City of El Paso de Robles

Paso Robles Oak Park Affordable Housing Project

Final Environmental Impact Report

SCH No. 2010021055

Prepared for:
City of El Paso de Robles

Prepared By:

IMPACT SCIENCES, INC.
803 Camarillo Springs Road, Suite A
Camarillo, California 93012
(805) 437-1900

MAY 2010

Paso Robles Oak Park Affordable Housing Project

Final Environmental Impact Report

Prepared for:

City of Paso Robles
1000 Spring Street
Paso Robles, California 93346

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Impact Sciences, Inc.
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May 2010

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1.0 INTRODUCTION

SUMMARY

This introduction provides information on the contents of this Final Environmental Impact Report (Final EIR) for the proposed Oak Park Affordable Housing Project. This information is provided to assist the reader in understanding the relationship of this document to the environmental review process being conducted by the City of Paso Robles for the proposed project.

1.1 ENVIRONMENTAL REVIEW PROCESS

As defined by section 15050 of the *California Environmental Quality Act Guidelines* (*State CEQA Guidelines*), the City of El Paso de Robles is serving as the Lead Agency responsible for preparing the EIR for the proposed project.

1.1.1 Environmental Processing

In accordance with CEQA requirements, the City of Paso Robles conducted a preliminary review of the application for the proposed project and determined that an environmental impact report (EIR) should be prepared to analyze the potential impacts associated with approval and implementation of the project.

A Notice of Preparation (NOP) was prepared by the City in February 2010 and sent to public agencies and other parties stating that an EIR was going to be prepared by the City. In accordance with CEQA requirements, a 30-day period was provided for responses to the NOP. This review period began on February 17 and ended on March18, 2010.

Based on a review of the proposed project and the responses received on the NOP, the City determined that the EIR should address the following topics:

- Aesthetics
- Air Quality
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

Subsequently the Draft EIR was prepared and circulated for a 30-day public review period as required by state law between March 26, 2010 and April 26, 2010. Section 15088 of the *State CEQA Guidelines* requires that the Lead Agency evaluate comments on environmental issues received from parties on the Draft EIR and prepare a written response to each comment. The responses to comments may take the form of a separate section in the Final EIR. In conformance with the requirements of Section 15088 of the State *CEQA Guidelines*, the City, as the Lead Agency for the project, prepared written responses to all written comments on the Draft EIR.

1.2 ORGANIZATION OF THE FINAL EIR

This Final EIR contains all the elements required by Section 15132 of the *State CEQA Guidelines*. This section states that an Final EIR shall consist of the Draft EIR; comments received on the Draft EIR, either verbatim or in summary; a list of persons, organizations, and public agencies commenting on the Draft EIR; and the written responses of the Lead Agency to the comments received on the Draft EIR.

This Final EIR incorporates the Draft EIR, dated March 2010, including all appendices, by reference. The complete Draft EIR is available for review at the City of Paso Robles Community Development Department, 1000 Spring Street, Paso Robles, California 93446. In addition, the Draft EIR is available on the City's Web site: http://www.prcity.com. A complete listing of the parties commenting on the Draft EIR is provided in the Table of Contents of this Final EIR and at the beginning of **Section 2.0, Responses to Comments**.

The organization of this Final EIR and the general contents of the sections following this introduction are:

Section 2.0, Responses to Comments contains the comments received on the Draft EIR and the responses to these comments.

Section 3.0, Additions and Corrections to Draft EIR contains revised pages from the Draft EIR. Additions are indicated by underlining, and deletions are indicated by ~~strikethrough.~~ All changes are indicated with a line along the right margin.

2.0 RESPONSES TO COMMENTS

INTRODUCTION

This section presents written and verbal comments received by the City of Paso Robles on the Oak Park Affordable Housing Project Draft Environmental Impact Report. A list of the public agencies and private parties that submitted comments on the Draft EIR is provided below. A copy of each comment letter and a written response to each specific comment follows this list.

State and Regional Agencies

Letter 1. County of San Luis Obispo Air Pollution Control District, April 26, 2010

Comments Made at April 13, 2010 Planning Commission Hearing

Comment 1 Steve Sylvester, Chair, Housing Authority Board of Commissioners

Comment 2 Kathy Barnett

Comment 3 Al Garcia, Planning Commissioner

Comment 4 Steve Gregory, Planning Commissioner

Comment 5 Margaret Holstine, Planning Commissioner

Comment 6 Joel Peterson, Planning Commissioner

Letter No. 1

AIR POLLUTION CONTROL DISTRICT
COUNTY OF SAN LUIS OBISPO

April 26, 2010

Ed Gallagher, Housing Programs Manager
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

SUBJECT: APCD Comments Regarding the Proposed Oak Park Public Housing Project

Dear Mr. Gallagher,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed project located a 25-acre site between 28th Street to 34th Street, West of Park Street in Paso Robles. The Oak Park Affordable Housing Project is proposed by the Paso Robles Housing Authority (PRHA) and would replace the existing 148 affordable residential units owned and managed by the PRHA with 301 units. Other components of the project would include landscaping, sidewalks, architectural and security lighting, and necessary upgrades to utility systems. *The following are APCD comments that are pertinent to this project.*

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text**.

