1.0 EXECUTIVE SUMMARY

SUMMARY

This section summarizes the characteristics of the proposed project, alternatives, environmental impacts, mitigation measures, and residual impacts associated with the proposed project.

1.1 PROJECT SYNOPSIS

1.1.1 Project Applicant

The project applicant for the Paso Robles Downtown Specific Plan/Uptown and Town Centre is:

City of El Paso de Robles
Department of Community Development
1000 Spring Street
Paso Robles, California 93446

Contacts:

- Ron Whisenand, Community Development Director, rwhisenand@prcity.com, (805) 237-3970
- Ed Gallagher, City Planner, egallagher@prcity.com, (805) 237-3970

1.1.2 Project Location

The City of El Paso de~~l~~ Robles (Paso Robles) is located in northern San Luis Obispo County, approximately 200 miles south of San Francisco and 200 miles north of Los Angeles. The City is situated in the southern part of the Salinas River Valley, near the headwaters of the Salinas River watershed.

Regional access to Paso Robles is provided via US Highway 101 from the north and south. Access to Paso Robles from the Central Valley to the east is provided via Highway 46. Additionally, Highway 46 connects Paso Robles to the Central Coast and US Highway 1, which follows the coastline of California between Los Angeles to the south and San Francisco to the north. **Figure 1.0-1, Regional Location Map**, shows the location of the City of Paso Robles.

The approximately 1,095-acre project area consists of the historic West Side of the City. The planning area is shown in **Figure 1.0-2, Project Planning Area**.

The Paso Robles Downtown Specific Plan/Uptown and Town Centre (Uptown/Town Centre Specific Plan) area consists of two distinct areas within the City of Paso Robles located within the most northwestern portion of the City: Uptown Paso Robles and the Town Centre area of Paso Robles. The

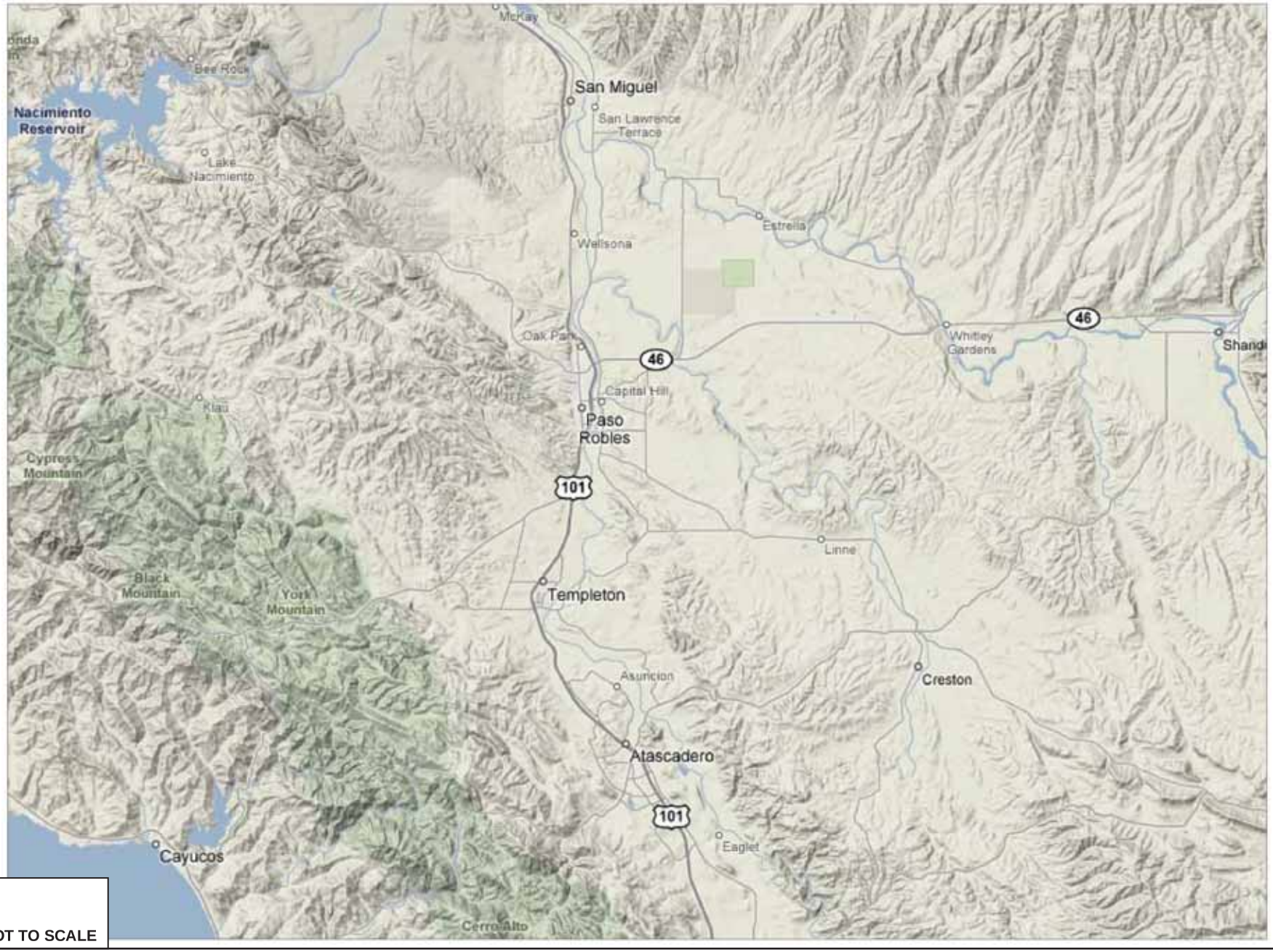
geographic boundaries of Uptown generally include Highway 101 and the Salinas River to the east; the existing city limits to the north; 24th Street to the south; and Vine Street and the City limits to the west. The geographic boundaries of the Town Centre (also referred to as the Downtown area of Paso Robles) are Vine Street to the west, the Salinas River to the east, 1st Street to the south, and 24th Street to the north. Generally, these two areas within the City of Paso Robles comprise most of the City west of Highway 101 and the Salinas River.

1.1.3 Project Purpose

The proposed project is a specific plan that intends to maintain the existing small-town fabric—from the size of its blocks, to the design of its sidewalks and street trees, to the scale of its buildings—keeping the pedestrian in mind. The area's public realm of tree-lined streets and parks is retained as an aspect equally important as the private buildings. These are the principles that direct this plan. Accordingly, the *Uptown/Town Centre Specific Plan* employs the principles of traditional neighborhood development to ensure that future development within the plan area compliments the existing small-town character of Paso Robles. Key to this is the specific plan's preservation and enhancement of the plan area's pedestrian character. **Figure 3.0-3, Walkability Diagram,** identifies the existing pedestrian sheds in the planning area. These pedestrian sheds represent the extent a typical pedestrian will walk, approximately 5 minutes or 0.25 mile.

