within the Salinas River Corridor. This plan was adopted after the City's Bicycle Master Plan. Since the trail plan integrates multiple user groups, including pedestrians and bicycle, it would be appropriate to implement a multi-use trail within the river corridor, then to provide additional bike lane improvements on River Road, as shown below.

Salinas River Trail improvement specifications are noted below for the various types of trails applicable to the proposed project (1B & 3A).

Trail Type	Location Relative to River	Experience Focus	Category	Bicycle Facility Type	Trail Width		Surface Type	Trail Users Supported							Inundation	Trail Form	Amenities	Sample Image
					Ideal	Minimum		Commuter and Club Cyclists	Recreation and Family Cyclists	Mountain and BMX Bikers	Nature Walkers and Hikers	Speed and Dog Walkers	Strollers and Skaters	Equestrians				
1A Explorer Experience	***"On the River"*** *(Within Channel)*	Exploring an area, finding open water, crossing the river	Unimproved natural surface path	N/A	6'	3'	Native sand or soil				✔			✔	Damaged annually, 1-2 year event likely to remove some portions	Braided, linear or looped, cross river	None	
1B Natural Experience	***"Along the River Floor"*** *(Lower Terrace)*	Exploring an area, being under tree canopy, smells and views of nature	Improved firm natural surface path	N/A	6'	3'	Compacted soil and/or decomposed granite (May employ binder)			✔	✔	✔		✔	Overtopped by 2 year event, damaged by 5 year event	Braided, linear or looped	Flexible trail markers (i.e. Carsonite* posts)	
2A Linear Experience	***"On the River Banks"*** *(Between Upper and Lower Terraces)*	Views, exercise, movement, socializing, conversation	Multi-use hard surface trail	Class 1 multi-use path with wide, natural surface, side trail	2'+12'+4'	1'+10'+3'	Asphalt, concrete or concrete soil (Native soil with binder)	✔	✔	✔	✔	✔	✔	on side path	Overtopped by 5 year event, requires maintenance after flooding, damaged by 10 year event	Point-to-point backbone	Kiosks, benches, trash receptacles, bike racks, educational signage, trail markers, landscaping	
2B Near River Experience	***"Above the River Bank"*** *(Upper Terrace)*	Views, exercise, movement, socializing, conversation	Multi-use, hard surface trail	Class 1 multi-use path with limited width, natural surface, side trail	2'+10'+2'	May be split: One-way = 6' Two-way = 10'	Asphalt, concrete or concrete soil (Native soil with binder)	✔	✔	✔	✔	✔	✔		May be overtopped by 10 year event, damaged by 25 year event	Point-to-point backbone	Kiosks, benches, trash receptacles, bike racks, educational signage, trail markers, landscaping	
3A Alternative Path Experience	***"Path Near the River Valley"***	Connecting through community, following the corridor, getting to the trail	Hard surface, separated-use, off-street path and adjacent firm natural surface trail	Class 1 multi-use path	Trail = 8' Class 1 = 2'+12'+2'	Trail = 4' Class 1 = 2'+10'+2'	Asphalt or concrete	✔	✔	✔		✔	✔		Not likely to be flooded except by 100 year event	Combined with on-street routes and lanes, bypass loops or direct connections	Kiosks, benches, trash receptacles, bike racks, educational signage, trail markers, landscaping	
3B Alternative Road Route Experience	***"Road Near the River Valley"***	Exploring an area, finding open water, crossing the river	Hard surface, on-street route and adjacent off-street firm natural surface trail	Class 2 lane or Class 3 route	Trail = 8' Class 2 = 6' Class 3 = 14' (Curb lane)	Trail = 4' Class 2 = 5' Class 3 = 12' (Curb lane)	Asphalt or concrete	✔	✔	✔		✔	✔			Combined with on-street routes and lanes, bypass loops or direct connections	None other than route signage or markings	

With implementation of mitigations measures T-3 and T-4 below, the project would not conflict adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and potential policy conflict impacts would be reduced to a less than significant level. These facilities will be designed for public safety and comply with all applicable codes and standards, and will therefore, not decrease the performance or safety of these facilities.

TR-3 Buena Vista Drive. Buena Vista Drive shall be widened and improved to accommodate "Class 2" bike lane improvements on both sides of the street, extending from the project entrance on Buena Vista Drive south to the City boundary. The improvements will be installed concurrently with the connection of street improvements to Buena Vista Drive.