Urban Renewal/Densification

This project is a great example of urban core revitalization that would also provide density that doubles the historic amount. As such, this project is consistent with land use goals and policies of the APCD's Clean Air Plan. Enabling residents the opportunity to live close to areas where they can work, shop, and recreate reduces the need to drive and minimizes vehicle exhaust emissions with account for over 60% of the County's air pollution. The APCD supports the proposed Oak Park Public Housing project. 1

SPECIFIC COMMENTS

Page 6.2-24, Table 6.2-6

It should be footnoted in Table 6.2-6 that San Luis Obispo's attainment status for the 8-hour Ozone federal standard is currently under review and is expected to be changed to non-attainment for the eastern portion of the county. 2

Page 6.2-47 & 48

For item #3 under Project Impacts (6.2.4) there appear to be project elements that have not been specifically identified as being consistent with the Clean Air Plan. **APCD staff recommends inclusion of the additional land use and transportation control measures that are applicable to this project from the list below:** 3

- T2-A Local Transit System Improvements;

3433 Roberto Court • San Luis Obispo, CA 93401 • 805-781-5912 • FAX: 805-781-1002
info@slocleanair.org ❖ www.slocleanair.org

- L-3 Balancing Jobs and Housing – This project would provide additional affordable house in the Paso Robles urban core which may assist with some components of the jobs/housing balance for the city; and
- L-4 Promote Walking and Biking.

3

Page 6.2- 48-52, Impact 6.2.4.2
The stated impact is:

> Violate any air quality standard or contribute substantially to an existing or projected air quality violation. (Class III – Not Significant)

4

This statement does not seem to be the correct impact statement for the impact analysis given (i.e., construction and operational phase impacts). The relatively small scale of this project does not would contribute substantially to an ambient Air Quality Standard violation. Therefore, **the APCD recommends that impact analysis for the above statement be revised to demonstrate the relatively minor scope of the project phases as the reason for a Class III stated impact.**

Further, the APCD recommends that a separate impact statement be added that considers the impact of the construction and operational phases relative to the applicable APCD CEQA significance thresholds. The existing impact analysis for these two project phases is provided in the DEIR, however:

1. **CEQA requires that the impacts be accessed for the proposed project; not net impacts from the proposed project relative to what is currently present. This is further discussed below. It should be noted that the impact evaluation for the proposed project does appear to be completed correctly; and**
2. **When considering the total project impacts instead of the net impacts, the project will significantly exceed the APCD's daily operational significance threshold of ROG+NOx (62.8 vs. 25 lbs/day) and therefore, the impact should be designated as a Class II – Significant but Mitigable; i.e. with inclusion of appropriate mitigation, this project impact can be reduced to less than significant; and**
3. **The existing operational phase mitigation list for ROG+NOx impacts needs to be expanded to adequately address the threshold exceedence and the applicant will need to demonstrate that the proposed mitigation reduce the impacts below the significance threshold.**

5

Page 6.2- 53
A sensitive receptor evaluation should be conducted for this project. If there are sensitive receptors (e.g., schools, parks, residential units) within 1000 feet of the site then diesel control strategies for construction equipment should be implemented. These measures can be found in the CEQA Handbook on page 2-3.

6

Page 6.2- 54- 57
APCD staff does not agree with the conclusion that the project's greenhouse gases impacts are Class III – Not Significant.

7

Based on the data presented in Table 6.2-13, the project will generate 3,238 metric tons of CO2e/year. The SLO County APCD has not yet established significance thresholds for greenhouse gas (GHG) emissions from project operations. Nonetheless, the California Attorney General has stated that GHGs (e.g. CO_2, N_2O, CH_4, CFC, etc.) from all projects subject to CEQA must be quantified and mitigated to the extent feasible. The California Office of Planning and Research has provided the following direction for the assessment and mitigation of GHG emissions:

- Lead agencies should make a good-faith effort, based on available information, to calculate, model, or estimate the amount of CO_2 and other GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities;
- The potential effects of a project may be individually limited but cumulatively considerable. Lead agencies should not dismiss a proposed project's direct and/or indirect climate change impacts without careful evaluation. All available information and analysis should be provided for any project that may significantly contribute new GHG emissions, either individually or cumulatively, directly or indirectly (e.g., transportation impacts); and,
- The lead agency must impose all mitigation measures that are necessary to reduce GHG emissions to a less than significant level. CEQA does not require mitigation measures that are infeasible for specific legal, economic, technological or other reasons. A lead agency is not responsible for wholly eliminating all GHG emissions from a project; the CEQA standard is to mitigate to a level that is "less than significant."

7

The applicant has provided a solid evaluation of the GHG impacts from this project; however, the project's EIR needs to identify feasible GHG mitigation measure that will be implemented by the project.