The pedestrian sheds form the basis of the following six neighborhoods, districts, and corridors, which comprise the specific plan area:

1. Uptown Neighborhood
2. Midtown Neighborhood
3. Downtown District
4. Riverside Corridor
5. South of Downtown Neighborhood
6. Salinas River Preserve



NOT TO SCALE

SOURCE: Moule & Polyzoides Architects and Urbanists - July 2009

FIGURE **1.0-1**

Regional Location Map

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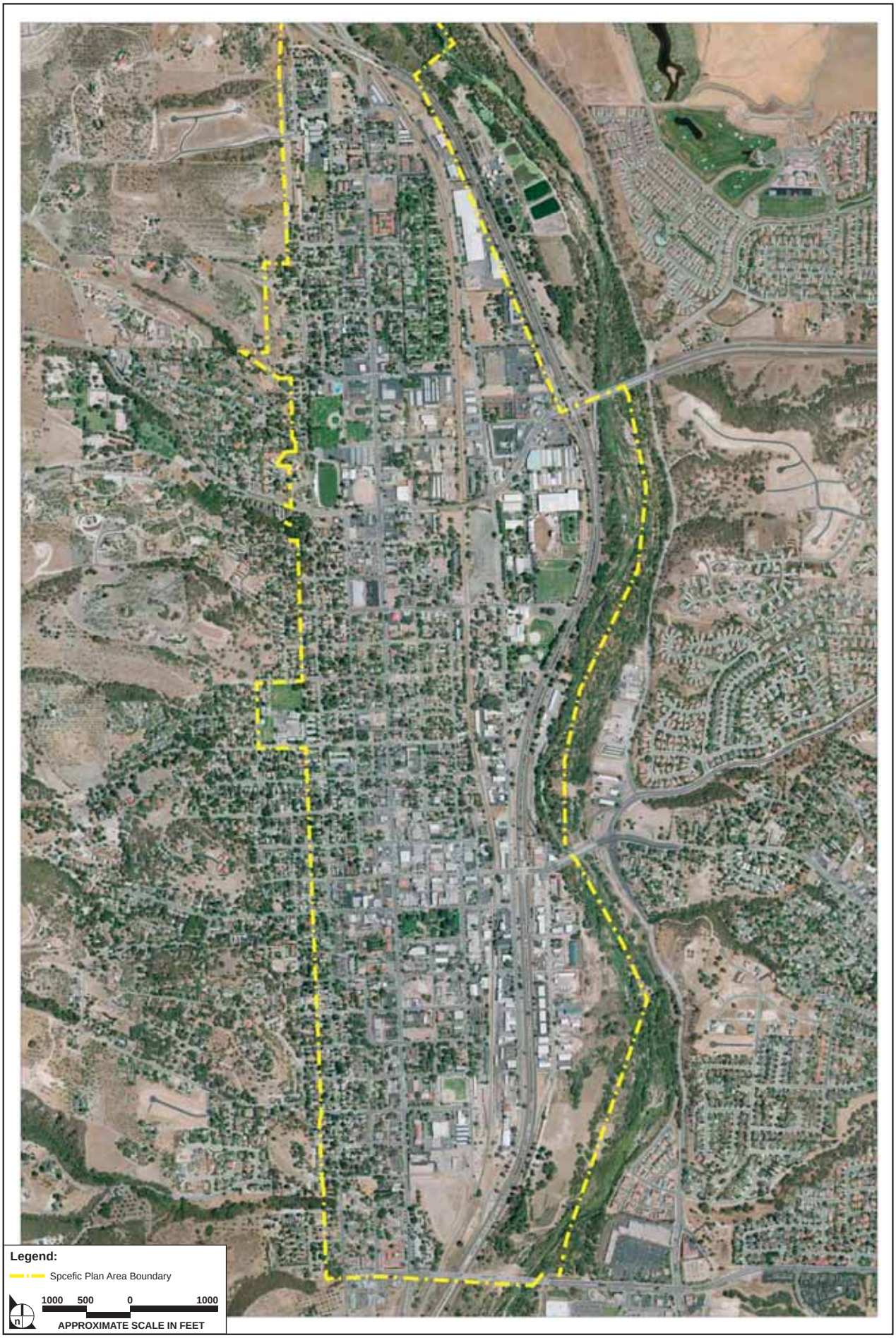

SOURCE: Moule & Polyzoides Architects and Urbanists - July 2009

FIGURE **1.0-2**

Project Planning Area

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1.1.4 Project Objectives

The proposed specific plan establishes the following goals:

Near-Term Goals (Within Five Years)

Goal 1: Envision Uptown and the Town Centre as pedestrian-friendly, mixed-use neighborhoods, districts, and corridors.

Goal 2: Continue to revitalize the historic Downtown.

Goal 3: Encourage infill development as a means of accommodating growth, while preserving significant historic resources, enhancing open space areas, reducing vehicle miles traveled and other negative environmental effects, and enhancing livability and quality of life.

Goal 4: Strive to maintain a balanced, pedestrian-oriented community, where the majority of residents can live, work, and shop.

Goal 5: Expand employment opportunities for residents in the plan area.

Goal 6: Expand retail opportunities in the plan area for both residents and visitors.

Longer-Term Goals (Six Years and Beyond)

Goal 7: Capitalize on one of the few remaining passenger rail stations between Los Angeles and San Francisco

Goal 8: Transform the City's core into a Mid-State Downtown.

The planwide objectives for the seven general subareas are identified below:

- Ensure the long-term protection of historically significant buildings and districts as identified in the Historic Resources Survey.
- Introduce selective infill on properties not currently occupied by buildings of historical significance.
- Introduce street trees, sidewalks, and pedestrian improvements.
- Designate Park Street as a portion of the De Anza Trail.
- Improve Vine Street and Riverside Avenue with sufficient bike lanes to act as a bike boulevard linking the Uptown and Town Centre areas.

- Address the infrastructure needs and identify areas where improvements will be needed for the long-term success of the plan.
- Introduce a performing arts center. Possible locations include:
  - The northeast corner of 12th and Spring Streets across the street from City Park.
  - The southwest corner of Riverside Avenue and 24th Street on the north side of the existing Paso Robles Event Center parking lot.
- Build a new City Hall building. Possible locations include:
  - The southeast corner of 6th Street and a realigned Pine Street.

The specific planning objectives for each of the six neighborhoods in the specific plan area are indicated in the subsections that follow.

Uptown

- Introduce a small-scale retail district at the corner of 34th and Spring Streets.
- Expand the existing aquatics complex at 28th and Vine Streets. Possible projects include introducing classroom space, expanding and/or updating the existing pool, introducing a water slide, and adding additional parking.
- Develop the property owned by the County Office of Education at the northeast corner of Oak and 36th Streets with an Early Childhood Learning Center that may house a City Library-operated study center.
- Rehabilitate the Oak Park Housing Project and introduce a new community recreation center to replace the George Stephan Center.
- Improve Georgia Brown Elementary School and Vine Street, including terracing the hillside to accommodate spectator seating for existing soccer fields.
- Introduce new streets to create a better-connected street and block network.
- Introduce pedestrian improvements along Oak Street between Fein Street and 30th Street.
- Introduce a pedestrian/vehicular crossing over the existing railroad tracks at 28th Street.
- Introduce pedestrian improvements throughout Uptown. Possible projects include introducing curb extensions and crosswalks, building new sidewalks in locations where they are missing or in substandard condition, introducing missing street trees, streetlights, and street furniture.

Midtown

- Introduce a greenway along Park Street that provides an attractive pedestrian and bicycle connection between Uptown and Downtown.