TR-4 River Trail. The applicant shall dedicate a 25-foot wide easement to the City along the Salinas River corridor west of River Road (the precise alignment to be determined upon implementation of this mitigation measure based upon suitability, such as terrain, vegetation and other constraints) to accommodate a public multi-use trail within the river corridor, consistent with the Salinas River Trail Master Plan. The applicant shall construct said trail improvements, and may enter into a reimbursement agreement for AB 1600 Park and Recreation Impact Fees. Said trail improvements shall be constructed prior to issuance construction permits for the 144th residential unit of the project development.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	■	☐

Discussion: The project will comply with all applicable wastewater treatment requirements as required by the City, the Regional Water Quality Control Board, and the State Water Board. Therefore, there will be less than significant impacts resulting from wastewater treatment from this project.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐

Discussion: Discussion: Per the City's General Plan EIR, Urban Water Management Plan, and Sewer System Management Plan (SSMP), the City's water and wastewater treatment facilities are adequately sized, including new and planned facility upgrades, to provide water needed for this project and to treat resulting effluent. The applicant will be required to pay for utility connections and associated improvements, as well as development impact fees. Therefore, this project will not result in the need to construct new facilities.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐

Discussion: Discussion: All new stormwater resulting from this project will be managed on the project site, and will not enter existing storm water drainage facilities or require expansion of new drainage facilities. Therefore, the project will not impact the City's storm water drainage facilities.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐

Discussion: As noted in section IX on Hydrology, the project can be served with existing water resources available and will not require expansion of new water resource entitlements.

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	■	☐

Discussion: Per the City's SSMP, the City's newly upgraded wastewater treatment facility has adequate capacity to serve this project as well as with existing water service commitments.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐

Discussion: Per the City's Landfill Master Plan, the City's landfill has adequate capacity to accommodate construction-related and operational solid waste disposal for this project.

g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	■	☐

Discussion: The project will comply with all federal, state, and local solid waste regulations.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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?	☐	☐	■	☐

Discussion: As noted within this environmental analysis, the proposed amendments are intended to allow for future development of a residential Master Plan. Development of the Master Plan may result in potentially significant environmental impacts to biological resources. As provided for the analysis on biological resources, mitigation measures are proposed to be incorporated to address impacts related to biological resources as a result of future development of the property. With implementation of these mitigation measures, potential impacts to habitat for wildlife species, and impacts to plants and animals will be reduced to a less than significant level. Therefore, the project will not 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.

Additionally, as noted in the analysis, a Cultural Resource Study was prepared for the site, and no significant cultural resources were identified on the property. Therefore, future development of the property would not eliminate important examples of the major periods of California history or prehistory.

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)?	☐	☐	■	☐

Discussion: The environmental analysis prepared for this project indicates in the Traffic Impact Analysis that future development of the project site could result in cumulative impacts at two intersections, SR46E and Golden Hill Road, and SR46E and Buena Vista Drive. The cumulative conditions analysis indicates that the intersection of SR46E and Golden Hill Road is expected to operate at LOS D and E at AM and PM peak hours, both with and without the project. Mitigation measures are proposed to reduce the proportional share of the projects cumulative impacts to deficient intersections and vehicles queuing delays. With these mitigation measures incorporated cumulatively considerable impacts will be reduced to less than significant levels.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

Discussion: With mitigation measures applied as noted in analysis topics on: aesthetics; biological resources; greenhouse gas emissions; agricultural resources; cultural resources; public resources; utilities; air quality; hydrology; and noise, the project will not cause substantial adverse effects on human beings, either directly or indirectly.

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

Reference #	Document Title	Available for Review at:
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	City of Paso Robles Municipal Code	Same as above
6	City of Paso Robles Water Master Plan	Same as above
7	City of Paso Robles Urban Water Management Plan 2005	Same as above
8	City of Paso Robles Sewer Master Plan	Same as above
9	City of Paso Robles Housing Element	Same as above
10	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
11	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	APCD 3433 Roberto Court San Luis Obispo, CA 93401
12	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
13	USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Soil Conservation Offices Paso Robles, Ca 93446
14	Bike Master Plan, 2009	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446

Attachments:

1 – Project Location Map
2 - General Plan Land Use Map Amendments
3 - General Plan Circulation Master Plan Map Amendment
4 - Zoning Map Amendments
5 - Borkey Area Specific Plan, Subarea A, Map Amendment
6 - Borkey Area Specific Plan, Subarea A, Text Amendments
7 - Site Development Master Plan
8 - Viewpoint Exhibit
9 - Conceptual Development Circulation Master Plan
10 - Land Evaluation and Site Assessment
11 - Air Quality and Greenhouse Gas Emissions Assessment
12 - Preliminary Biological Assessment
13 - San Joaquin Kit Fox Mitigation Strategy
14 - Cultural Resources Study
15 - Climate Action Plan Checklist
16 - Phase 1 – Environmental Site Assessment
17 - Water Supply Evaluation
18 - General Plan Noise Element Figures N-2a & N-3a
19 - Traffic Impact Assessment