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 781-5912.

Sincerely,

for

Andy Mutziger
Air Quality Specialist

AAG/AJM/lmg

cc: Impact Sciences, Inc.
Paso Robles Nonprofit Housing Corp.

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Letter 1: San Luis Obispo County Air Pollution Control District, April 26, 2010

Response 1-1

This comment states that the project is consistent with the land use goals and policies of the Air Pollution Control District's (APCD) Clean Air Plan, and expresses the support of he APCD for the project. As this comment does not address the adequacy or completeness of the Draft EIR, no response is required.

Response 1-2

The recommended change has been made and is provided in **Section 3.0, Additions and Corrections to Draft EIR**. This change does not change the conclusions in the Draft EIR on the significance of the air quality impacts of the project.

Response 1-3

This comment notes that the proposed project is consistent with elements of the APCD Clean Air Plan in addition to those identified in the Draft EIR. The recommended change has been made and is provided in **Section 3.0, Additions and Corrections to Draft EIR**. This change does not change the conclusions in the Draft EIR on the significance of the air quality impacts of the project.

Response 1-4

This comment states that the small scale of the project would not contribute to the violation of an air quality standard. The analysis provided in the Draft EIR has been revised to state that while URBEMIS emissions estimates for the operational phase of the proposed project indicate that the estimated reactive organic gasses (ROG) + NO_x (oxides of nitrogen), emissions for the project would exceed the APCD threshold of significance for these pollutants and mitigation measures recommended in the APCD's *California Environmental Quality Act (CEQA) Air Quality Handbook* are implemented as project design features. The implementation of these mitigation measures would reduce impacts to a less than significant level. This revised analysis is provided in **Section 3.0, Additions and Corrections to Draft EIR**, and does not identify any new or substantially greater significant impacts than identified in the Draft EIR.

Response 1-5

This comment states that CEQA requires the analysis of gross rather than net emissions for the project. Section 15125 of the *State CEQA Guidelines* describes the environmental setting for a project as "the physical environmental conditions in the vicinity of the proposed project at the time the notice of

preparation is published" and states that "this environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." Section 15126.2 of the *State CEQA Guidelines* further states, "In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published."

The project site is currently developed with residential uses that generate operational emissions. The project would replace the existing 148 unit public housing project on the site with a new 302 unit affordable housing project. Consistent with the *State CEQA Guidelines* as quoted above, the analysis in the Draft EIR considered the potential impact of project emissions using the existing emissions as that baseline physical conditions, and examining the increase in emissions that would result from the proposed project.

As discussed above in the response to **Comment 4**, the impact analysis for this threshold has been revised to state that while the URBEMIS emissions estimates for the operational phase of the proposed project indicate that the project would exceed the APCD threshold for ROG + NO_x, mitigation measures recommended in the APCD's *CEQA Air Quality Handbook* are implemented as project design features that would reduce impacts to a less than significant level. This revised analysis is provided in **Section 3.0, Additions and Corrections to Draft EIR**, and does not identify any new or substantially significant impacts.

Response 1-6

The impact analysis has been revised to note the presence of sensitive receptors within 1,000 feet of the project site. A mitigation measure requiring diesel engine idling restrictions has been added. The revised text is provided in **Section 3.0, Additions and Corrections to Draft EIR**.

Response 1-7

This comment states that while the Draft EIR's greenhouse gas (GHG) impact analysis is sound, mitigation measures will be required to reduce such impacts. The analysis provided in the Draft EIR has been revised to state that while the estimated GHG emissions of the project would contribute to significant cumulative GHG impacts the mitigation measures recommended in the California Air Pollution Control Officers Association (CAPCOA) *CEQA & Climate Change* white paper have been incorporated into the project as project design features to mitigate this impact.. The implementation of these mitigation measures would reduce impacts to a less than significant level. This revised analysis is provided in **Section 3.0, Additions and Corrections to Draft EIR**, and does not identify any new or substantially greater significant impacts than identified in the Draft EIR.

Comment 1 Steve Sylvester, Chair, Housing Authority Board of Commissioners

Comment 1-1 Summary

Section 6.6.4.5 basically says that all existing stormwater runoff is contained within the project, that it is all infiltrated and nothing is discharged off site. It goes further to say that the project will replicate this condition. Neither of these statements is correct. In significant rain events, the existing site discharges runoff at the east side and northeast corner of the project generally into the railroad right-of-way. With the proposed project, we are planning on utilizing sufficient pervious concrete and low-impact development features such that we do not increase the Q [runoff volume] that is discharged. But by no means can it be characterized that all runoff is contained within the site in either scenario.

Comment 1-1 Response

The discussion of site hydrology in has been revised to reflect this comment. While the proposed project would generate runoff during significant storm events, the project design would preserve the existing drainage characteristics. The revised analysis is provided in **Section 3.0, Additions and Corrections to Draft EIR**, and does not identify any new or substantially greater significant impacts than identified in the Draft EIR.