- Introduce commercial and office uses along Spring Street.
- Introducing mixed-use and/or flex-use buildings along the segment of Spring Street that passes through Midtown.
- Introduce a commercial corridor along 24th Street that allows retail and small office uses, and upper-floor residences.
- Introduce an improved drainage course for Mountain Spring Creek that crosses Vine Street, runs along 23rd street, down Oak Street to 21st Street to Spring Street, and on to the Paso Robles Event Center.
- Introduce a park on the block surrounded by 16th Street, Vine Street, 17th Street, and Oak Street. Placement of a park on this site is contingent upon meeting the requirements of a covenant that restricts the site's use to "educational" uses.
- Improve pedestrian access and safety across 24th Street that meets ADA (Americans with Disabilities Act) requirements as necessary.
- Introduce pedestrian improvements throughout Midtown. Possible projects include introducing curb extensions and crosswalks, building new sidewalks in locations where they are missing or in substandard condition, introducing missing street trees, streetlights, and street furniture.

Downtown

- At key locations, introduce lined parking garages, whereby the garage is located at the center and is screened from street by retail uses.
- Introduce a farmers' market along the north side of 11th Street.
- Traffic-calm 13th Street in order to encourage/allow easier north/south pedestrian and automobile crossings of 13th Street.
- Expand the existing retail district northward to 16th Street southward along Pine Street to the train station.
- Transform Railroad Street between 12th and 14th Streets into a more pedestrian-friendly street by narrowing its width and introducing new paving materials and street furniture.
- Introduce a pedestrian bridge at 12th Street that crosses the 101 Freeway, connecting Downtown to the Salinas River.
- Introduce new angled parking in the Downtown core, including on Spring and 13th Streets to supplement the Downtown's on-street parking supply, calm traffic, improve pedestrian access, and "visually announce" when a driver has arrived in Downtown.
- In order to enhance the cultural and educational quality of the community, support establishments such as "Studios on the Park," a project that will introduce a working artist studio into the heart of Downtown.

- Preserve the industrial character of the area east of Pine Street along the railroad tracks. Uses include commercial businesses, although efforts should be made to support the construction related industries that are concentrated there now.
- Infill existing parking lots with mixed-use buildings.
- Introduce selective infill on properties not currently occupied by buildings of historical significance.
- Implement selective streetscape improvements, including new street lighting, street trees, and sidewalks.
- Tailor Paso Robles City Park to better accommodate performances and events.
- Designating the northeast corner of 12th and Spring Streets across the street from City Park as a potential site for a Performing Arts Center (alternate locations include the southwest corner of 24th Street and Riverside Avenue or within the Paso Robles Street River Overlook area).

Riverside Corridor

- Revitalize the Paso Robles Event Center, Pioneer Park, and the Pioneer Park historical museums and organizations.
- Introduce retail and other related uses in the Farmers' Alliance Building as well as the addition of new commercial buildings on the site that will improve the attractiveness of the property as a community destination.
- Introduce a pedestrian bridge from the Farmers' Alliance Building, across the railroad tracks, to the proposed City Hall building (at 6th and Pine Streets).
- Transform Riverside Avenue into a bicycle-friendly boulevard.
- Extend Riverside Avenue north to pass under the 101 Freeway to reach the Hot Springs property and provide connection to the overall river trail system.
- Introduce a natural history museum/interpretive center at the Salinas River end of the 12th Street pedestrian bridge.
- Introduce a paseo along the Salinas River, shaded by native trees and equipped with seating, forming a clearly defined edge, public walkway, and river overlook.
- Incorporate an amphitheater along the Salinas River Paseo facing the river.
- Encourage buildings to be pedestrian-oriented, of industrial/agricultural character, and to face the Salinas River.
- Provide safe pedestrian crossing along 24th Street over the railroad tracks.
- Provide a pedestrian and a bicycle path that connects the northern terminus of Riverside Avenue under the 101 Freeway to reach the Hot Springs property.

South of Downtown

- Consider transforming Robbins Field into a performance venue or a Civic Park, but only if an appropriate replacement ball field is first developed elsewhere within the west side of the City.
- Extend 4th Street beneath the railroad tracks to Riverside. In conjunction with this project or as a separate project, Pine Street may be repositioned to the west to align with the center of Robbins Field.
- Introduce a pedestrian bridge across the railroad tracks between the new City Hall building and the historic Farmers' Alliance Building.
- Provide a new north frontage for the existing Post Office building that better relates to Park Street.
- Introduce flex space along Park Street between Robbins Field and City Park. Flex space is an occupancy that is designed to accommodate a variety of uses including office, retail, or residential (typically in a loft configuration) also called "Live/Work."
- Introduce a flood mitigation and stormwater quality treatment area on the block bounded by 4th Street, Oak Street, 3rd Street, and Vine Street.
- Introduce a new City Hall on the southeast corner of Sixth Street and the realigned Pine Street.
- Develop the Fourth Street Master Plan area in order to kick-start the regeneration of South of Downtown.
- Infill vacant lots, parking lots, and properties not currently occupied by buildings of historical significance with mixed-use and/or flex buildings to transform South Downtown into a pedestrian-oriented mixed-use neighborhood with a well-defined public realm and strong sense of place.
- Implement streetscape improvements including the introduction of new street lighting, street trees, and sidewalks.

Salinas River

- Provide greater access to the Salinas River, particularly along its eastern edge.
- Develop a habitat preservation and management plan for the Salinas River that
  - ensures the survival of the next generation of vegetation through no-mow protocols and sapling planting;
  - identifies mitigation opportunities for area development that contribute to river restoration;
  - enacts stormwater best management practices (BMPs) to filter out pollutants and contribute to the recharging of the region's groundwater.
- Create destination opportunities, such as an amphitheater, river outlook, outdoor classroom/interpretive displays, and a wetland boardwalk.

1.1.5 Project Description

The Uptown/Town Centre Specific Plan area is comprised of approximately 1,100 acres, and it consists of nine land use classifications: Community Commercial (CC), Commercial Services (CS), Industrial (IND), Office/Professional (OP), Public Facilities (PF), Parks and Open Space (POS), Residential Multiple Family (RMF), Residential Single Family (RSF), and Other/Not Classified. Land uses within the Uptown portion of the specific plan area generally consist of Parks and Open Space along the Salinas River Corridor, Commercial Services along the northeastern portion of Uptown adjacent to Highway 101, Residential Multiple Family throughout the central portion of Uptown, Public Facilities land by the public schools and at the Event Center, as well as Industrial adjacent to Commercial Services.

The proposed project is a specific plan that intends to maintain the existing small-town fabric—from the size of its blocks, to the design of its sidewalks and street trees, to the scale of its buildings—keeping the pedestrian in mind. The area's public realm of tree-lined streets and parks is retained as an aspect equally important as the private buildings. These are the principles that direct this plan. Accordingly, the *Uptown/Town Centre Specific Plan* employs the principles of traditional neighborhood development to ensure that future development within the plan area compliments the existing small-town character of Paso Robles. Key to this is the specific plan's preservation and enhancement of the plan area's pedestrian character. These pedestrian sheds represent the extent a typical pedestrian will walk, approximately 5 minutes or 0.25 mile.

The proposed specific plan establishes the following goals:

Near-Term Goals (Within Five Years)

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Goal 5: Expand employment opportunities for residents in the plan area.

Goal 6: Expand retail opportunities in the plan area for both residents and visitors.