Comment 2 Kathy Barnett

Comment 2-1 Summary

Does the historic value of Oak Park cease in some way when something better comes along?

Comment 2-1 Response

As discussed in Section 6.3, Cultural Resources, the existing Oak Park housing complex has been identified as a historic resource under the standards in the California Environmental Quality Act (CEQA) Guidelines. a This status is not affected by the proposed project and for this reason, the EIR concludes that implementation of the proposed project would result in an unavoidable significant impact to this historic resource. With the removal of existing structures, the realignment of interior streets, and changes in the relationship between structures and open spaces, the character-defining features of the Oak Park historic district, as identified and discussed in the Draft EIR, would be altered such that the historical significance of the district would no longer be conveyed.

Comment 2-2 Summary

Can photos taken as mitigation measure be provided to the Historical Society to be framed and displayed at their facility?

Comment 2-2 Response

Mitigation Measure 6.3-4 requires that the existing structures in the project site be photographically documented and the provision of the photographs to an appropriate repository, such as the Paso Robles Historical Society.

Comment 2-3 Summary

Why can't some of the 160 non-oak trees that are proposed to be removed be saved?

Comment 2-3 Response

The existing pattern of development on the project site, including the configuration of open space areas on the site, will be altered by the addition of some additional buildings and d the provision of new park facilities. While these new facilities have been planned to avoid existing oak trees wherever possible, the project as proposed will necessitate removal of mature trees that are not oaks. The City has no adopted policy for preservation of non-oak trees. Additionally, many of the existing trees slated for removal are

Modesto ash, which the City has found to be a nuisance. The development plan includes a landscaping plan that includes new trees.

Comment 2-4 Summary

Page 3.0-4 states that 330 units are proposed. How does that correspond to the 302 units?

Comment 2-4 Response

The proposed project includes 302 new residential units. This has been corrected throughout the EIR. **Section 3.0, Additions and Corrections to Draft EIR**, includes the changed pages.

Comment 2-5 Summary

Will the police substation remain in the project?

Comment 2-5 Response

The police substation within the Oak Park project site is a program provided via a partnership between the City and the Housing Authority. The police have maintained an office in the Housing Authority's Administration Building, and a new Administration Building is proposed as part of the project. This facility could provide space for a police substation under the existing partnership.

Comment 2-6 Summary

Only one laundry facility is proposed. Is that enough?

Comment 2-6 Response

The site plan shows two small laundry rooms. The City's Zoning Code requires that each unit be outfitted with washer and dryer hookups or common laundry facilities with one washer and dryer per eight units be provided. The project will be required to comply with Zoning Code standards for the provision of such facilities.

Comment 2-7 Summary

Where will the displaced residents go?

Comment 2-7 Response

As discussed in Section 6.9, Population and Housing, residents displaced during project construction would be provided with housing vouchers, which would allow them to secure market-rate housing at their current rent cost. The application proposes that the project be developed in two phases in a manner that allow for residents in the second phase to be relocated into new units built in the first phase.

Upon completion of the new residential development, these residents would have the option to remain in market-rate housing using the housing voucher, or to return to the project site. The Housing Authority has informed City Staff that it already has a contract with a relocation specialist who will begin interviewing families targeted to move based on apartments in phase one of the project.

Comment 2-8 Summary

Doesn't the Bike Master Plan call for a bike boulevard on Park Street?

Comment 2-8 Response

The Bike Master Plan shows a Class III Bikeway on Park Street adjacent to Oak Park. A Class III Bikeway is only denoted by roadside signs designating a street as a bikeway.

Comment 2-9 Summary

Why are on-street parking spaces proposed?

Comment 2-9 Response

The project site is presently developed with much of the available parking spaces provided on the street. The proposed project would continue this practice, while providing some new off-street parking areas. An additional benefit of the project is that the new streets will connect to the neighborhood grid, unlike the present layout, in which Pine Street terminates in two cul-de-sacs and the eastern drive along the railroad tracks does not connect to mid-site streets. This street pattern will allow for more efficient use of parking within the site and on adjacent streets.

Comment 2-10 Summary

Is emergency access for the project site adequate?

Comment 2-10 Response

The Emergency Services Department has reviewed the site plan and has found the design to meet their standards for access by emergency vehicles. The proposed project would expand the network of internal streets within the project site, providing additional points of access for emergency vehicles.

Comment 2-11 Summary

How high will the sound wall be? It should be covered with thorny vines to discourage graffiti.

Comment 2-11 Response

The 8-foot-high sound wall has been removed from the proposed project.

Comment 2-12 Summary

The City was going to require the Olsen Ranch/Beechwood Area Specific Plans to buy into Nacimiento Water. Why isn't this project similarly conditioned?

Comment 2-12 Response

The City's water connection fee schedule was designed to ensure that all new development pays its fair share of the cost of obtaining water from Lake Nacimiento. The proposed project would be required to pay water connection fees.

Comment 2-13 Summary

The EIR states that the 2002 Groundwater Study was used. Why wasn't the 2005 Study used?