Longer-Term Goals (Six Years and Beyond)

Goal 7: Capitalize on one of the few remaining passenger rail stations between Los Angeles and San Francisco

Goal 8: Transform the City's core into a Mid-State Downtown.

The *Uptown/Town Centre Specific Plan*'s Illustrative Plan shows a vision of significant change that is likely to take as much as 25 years to occur. The 25-year buildout projection includes the addition of 989 to 1,649 residential units (unit counts over 989 would require a general plan amendment), up to 200,000 square feet of retail use, 100,000 square feet of office use, and 20 acres of usable open space. The *Uptown/Town Centre Specific Plan* Development Code (Development Code) would guide the design of hundreds of new and renovated buildings, and the Implementation Strategy would guide the design, financing, and construction of public space and infrastructure improvements. The eventual and incremental implementation of these projects as they occur over a long period of time would deviate from certain details of the Illustrative Plan and perspective illustrations, but the Development Code is designed to ensure that the fundamental character, qualities, and intentions would be realized.

1.1.6 Projected Specific Plan Development

A form-based code intended to ensure development patterns are consistent with the existing scale and character in Paso Robles. The form-based code will regulate development in the Uptown/Town Centre Specific Plan area by addressing the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in the form-based code are presented in both diagram and text form for the zones defined in the Regulating Plan (see **Figure 1.0-3, Regulating Plan**) included in the specific plan.

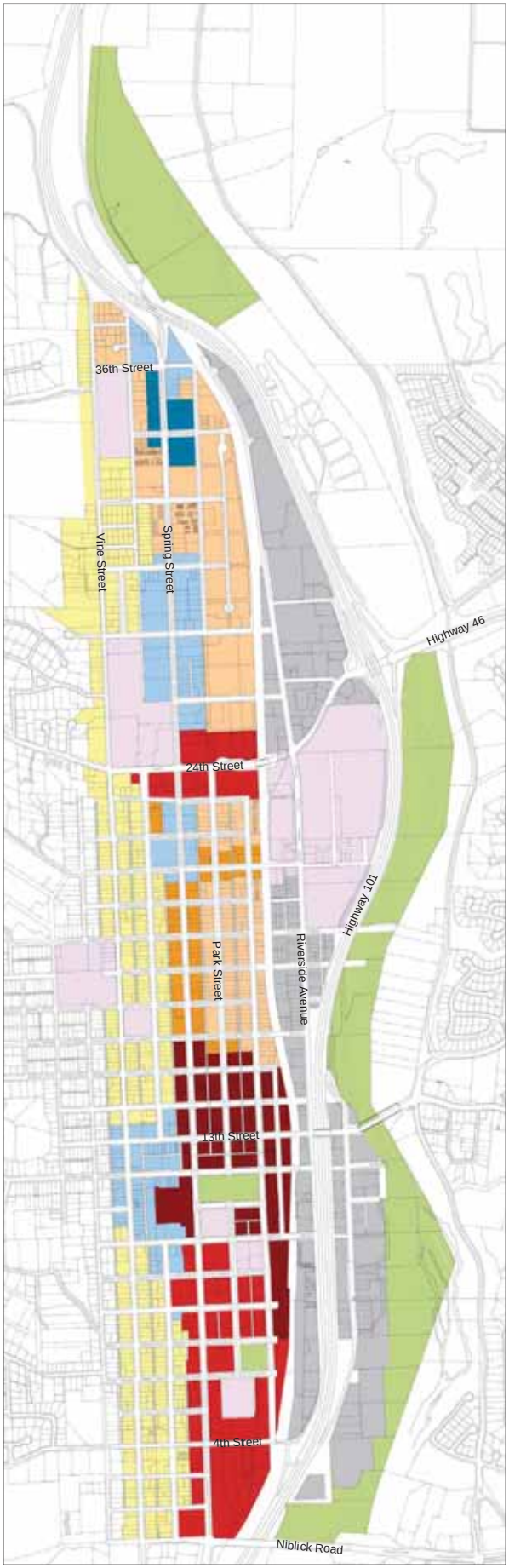
The Regulating Plan locates the zones within the specific plan area and identifies the specific parcels and rights-of-way as they existed in 2009 at the adoption of the specific plan.

Based on the existing conditions in the specific plan area and the characteristics of the specific plan, growth projections were developed that will serve as the basis for the environmental analysis in the EIR. These projections are presented in **Table 1.0-1, Summary of Projected Growth in the Specific Plan Area,** and include development through the year 2025, post-2025 development (the horizon year for the City's general plan), and total development under the specific plan (including both pre- and post-2025 development).

Table 1.0-1
Summary of Projected Growth in the Specific Plan Area

Development Scenario	Lot Information			Use Information						
	Change (acres)	No Change (acres)	Total (acres)	Dwelling Units	Retail/ Other (sf)	Office (sf)	Hotel (rooms)	Total Commercial (sf)	Industrial (sf)	Civic (sf)
Existing Conditions	-	-	729.22	2,235	-	-	-	2,693,700	-	-
Specific Plan Projected Development through 2025	93.80	635.42	729.22	989	136,752	133,903	334	561,718	164,887	65,988
Specific Plan Development Project after 2025	62.53	666.69	729.22	660	91,168	89,268	223	374,479	109,994	64,423
Total Projected Specific Plan Development (pre- and post-2025)	156.33	572.89	729.22	1,649	227,920	223,171	557	936,197	274,881	130,411

Note:
sf = square feet



Legend:

Zone Designations

- T-3 Neighborhood (T-3N) Zone
- T-3 Flex (T-3F) Zone
- T-4 Neighborhood (T-4N) Zone
- T-4 Neighborhood Center (T-4NC) Zone
- T-4 Flex (T-4F) Zone
- TC-1 Town Center (TC-1) Zone
- TC-2 Town Center (TC-2) Zone
- RC Riverside Corridor (RC) Zone
- Civic (C) Zone
- Open Space (OS) Zone

NOT TO SCALE

SOURCE: Moule & Polyzoides Architects and Urbanists - July 2009

FIGURE **1.0-3**

Regulating Plan

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1.1.7 Project Level Components

In addition to an analysis of the proposed Uptown/Town Centre Specific Plan, the EIR will provide additional analysis of several specific projects located in the specific plan area that are anticipated to occur within the near future. These projects are defined at a project a level of detail. These projects include:

- **Oak Park Housing** - The most important component of a successful revitalization of Oak Park is to insert a network of pedestrian-oriented streets that connect to the surrounding street and block network. Once this is done, new housing units can be introduced, existing units can be refurbished, and the existing open spaces can be modified and formed to better fit the needs of Oak Park's residents.

- **Uptown Center** - A small-scale retail district consisting of a mix of retail commercial, housing, and community services is proposed for a vacant site at the southeast corner of 34th and Spring Streets. Ground floor uses of new buildings would include retail commercial along Spring Street, residential and/or live/work, and community services. Upper-floor uses would include residential, office, and/or retail commercial. This site could also include social services that are currently proposed on the First Five site at the northeast corner of 36th and Oak Streets.

- **Paso Robles Event Center** - The primary goals for the future development of the Paso Robles Event Center are to enable it to better function as a flexible year-round venue with a diverse array of activities everyday of the week; to create a more visible and attractive presence on Highway 101, 24th Street, and Riverside Avenue; to create a better connection with Downtown via car, bicycle, and transit; and to provide opportunities for the Event Center to expand.

- **History Center Expansion** - Pioneer Park is still envisioned as a civic park, albeit with a different use mix. It is recommended that the softball field and skateboard park be moved elsewhere within the Specific Plan area - ideally closer to residential neighborhoods. This portion of the plan is contingent upon the success of relocating the ball field and skate park to another location. If this were done, the property to the south of the existing historical institutions would open up, allowing for the construction of a new Museum complex that would provide much needed space for the three organizations to more fully exhibit their collections. This new center would allow each of the three organizations to continue providing their services to the community, with the additional benefits of certain shared and improved collections management facilities. The new center would remain conveniently located adjacent to the existing buildings and the equestrian facilities and large staging areas of the Event Center.

- **Park Street Parkway (14th Street to 24th Street)** - Introduce a wide greenway along one side of Park Street to provide a pedestrian and bicycle connection between Uptown and Downtown. Park Street could be designated as a portion of the historic De Anza Trail. Park Street has an 80-foot-wide right-of-way, and the project would entail narrowing the paved width of the street in order to introduce the greenway.

- **Salinas River Trail System** - Currently, there are only two pedestrian/bike trails alongside the river and their extent is limited to short stretches. The Plan proposes extending these trails to form a continuous pedestrian/bike trail system on both the east and west sides of the river. Due to the very

different makeup of the existing conditions of the two sides of the River, the east side and west side trails are quite distinct in both their courses and their characters.

1.1.8 Infrastructure Improvements

The *Uptown/Town Centre Specific Plan* goals, objectives, and policies provide precise and detailed standards that mediate between central Paso Robles' particular existing conditions and the community's vision for the future of the public realm of the specific plan area. These transportation standards accommodate the diverse needs of all transportation modes—pedestrians, bicyclists, transit and motor vehicles—while creating beautiful and livable public spaces.

1.2 AREAS OF CONCERN

Pursuant to *State CEQA Guidelines* Section 15123, this EIR acknowledges the areas of concern and issues to be resolved which are known to the City of El Paso de Robles or were raised during the scoping process. An Initial Study/Notice of Preparation was prepared and circulated for a 30-day public review period that began on August 26, 2009, and ended September 25, 2009. Three comment letters from public agencies (County of San Luis Obispo – Air Pollution Control District, California Public Utilities Commission, and California Native American Heritage Commission were received in response to the NOP. The NOP and comment letters are included in **Appendix 1.0** of this EIR.

1.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

For each impact identified in the EIR, a statement of the level of significance of the impact is provided. Impacts are categorized in the following categories:

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

Environmental factors are listed by the level of significance of their impacts, both project-specific and cumulative) in **Table 1.0-2, Significance of Environmental Issues for the Proposed Project**, as determined and analyzed in this EIR.

Table 1.0-2
Significance of Environmental Issues for the Proposed Project

Class I Significant and Unavoidable	Class II Less than Significant Impact With Mitigation	Class III Less than Significant Impact or No Impact	Class IV Beneficial Impact
• **Air Quality** – conflict with air quality plan	• **Air Quality** – expose sensitive receptors to pollutants; conflict with agency plans/policies/ regulations • **Biological Resources** – adverse effect on species or plans; interfere with native or migratory species • **Cultural Resources** – potential for discovery of archeological and paleontological resources and human remains; adverse change to historical resources • **Noise** – excessive noise levels; excessive vibration; permanent noise increase; temporary noise increase • **Transportation and Traffic** – increase traffic	• **Aesthetics** • **Air Quality** – violate air quality standard; increase criteria pollutant; create odors; generate GHG emissions • **Biological Resources** – conflict with local ordinances; conflict with adopted plans; degrade e environment, reduce habitat, eliminate or reduce species • **Geology and Soils** • **Hazards and Hazardous Materials** • **Hydrology and Water Quality** – degrade water quality; place housing or structures in flood area; risks due to levee or dam failure; risks due to mudflow • **Land Use** • **Mineral Resources** • **Noise** – Airport noise • **Population and Housing** • **Public Services – Fire** • **Public Services – Law Enforcement** • **Public Services – Education**	• **Biological Resources** – affect riparian habitat; affect wetlands • **Hydrology and Water Quality** – violate water quality standards; deplete groundwater supplies; alter drainage patterns; create runoff; conflict with BMPs; decrease runoff storage • **Traffic and Transportation** – conflict with alternative transportation plans • **Utilities – Wastewater** – require new storm drainage facilities

Class I Significant and Unavoidable	Class II Less than Significant Impact With Mitigation	Class III Less than Significant Impact or No Impact	Class IV Beneficial Impact
		• **Public Services – Parks and Recreation** • **Public Services – Civic, Museum, and Other Facilities** • **Traffic and Transportation** – exceed LOS standard; change air traffic patterns; increase traffic hazards; inadequate emergency access; inadequate parking • **Utilities – Water** • **Utilities – Wastewater** – exceed treatment requirements; require new treatment facilities; exceed treatment capacity • **Utilities –Solid Waste** • **Utilities - Energy**	

The proposed project will result in unavoidable significant impacts to air quality with regards to potential conflicts with the Clean Air Plan. ~~and~~

The specific plan is not consistent with the population projections used in the 2001 Clean Air Plan or by San Luis Obispo Council of Governments (SLOCOG). Development of the specific plan could surpass the emission inventories in the Clean Air Plan, potentially affecting the attainment status of the region. Because buildout of the specific plan could exceed population forecasts estimated in the 2001 Clean Air Plan and by the SLOCOG, the proposed specific plan is considered to be inconsistent with the Clean Air Plan and with SLOCOG projections. However, it should be noted that the proposed specific plan includes policies and land use changes that will result in mixed-use and infill development, which are important strategies to reduce overall vehicle miles traveled (VMT), and related air pollutant emissions associated with population growth. Even with the incorporation of mitigation measures, the impact would remain significant and unavoidable.

Table 1.0-3, Summary of Project Impacts, Mitigation Measures and Residual Impacts, identifies project environmental impacts, proposed mitigation measures, and residual impacts. Impacts are organized by issue.

Table 1.0-3
Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Aesthetics			
Have a substantial adverse effect on a scenic vista.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Substantially degrade the existing visual character or quality of the site and its surroundings.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan.	Potentially Significant	The specific plan will retain the following mitigating features from the City's 2003 General Plan: • The Specific Plan would implement the following General Plan Circulation Element policies to reduce VMT and associated emissions. **Goal CE-1:** Establish a safe, balanced, and efficient circulation and pedestrian system serving all segments of the community, preserving the City's small town character and quality of life, and planning for anticipated growth. • **Policy CE-1D:** Transit. Improve transit services. • **Policy CE-1E:** Rail. Promote rail transportation for inter- and intra-state rail service travel, along with rail service for travel within the City.	Class I, Significant and Unavoidable

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Air Quality (continued)			
		• **Policy CE-1F:** Pedestrian Access and General Coordination. Provide safe and convenient pedestrian access to all areas of the city and cooperate with other agencies regarding transportation planning. • The Specific Plan would implement the following General Plan Conservation Element policies to reduce VMT and associated emissions. **Goal C-2: Air Quality**. Seek to maintain air quality by taking actions to reduce traffic congestion, vehicle miles traveled, and air pollutant emissions. • **Policy C-2A: Traffic Congestion Reduction.** Implement circulation systems improvements to reduce congestion and associated air contaminant emissions. • **Policy C-2B: VMT Reduction.** Implement programs to reduce the number of vehicle miles traveled (VMT), especially by single occupant vehicles, including providing opportunities for mixed-use projects. • **Policy C-2C: Emissions Reduction.** Take steps to reduce creation of air contaminant emissions. • The Specific Plan shall implement the following General Plan Land Use Element policies to reduce VMT and associated emissions. **Goal LU-1**: Land Uses. Strive to maintain a balanced community, where the majority of residents can live, work, and shop. • **Policy LU-1D: Community Safety and Identity.** Promote urban/community design that is comfortable, safe and conducive to pedestrian use. Preserve and strengthen the integrity of distinct and identifiable neighborhoods and districts.	