Comment 2-13 Response

Section 6.15, Utilities – Water, has been updated to provide information from current groundwater studies and reports. The revised analysis is provided in **Section 3.0, Additions and Corrections to Draft EIR**, and does not identify any new or substantially greater significant impacts than identified in the Draft EIR.

Comment 3 Al Garcia, Planning Commissioner

Comment 3-1 Summary

The Noise chapter states that 8 freight trains and 4 passenger trains per day are projected in the future. What is the source of the projected number of trains?

Comment 3-1 Response

The Noise Element of the *General Plan* identifies the number of trains anticipated for this rail line.

Comment 4 Steve Gregory, Planning Commissioner

Comment 4-1 Summary

There are several different numbers of units discussed throughout the document. This is confusing.

Comment 4-1 Response

The proposed project includes 302 new residential units. This has been corrected throughout the EIR. **Section 3.0, Additions and Corrections to Draft EIR**, includes the changed pages.

Comment 4-2 Summary

Does the plan propose to replace oak trees in accordance with the Oak Tree Preservation Ordinance?

Comment 4-2 Response

The proposed project would be required to comply with the City's Oak Tree Preservation Ordinance. Mitigation Measure 10.0-2 has been added to require compliance with the ordinance.

Comment 4-3 Summary

Will the project meet the Zoning Code requirements for laundry facilities?

Comment 4-3 Response

The site plan shows two small laundry rooms. The City's Zoning Code requires that each unit be outfitted with washer and dryer hookups or common laundry facilities with one washer and dryer per eight units be provided. The project would be required to comply with Zoning Code standards for the provision of such facilities.

Comment 4-4 Summary

The commenter stated that he was involved in the relocation of a mobile home park in Avila Beach which required extensive mediation that delayed the project. He recommended that mediation should begin now.

Comment 4-4 Response

Federal law will require that all residents be relocated, and the Housing Authority is making arrangements to relocate residents. The application proposes that the project be developed in two phases in a manner that allow for residents in the second phase to be relocated into new units built in the first phase.

Comment 5 Margaret Holstine, Planning Commissioner

Comment 5-1 Summary

Will the project provide enough open space?

Comment 5-2 Response

The size of the park area alone exceeds the Zoning Code's requirement of providing 375 square feet of shared open space per unit. Beyond the park area, the plan proposes several other usable shared open space areas.

Comment 6 Joel Peterson, Planning Commissioner

Comment 6-1 Summary

How will the relocation efforts affect school attendance? Will there be a need for additional busing?

Comment 6-1 Response

The Housing Authority has informed City Staff that it will give priority to those households with children at Georgia Brown and Flamson Elementary to stay in Oak Park as much as possible during relocation. This may entail some internal shifting of families within the complex (i.e., moving households without school aged children off-site during the first phase and moving households with school aged children into units that will be demolished in the second phase, at which time there will be enough new units in the new phase one to house all of the original 148 households).

3.0 ADDITIONS AND CORRECTIONS TO DRAFT EIR

INTRODUCTION

The following corrections and additions are provided to update the information in the Draft EIR. The Draft EIR has been updated in response to comments received during the public review period for the Draft EIR, which began on March 26, 2010, and ended on April 26, 2010, and review by the City of Paso Robles. Changes to the Draft EIR are listed by the corresponding Draft EIR section and subsection, if applicable, and the page number. Additions and corrections to the Draft EIR are identified in underline and ~~strikethrough~~ text, to indicate additions and deletions to the Draft EIR, respectively; all such changes are indicated with a line along the right margin.

The following additions and corrections have been reviewed in relation to the standards in Section 15088.5(a) and (b) of the California Environmental Quality Act (CEQA) Guidelines on when recirculation of a Draft EIR is required prior to certification. The additions and corrections to the Draft EIR document do not constitute new significant information requiring recirculation of the Draft EIR.

Sections 15088.5(a) and (b) of the State CEQA Guidelines state,

> *(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:*
>
> *(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
>
> *(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
>
> *(3) A feasible project alternative or mitigation measure considerably different from other previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponent decline to adopt it.*
>
> *(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*
>
> *(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

3.1 CORRECTIONS AND ADDITIONS

This section provides the pages from the Draft EIR that have been changed to reflect comments received during the public review period. Additions are underlined and deletions are shown in ~~*strikethrough*~~ text. All changes are indicated with a line along the right margin.

3.2 LIST OF CHANGES

The following pages from the Draft EIR have been changed:

1.0-1	6.8-16	6.14-15 (Figure 6.14-5)
2.0-1	6.8-17	6.14-16
2.0-6	6.9-6 through 10	6.15-1
2.0-8	6.10-1	6.15-2
2.0-9	6.10-2	6.15-11 through 13
3.0-4	6.10-10	6.16-1 through 9
6.1-10	6.11-1	6.17-5
6.1-12	6.11-2	8.0-1
6.2-24	6.11-4	10.0-1
6.2-48	6.12-6	10.0-3
6.2-49	6.12-7	
6.2-52 through 59	6.13-12	
6.3-19	6.13-13	
6.3-25	6.14-9	
6.6-14		
6.7-13		

1.0 INTRODUCTION

SUMMARY

This introduction is included to provide the reader with information regarding (1) the purpose of an environmental impact report (EIR); (2) a description of the environmental review process conducted for this project to date; (3) the lead agency for the project; and (4) the format and organization of this EIR.

1.1 PURPOSE AND LEGAL AUTHORITY

This Draft EIR evaluates the proposed Oak Park Affordable Housing Project. The proposed project would consist of the construction of ~~301~~302 new multifamily residential units, interior streets and walkways, community services facilities, and recreational facilities within an approximately 25-acre project site located in Paso Robles. The proposed affordable housing project would replace the existing 148-unit public housing project on this site.

This Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. This EIR identifies and discusses potential project-specific and cumulative environmental impacts, which may occur should the project be implemented. This EIR has been prepared to (1) be an informational document, which serves to inform public agency decision makers and the general public of the potential environmental impacts of the project; (2) identify possible ways to minimize or avoid any potential significant impacts either through mitigation or the adoption of alternatives; and (3) disclose to the public required agency approvals.

The principal use of an EIR is to provide input and information to the comprehensive planning analysis undertaken for this project. Given the important role of the EIR in this planning and decision-making process, it is important that the information presented in the EIR be factual, adequate, and complete. The standards for adequacy of an EIR, defined in Section 15151 of the *CEQA Guidelines*, are as follows:

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

This EIR has been prepared in accordance with the above standards for adequacy of an EIR under CEQA.

2.0 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.

2.1 PROJECT SYNOPSIS

2.1.1 Project Applicant

The project applicant for the Oak Park Affordable Housing Project is:

City of El Paso de Robles
Housing Authority
~~1000 Spring Street~~3201 Pine Street
Paso Robles, California 93446

2.1.2 Project Location

The City of El Paso del 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 U.S. 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 U.S. Highway 1, which traverses the coastline of California between Los Angeles to the south and San Francisco to the north. **Figure 2.0-1, Regional Location Map**, shows the location of the City of Paso Robles.

The proposed project site consists of approximately 25 acres in the western portion of the City, as shown in **Figure 2.0-2, Project Location**. The project site is bounded by Park Street to the west, 28th Street to the south, a railroad right-of-way to the east, and 34th Street to the north. The site is currently developed with the 148-unit Oak Park public housing complex.

2.1.3 Project Purpose

The City of Paso Robles ~~Housing Element identifies the targeted~~would need ~~for~~ to develop 252 affordable housing units, including 149 units affordable to very low income households and 103 units affordable to low income households, to meet the 2008 Regional Housing Needs Plan goal. In order to achieve these goals, the City has

Residential Development

The proposed project would consist of the construction of ~~301~~ 302 new multifamily residential units, an approximately 50 percent increase over the existing 148 units. Residential units would have from one to four bedrooms. As shown in **Figure 2.0-3**, interior streets and walkways would divide the project site into eight residential clusters, with multifamily residential structures grouped around central parking lots, and landscaped areas, which would preserve the courtyard apartment character of the existing Oak Park housing complex. The new residential structures would range from two to three stories, with a maximum height of approximately 38 feet, which would allow the project site to increase residential density while preserving informal open space throughout the site.

Community Facilities

In addition to the proposed residential development, a number of community facilities would be developed as part of project construction. These include a 2.5-acre community park with a lighted soccer field, basketball court, and volleyball court, shown in **Figure 2.0-3** along the eastern boundary of the project site; four playground areas totaling approximately 0.3 acre; a community center approximately 10,000 square feet in size; a housing authority office building approximately 3,500 square feet in size; laundry facilities; and a maintenance shop.

Interior Streets

Figure 2.0-3 shows the proposed interior streets for the project site. As shown, the cul-de-sacs at the northern and southern ends of Pine Street would be eliminated. New streets would be added in the approximate locations of these cul-de-sacs, which would connect Park Street to the perimeter road along the eastern boundary of the project site. Finally, 32nd Street and 30th Street, which currently end at Pine Street, would be extended to connect to the perimeter road.

Project Phasing

The proposed project would be developed in two phases. In each phase a portion of the existing structures within the site would be demolished and new residential structures, along with supporting infrastructure, developed. Existing residents would be provided with housing vouchers which would provide housing in market-rate housing during the development of replacement housing on site. When new development is completed, these residents would have the option to return to Oak Park or to remain in market-rate units. The first phase of project development would be completed in October 2011, and the second phase would be completed in August 2012.