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Air Quality (continued)			

		Goal LU-2: Image/Identity. Maintain/enhance the City's image/identity.
		
		• **Policy LU-2I: Infill Development**. Encourage infill development as a means of preserving open space areas, reducing vehicle miles traveled, and enhancing livability and quality of life, while accommodating new growth.
		
		The SLOCAPCD 2001 Clean Air Plan also contains primary emission control strategies to reduce local and regional emissions. The following Clean Air Plan primary emission control strategies that apply to the specific plan shall be implemented as mitigation measures:
		
		• The Specific Plan would require compliance with the following Clean Air Plan primary emission control strategies to reduce local and regional emissions.
		  • **Reduced Vehicle Use:** Use of carpooling, public transit, compressed workweeks, bicycling and other methods to reduce the number of trips made by private auto will reduce NOX, ROG and PM10 emissions throughout the region.
		  • **New Source Review:** New or modified sources requiring District permits must apply Best Available Control Technology; larger sources must also offset (reduce emissions at another source) all remaining ROG and NOX emissions from the proposed facility.
		  • **Indirect Source Review:** A series of proposed land use planning strategies and ongoing project review through the California Environmental Quality Act (CEQA) will reduce the increase in emissions from new commercial and residential development.	

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Air Quality (continued)			

		The SLOCAPCD CEQA Air Quality Handbook contains mitigation measures to reduce automobile dependency and association emissions. The specific plan also incorporates many similar or identical policies that would achieve reductions in VMT and emissions. Nonetheless, the following CEQA Air Quality Handbook measures shall be implemented as mitigation measures:
		
		• The Specific Plan would require encourage the following CEQA Air Quality Handbook recommended mitigation strategies to reduce local and regional emissions.
		  • Building compact communities to limit urban sprawl
		  • Mixing complementary land uses, such as commercial services located within and/or adjacent to medium or higher density housing
		  • Develop core commercial areas within 0.25 to 0.5 mile of residential housing areas
		  • Develop residential housing areas within 0.25 mile of transit centers and transit corridors
		  • Providing a balance of job opportunities and housing within communities
		  • Increasing residential and commercial densities along transit corridors
		  • Orienting buildings toward streets with automobile parking in the rear to promote a pedestrian-friendly environment and to provide convenient pedestrian and transit access
		  • Providing a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe	

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Air Quality (continued)			
		• Providing good access for pedestrians, bicyclists, and transit users • Prioritizing in-fill projects that provide development within the urban core and urban reserve lines • Orient buildings to maximize natural heating and cooling	
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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).	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Expose sensitive receptors to substantial pollutant concentrations.	Potentially Significant	**6.2-1** In accordance with CARB recommendations, development of sensitive land uses within the specific plan area within 500 feet of US Highway 101, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day, shall be minimized. Where this is not possible, development of sensitive land uses shall include project features that minimize the health impacts associated with freeways and heavily traveled roadways, as determined to be feasible during the design of individual buildings. Example measures to be considered include installing passive electrostatic filtering systems, changing the location of building air intakes, installing nonoperable windows where appropriate to reduce particulate matter exposure, and other appropriate measures.	Class II, Significant but Mitigable

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Air Quality (continued)			
Create objectionable odors affecting a substantial number of people.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	Less than Significant	No mitigation measures are required.	Class III, Not Significant

Impact	Significance Before Mitigation	Mitigation Measure		Residual Impact
Biological Resources				
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 Game or US Fish and Wildlife Service.	Potentially Significant	**6.3-1**	Prior to approval of any development entitlements within the Salinas River subarea, surveys shall be conducted to determine the potential for occurrence of any of the species described in Tables 1 and 2 as having potential to occur within the Specific Plan area. If it is determined that special-status species may be present within areas to be disturbed by proposed development activities, a strategy for relocation, avoidance, or restoration of the affected populations or individuals must be developed and followed, as determined to be appropriate by the permitting authority.	Class II, Significant but Mitigable
		6.3-2	Prior to approval of any development project within the Specific Plan area located within 300 feet of the Salinas River, as measured from the nearest riparian vegetation, a habitat evaluation to determine if suitable habitat for nesting birds is present shall be completed by a qualified biologist. If there is any existing development or use between the project site and the river, this habitat evaluation is not required. Active nests of native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). If the habitat evaluation determines there is suitable habitat that coulbe impacted by activities associated with construction or grading planned during the bird nesting/breeding season, generally January through March for early nesting birds (e.g., Coopers hawks or hummingbirds) and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active nests. To determine the presence/absence of active nests, pre-construction nesting bird surveys shall be conducted weekly beginning 30 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than three days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days have elapsed between the survey and ground-disturbing activities.	

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Biological Resources (continued)			
		6.3-2 (continued) Surveys shall include an examination of trees, shrubs, and the ground for nesting birds. Protected bird nests that are found within or adjacent to the construction zone shall be protected by a buffer deemed suitable by a qualified biologist, and verified by the California Department of Fish and Game. Typically, a 300-foot buffer is required for most species and a 500-foot buffer for raptor species. Buffer areas shall be delineated with orange construction fencing or other exclusionary material that would inhibit access within the buffer zone. Installation of the exclusionary material delineating the buffer zone shall be verified by a qualified biologist prior to initiation of construction activities. The buffer zone shall remain intact and maintained while the nest is active (i.e., occupied or being constructed by the adults bird(s)) and until young birds have fledged and no continued use of the nest is observed, as determined by a qualified biologist.	
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.	Less than Significant	No mitigation measures are required.	Class IV, Beneficial
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.	Less than Significant	No mitigation measures are required.	Class IV, Beneficial

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Biological Resources (continued)			
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	**6.3-3** Trails in the Salinas River subarea for hiking and biking shall be designed to minimize access to the Salinas River to minimize potential impacts native habitat present in the river by incorporating the following design features: • Signs shall be installed on all trails asking that all pets be leashed and kept on the trail. • Signs shall be installed on all trails indicating that hunting, fishing, and off-trail bike riding are not permitted. • Roads and bridges that cross the Salinas River subarea shall have adequate barriers at their perimeters to discourage access to the River adjacent to the structures.	Class II, Significant but Mitigable
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	Potentially Significant	**6.3-4** Turbidity in stormwater runoff will be controlled through implementation of a Construction Stormwater Pollution Prevention Plan (SWPPP).	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant

Impact	Significance Before Mitigation	Mitigation Measure		Residual Impact
Cultural Resources				
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially Significant	**6.4-1**	In the event that previously unknown paleontological resources are encountered during excavation and/or construction activities, the City of El Paso de Robles shall be notified immediately and work within 100 feet of the resource discovered shall stop to allow a certified paleontologist to evaluate and appropriately remove the find for preservation, identification, analysis and the eventual storage of paleontological resources found during excavation and/or construction activities. Work may coninte in areas located further than 100 feet from the location of the resource.	
Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.		**6.4-2**	Archaeological resources shall be avoided, or unavoidable disturbance shall be mitigated through data recovery, documentation, analysis, and curation. Archaeological treatment plans shall be developed and implemented, as applicable. All materials and records resulting from implementation of the archaeological treatment plans shall be curated in accordance with 36 Code of Federal Regulations, Part 79 (Curation of Federally Owned and Administered Archaeological Collections).	Class II, Significant but Mitigable
		6.4-3	If archaeological resources are uncovered on the project site during excavation, the developer must notify the City of Paso Robles immediately and work must stop within a 100-foot radius until a qualified archeologist (one who meets the Secretary of the Interior's guidelines and is listed in the Register of Professional Archaeologists) has evaluated the find. Construction activity may continue unimpeded on other portions of the project site. If the find is determined by the qualified archeologist to be a unique archeological resource, as defined by Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code. If the find is determined not to be a unique archeological resource, no further action is necessary and construction may continue.	

Impact	Significance Before Mitigation	Mitigation Measure		Residual Impact
Cultural Resources (continued)				
Disturb any human remains, including those interred outside of formal cemeteries.	Potentially Significant	**6.4-4**	If potential human remains are encountered during ground-disturbing activities, all work shall halt, and the San Luis Obispo County Coroner's Office shall be notified, as prescribed in Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the State CEQA Guidelines. City of El Paso de Robles shall follow all guidelines outlined in Public Resources Code Section 5097.98 and Section 5097.94(k).	Class II, Significant but Mitigable
Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.		**6.4-5**	Any proposed repair, alteration, relocation, or demolition of a historic resource, as defined in the City's Historic Preservation ordinance, shall be subject to the standards for review and approval in the City's Historic Preservation Ordinance.	Class II, Significant but Mitigable
		6.4-6	Any individual project with the potential to impact a cultural resource shall follow the Secretary of the Interior's Standards and have specifications for the treatment of character-defining features. The specifications should include (but are not limited to) sections for treatment of historic fabric; quality control; substitution procedures; demolition; selective removal and storage of historic materials; protection, patching, and cleaning; determination of repair options and potential replacement of severely deteriorated features. Materials conservation plans should be incorporated into the plans and specifications as necessary.	
		6.4-7	Original character-defining features of a cultural resource shall be retained and rehabilitated according to the Secretary of the Interior's Standards in order to ensure that all remaining historic fabric is appropriately treated and returned to its original appearance wherever possible. Regarding proposed activities at City Park, the Paso Robles Event Center and the Pioneer Museum, the individual components of each site shall be studied and character-defining features of each site shall be identified.	

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Cultural Resources (continued)			
Does the project have the potential to degrade the quality of the environment, substantially eliminate important examples of the major periods of California history or prehistory.	Potentially Significant	**Mitigation Measures 6.4-5** through **6.4-7** shall be implemented.	Class II, Significant but Mitigable
Geology and Soils			
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	Less than Significant	No mitigation measures are required.	Class III, Not Significant
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42).			
ii. Strong seismic ground shaking.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
iii. Seismic-related ground failure, including liquefaction.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Result in substantial soil erosion or the loss of topsoil.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Geology and Soils (continued)			
Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Hazards and Hazardous Materials			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Hazards and Hazardous Materials (continued)			
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Hydrology and Water Quality			
Violate any water quality standards or waste discharge requirements.	Less than Significant	No mitigation measures are required.	Class IV, Beneficial
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.	Less than Significant	No mitigation measures are required.	Class IV, Beneficial
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.	Less than Significant	No mitigation measures are required.	Class IV, Beneficial

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Hydrology and Water Quality (continued)			
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.	Less than Significant	No mitigation measures are required.	Class IV, Beneficial
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.	Less than Significant	No mitigation measures are required.	Class IV, Beneficial
Otherwise substantially degrade water quality.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Place within a 100-year flood hazard area structures, which would impede or redirect flood flows.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Inundation by mudflow.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Conflict with any Best Management Practices found within the City's Storm Water Management Plan.	Less than Significant	No mitigation measures are required.	Class IV, Beneficial
Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones.	Less than Significant	No mitigation measures are required.	Class IV, Beneficial

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Land Use			
Physically divide an established community.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Conflict with any applicable habitat conservation plan or natural community conservation plan.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Mineral Resources			
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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	Less than Significant	No mitigation measures are required.	Class III, Not Significant

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Noise			
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.	Potentially Significant	**6.10-1** New development shall reduce indoor and outdoor noise levels resulting from the railroad line by including noise mitigation techniques in design and during construction of neighborhood layout. Noise levels for outdoor use areas shall be reduced to 65 dB or less and indoor noise levels to 45 dB in the Specific Plan land use along the railroad tracks. Measures that may be employed include, but are not limited to: • Providing a buffer, of approximately 140 feet wide between the centerline of the tracks and the boundary of the new introduced Specific Plan land use. This buffer may be part of the linear park/floodable terrace for stormwater detention. The buffer will reduce sound levels to approximately 65 dB for outdoor areas under anticipated railroad conditions. • Where the buffer is not adequate, a combination of low berm and sound wall may be constructed between the railroad line and introduced land use. Sound walls must be high enough to interrupt the line of sight to noise-sensitive uses. • Building materials and architectural design features, such as installation of noise-insulating windows, the provision of mechanical ventilation or air conditioning to allow for windows to remain closed, may be used to reduce interior noise levels. • Land uses near the railroad tracks should be oriented away from the railroad. As much as if feasible, windows should also face away from the railroad tracks. Balconies, if included, should also face away from the railroad tracks. Useable backyards should have fencing or orientation such that the line-of-sight to the railroad tracks is blocked. • In developments with parking lots, the parking lots should be placed between the land use and the railroad tracks to provide additional buffer.	Class II, Significant but Mitigable

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Noise (continued)			
		6.10-2 Where determined to be necessary by the Community Development Department, parking lots constructed as part of individual projects developed within the Specific Plan shall be designed to use buildings or sound walls to break the line of sight between residential or other sensitive land uses and parking areas. Acoustical analysis shall be performed to demonstrate that the parking lots do not result in noise levels that exceed City standards at nearby residential or other sensitive land uses property lines. These components shall be incorporated into the plans to be submitted by the individual project applicants to the City of Paso Robles for review and approval prior to the issuance of building permits	
		6.10-3 Where determined to be necessary by the Community Development Department, loading docks constructed as part of individual project developed within the Specific Plan shall be designed to have either a depressed (i.e., below grade) loading dock area; an internal bay; or wall to break the line of sight between residential or other sensitive land uses sand loading operations. Acoustical analysis shall be performed to demonstrate that the loading docks do not result in noise levels that exceed City standards at nearby residential or other sensitive land uses property lines. These components shall be incorporated into the plans to be submitted by the individual project applicants to the City of Paso Robles for review and approval prior to the issuance of building permits	
		6.10.-4 Individual projects developed as part of the Specific Plan shall minimize noise impacts from electrical and mechanical equipment, such as ventilation and air conditioning units, by locating equipment away from receptor areas, proper selection and sizing of equipment, installation of equipment with proper acoustical shielding or incorporating the use of parapets into building design.	