Table 2.0-1
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
• **Cultural Resources** Historical resources	• **Air Quality** • **Cultural Resources** Paleontological resources, archaeological resources, human remains • **Hazards and Hazardous Materials** Located on a site identified as containing hazardous materials • **Noise** Railway noise; Vibration; Temporary noise increase • **Utilities – Wastewater**	• **Aesthetics** • ~~**Air Quality**~~ • **Geology and Soils** • **Hazards and Hazardous Materials** Transport, accidental release, emit, or handle hazardous materials; Airport hazard; Interfere with emergency response or evacuation plan; wildland fire hazard; Substantial effects on human beings • **Hydrology and Water Quality** • **Land Use** • **Noise** Ambient noise increase • **Population and Housing** • **Public Services – Fire Protection** • **Public Services – Law Enforcement** • **Public Services – Education** • **Parks and Recreation** • **Transportation and Traffic** • **Utilities – Water** • ~~**Utilities – Wastewater**~~ • **Utilities – Solid Waster**	None

The proposed project will result in unavoidable significant impacts to cultural resources with regard to historical resources. The proposed project would alter the characteristics of the existing Oak Park housing complex that convey its historic significance. Mitigation measures provided in this EIR would lessen the severity of this impact, which would remain significant and unavoidable after implementation of all feasible mitigation measures due to the nature of the impact.

Mitigation Measures

For the environmental issues identified in **Table 2.0-1** as having significant and unavoidable impacts or less than significant impacts with mitigation, **Section 6.0, Environmental Analysis**, provides mitigation measures to reduce impacts, as discussed in detail below.

Air Quality

The following mitigation measure would reduce impacts related to ROG and NO_X emissions to less than significant:

6.2-1 The project as proposed incorporates the following Project Design Features (PDFs) listed in the San Luis Obispo County *CEQA Air Quality Handbook* that will mitigate the air quality impacts of the project:

- Orient buildings toward streets with automobile parking in the rear to provide a pedestrian-friendly environment;
- Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable, and safe (including appropriate signalization and signage);
- Provide good access to/from the development for pedestrians, bicyclists, and transit users;
- Design and build compact communities in the urban core to prevent sprawl;
- Increase density within the urban core and urban reserve lines;
- No residential wood burning appliances;
- Link cul-de-sacs and dead-end streets to encourage pedestrian and bicycle travel to adjacent land uses; and
- Develop recreational facility (e.g., parks, gym, pool, etc.) within one quarter of a mile from site.

These project features would mitigate project emissions of ROG and NOX to a less than significant level.

The following mitigation measure would reduce impacts related to construction emissions to less than significant:

6.2-2 a. Idling Restrictions Near Sensitive Receptors for Both On and off-Road Equipment

1. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
2. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
3. Use of alternative fueled equipment is recommended whenever possible; and,
4. Signs that specify the no idling requirements must be posted and enforced at the construction site.

b. Idling Restrictions for On-road Vehicles

Section 2485 of Title 13, the California Code of Regulations limits diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater than 10,000 pounds and licensed for operation on highways. It applies to California andnon-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation.

Signs must be posted in the designated queuing areas and job sites to remind drivers of the 5 minute idling limit. The specific requirements and exceptions in the regulation can be reviewed at the following web site: www.arb.ca.gov/msprog/truck-idling/2485.pdf.

c. Idling Restrictions for off-Road Equipment

Off-road diesel equipment shall comply with the 5 minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the 5 minute idling limit.

The following mitigation measure would reduce impact related to project emissions of greenhouse gases to less than significant:

6.2-3 The project as proposed incorporates the following Project Design Features (PDFs) that will mitigate the GHG emissions impacts of the project:

- Proximity to bike path/bike lanes;
- A pedestrian access network that internally links all uses and connects to all existing/planned external streets and pedestrian facilities contiguous with the project site;
- Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and nonresidential uses that impede bicycle or pedestrian circulation are eliminated.
- Provide a low-income housing component on-site
- Infill development
- Project does not feature fireplaces or wood burning stoves.

These project features would mitigate project GHG emissions to a less than significant level.

Cultural Resources

The following mitigation measure would reduce impacts to paleontological resources to a level less than significant:

6.3-1: 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 find 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.

The following mitigation measure would reduce impacts to archaeological resources to a level less than significant:

6.3-2: If unique archaeological resources are accidentally discovered during demolition and site clearing, work shall be halted and the area shall be staked off. The City of Paso Robles shall notify the State Historic Preservation Office (SHPO)/tribal historic preservation officer (THPO) and the Director of the Archaeological Regional Research Center within 48 hours to arrange for an immediate evaluation of the find by a qualified archaeologist. The qualified archaeologist shall determine whether or not the site is a historical resource as defined by 36 CFR 800.4(c). If it is determined that the site is a historic resource, the HACM/City of Paso Robles shall refer to the provisions of 36 CFR 800.13 to determine the potential adverse effects of the project on the historical resource pursuant to Section 106 of the National Historic Preservation Act. It if is found that the project will result in an adverse effect to historic resources, the City of Paso Robles shall continue consultation

- Facilitate the monitoring of the development to maintain a safe and secure environment.
- Align the redevelopment of Oak Park with the City's vision for the Uptown Area.
- Design a plan that is financially feasible and constructible.