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Noise (continued)			

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	Potentially Significant	**6.10.-5** Where determined to be necessary by the Community Development Director, individual projects developed within the Specific Plan Area shall use best management practices (BMPs) to reduce vibration due to construction activities by implementing the following measures, where appropriate and feasible, or other measures determined to be appropriate on a case by case basis: • Identifying all uses in the vicinity that may be adversely affected by the vibrations, including residences built in earlier phases and non-residential land uses that may contain vibration-sensitive equipment; • Installing seismographs at the aforementioned sensitive locations to ensure that vibration thresholds are not exceeded, and/or that construction activities would not cause structural damage or adversely affect vibration-sensitive equipment; • Adjusting vibration amplitudes of the construction equipment used on site such as limiting the number of pieces operating in one location at the same time in areas where conditions would effect structures, the sensitivity of vibration sensitive equipment, and/or human tolerance; • Utilizing cast-in-drilled-hole (CIDH) piles in lieu of pile driving; • Providing notification to the residential land uses directly adjacent to the project site, at least 10 days in advance, of construction activities that are anticipated to result in vibration levels above the thresholds; • Conducting demolition, earthmoving, and ground-impacting operations sequentially, when feasible, so as not to have two such operations occurring on the project site at the same time; • Selecting a demolition method to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers); and/or • Operating earth-moving equipment on the construction site as far away as possible or practical from vibration-sensitive sites; using wheeled or rubber-tracked equipment, and using small pieces of equipment such as smaller bulldozers when possible.	Class II, Significant but Mitigable

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Noise (continued)			
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	Potentially Significant	**Mitigation Measures 6.10-1** to **6.10-4** shall be implemented.	Class II, Significant but Mitigable
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Potentially Significant	**6.10-6** Demolition and construction activity for site preparation and for future development shall be limited to the hours between 7:00 AM and 7:00 PM. Non-noise generating construction activities such as interior painting are not subject to these restrictions. **6.10-7** For all demolition and construction activities in the Specific Plan area, the following measures, or other measures determined to be appropriate on a case by case basis, shall be incorporated into contract specifications to reduce the impact of construction noise where appropriate and feasible: • Ensure that construction equipment is properly muffled according to industry standards and in good working condition. • Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible. • Schedule high noise-producing activities between the hours of 7:00 AM and 7:00 PM to minimize disruption to sensitive uses. • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Use electric air compressors and similar power tools rather than diesel equipment, where feasible. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.	Class II, Significant but Mitigable

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Noise (continued)			
		6.10-7 (continued) • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.	
For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Population and Housing			
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).	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	Less than Significant	No mitigation measures are required.	Class III, Not Significant

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Public Services – Fire			
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 fire protection.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Public Services – Law Enforcement			
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 police protection.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Public Services – Education			
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 education services.	Less than Significant	No mitigation measures are required.	Class III,Not Significant

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Public Services – Parks and Recreation			
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 parks.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Public Services – Civic, Museums and Other Public Facilities			
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 civic, museum or other public facilities.	Less than Significant	No mitigation measures are required.	Class III, Not Significant

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Transportation & Traffic			
Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).	Potentially Significant	**6.17-1** To mitigate LOS impacts at the intersection of Riverside Avenue and 10th Street, a traffic signal shall be installed. Installation of a traffic signal would improve the LOS at Riverside Avenue and 10th Street to B in the AM peak hour and C in the PM peak hour. **6.17-2** To mitigate LOS impacts at the intersection of Riverside Avenue and 13th Street, signal timing improvements and/or signal phasing modification shall be implemented as determined by the City Traffic Engineer. Signal timing improvements could include optimizing cycle lengths to accommodate future traffic conditions and signal timing coordination along the corridor to increase traffic volume throughput. Phasing modifications could include improvements such as right turn overlap phasing.	Class II, Significant but Mitigable
Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Result in inadequate emergency access.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Result in inadequate parking capacity.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).	Less than Significant	No mitigation measures are required.	Class IV, Beneficial

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Utilities – Water			
Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Utilities – Wastewater			
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
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.	Less than Significant	No mitigation measures are required.	Class IV, Beneficial
Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less than Significant	No mitigation measures are required.	Class III, Not Significant

Impact	Significance Before Mitigation	Mitigation Measure	Residual Impact
Utilities – Solid Waste			
Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Comply with federal, state, and local statutes and regulations related to solid waste.	Less than Significant	No mitigation measures are required.	Class III, Not Significant
Utilities – Energy			
Construction and operation of the proposed project would increase the use of energy resources on the project site but would not result in its wasteful, inefficient or unnecessary consumption.	Less than Significant	No mitigation measures are required.	Class III, Not Significant

Table 1.0-4
Summary Comparison of Alternatives

Environmental Issue	Proposed Project Impact (After Mitigation)	Alternative 1: No Project/ No Build Alternative	Alternative 2: Development Under Existing General Plan	Alternative 3: Designating the South of Downtown Plan Area Office and Retail	Alternative 4: Uptown Plan Area to Continue to Develop per Existing Uses	Alternative 5: Alternative Circulation Improvements
Aesthetics	Class III	Less than	Similar	Similar	Similar	Similar
Air Quality	Class I/II/III	Less than	Similar	Greater than	Greater than	Similar
Biology	Class II/III/IV	Less than	Similar	Similar	Similar	Similar
Cultural Resources	Class II	Less than	Similar	Similar	Similar	Similar
Geology/Soils	Class III	Similar	Similar	Similar	Similar	Similar
Hazards and Hazardous Materials	Class III	Similar	Similar	Similar	Similar	Similar
Hydrology and Water Quality	Class III/IV	Greater than	Greater than	Similar	Similar	Similar
Land Use	Class III	Less than	Similar	Similar	Greater than	Similar
Mineral Resources	Class III	Similar	Similar	Similar	Similar	Similar
Noise	Class II/III	Less than	Similar	Similar	Similar	Similar
Population/Housing	Class III	Less than	Similar	Less than	Greater than	Similar
Public Services – Fire	Class III	Less than	Similar	Less than	Less than	Similar
Public Services – Law Enforcement	Class III	Greater than	Similar	Less than	Less than	Similar
Public Services – Education	Class III	Less than	Similar	Less than	Less than	Similar

Environmental Issue	Proposed Project Impact (After Mitigation)	Alternative 1: No Project/ No Build Alternative	Alternative 2: Development Under Existing General Plan	Alternative 3: Designating the South of Downtown Plan Area Office and Retail	Alternative 4: Uptown Plan Area to Continue to Develop per Existing Uses	Alternative 5: Alternative Circulation Improvements
Public Services – Parks/Recreations	Class III	Greater than	Similar	Less than	Less than	Similar
Public Services – Civic/Museums	Class III	Less than	Similar	Similar	Similar	Similar
Transportation & Traffic	Class II/III/IV	Greater than	Similar	Similar	Less than	Less than
Utilities – Water	Class III	Less than	Similar	Less than	Less than	Similar
Utilities – Wastewater	Class III/IV	Less than	Similar	Less than	Less than	Similar
Utilities – Solid Waste	Class III	Less than	Similar	Greater than	Less than	Greater than
Utilities - Energy	Class III	Less than	Similar	Greater than	Greater than	Similar