3.4.3 Project Components

The layout of the proposed new construction is shown in **Figure 3.0-4, Proposed Project Site Plan**. The 25-acre project site would be provided with new roads connecting Pine Street to Park Street and to the perimeter road along the eastern boundary of the site. The roads that currently provide access to the site, 32nd Street and 30th Street, would be extended through the project site to connect to the perimeter road along the eastern boundary of the site. New residential units would be provided in small clusters of buildings oriented around central areas providing parking and landscaped open space. The proposed residential development, community services facilities, and interior streets are discussed below.

Residential Development

The proposed project would consist of the construction of ~~301~~302 new multifamily residential units, an approximately 50 percent increase over the existing 148 units. Residential units would have from one to four bedrooms. As shown in **Figure 3.0-4**, interior streets and walkways would divide the project site into eight residential clusters, with multifamily residential structures grouped around central parking lots and landscaped areas, which would preserve the courtyard apartment feel of existing development. The new residential structures would range from two to three stories, with a maximum height of approximately 38 feet, which would allow the project site to increase residential density while preserving informal open space throughout the site.

Five plan types are proposed for the new residential structures, which would have a mix of unit types from one to four bedrooms. The plan proposes the development of 30 one-bedroom studio-type units, 40 one-bedroom units, 160 two-bedroom units, 90 three-bedroom units, and 10 four-bedroom units.

Community Facilities

In addition to the proposed residential development, a number of community facilities would be developed as part of project construction. These include a 2.5-acre community park with a lighted soccer field, basketball court, and volleyball court, shown in **Figure 3.0-4** along the eastern boundary of the project site; four playground areas totaling approximately 0.3 acre; a community center approximately 10,000 square feet in size; a housing authority office building approximately 3,500 square feet in size; laundry facilities; and a maintenance shop.

Oak Tree Preservation Ordinance

The City's oak tree preservation ordinance requires the issuance of a permit prior to pruning or removal of any oak tree (*quercus* spp.) native to the Paso Robles area.[10] The ordinance provides standards for the preservation and maintenance of existing oak trees, including a general prohibition on encroachment into the root zone of oak trees and restrictions on landscaping in the root zone of oak trees. The ordinance also provides requirements for protecting oak trees during construction, including the preparation of a tree inventory, placement of protective fencing, and prohibiting storage of construction-related fuels and chemicals within the root zone of an oak tree.

6.1.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[11] contains the Initial Study Environmental Checklist form. Issues presented in the checklist are used as thresholds of significance in this section. The project may present a significant impact if it would:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- substantially degrade the existing visual character or quality of the site and its surroundings; or
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

6.1.4 PROJECT IMPACTS

Development of the proposed project would result in the demolition of existing structures within the project site and the removal of much of the existing landscaping. Of the 242 existing trees (including oak trees) within the site, 160 would be removed. As discussed above, the project site contains 49 mature oak trees, of which up to 10 would be removed and replaced under the provisions of the City's oak tree preservation ordinance. New development of the project site would introduce two- and three-story residential structures, new and extended interior streets, and new landscaped open space areas.

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10 City of Paso Robles, Municipal Code, Chapter 10.01.

11 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

6.1.4.2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. (Class III – Not Significant)

Impact Analysis

As shown in **Figure 6.1-2**, the project site does not contain any scenic rock outcroppings. Although the project site is developed with urban uses, many mature trees are located within the site. The City's oak tree ordinance, discussed above, prohibits the removal of mature oak trees unless under a permit issued by the City. Under the City's oak tree preservation ordinance, the project would be required to provide replacement trees for the 10 coast live oak trees proposed for removal.

As discussed in greater detail in **Section 6.3, Cultural Resources**, the Oak Park Housing Project, which was constructed in 1941 as a military housing complex, is a considered eligible for local listing as a historic resource because of its historical significance as an example of post-World War II garden apartment housing. As such, its demolition would result in a potentially significant impact under this threshold if the existing structures were visible from a state scenic highway.

The nearest designated state scenic highway is Highway 1, approximately 17 miles southeast of the project site. Highway 101, an eligible highway, passes near the project site to the east, but views of the site from Highway 101 are obscured by intervening industrial development.

Development of the project site would not affect views from a state scenic highway, and impacts would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.1.4.3: Substantially degrade the existing visual character or quality of the site and its surroundings. (Class III – Not Significant)

Impact Analysis

As discussed above, development of the proposed project would remove the existing 148 multifamily residential units and replace them with approximately ~~300~~ 302 new residential units. The existing

Table 6.2-6
National Ambient Air Quality Standards and Status
South Central Coast Air Basin (San Luis Obispo County)

Pollutant	Averaging Time	Designation/Classification
Ozone (O_3)[1]	8 hour	Attainment/Unclassifiable
Carbon Monoxide (CO)	1 hour, 8 hour	Attainment/Unclassifiable
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	Attainment/Unclassifiable
Sulfur Dioxide (SO_2)	24 hour, Annual Arithmetic Mean	Attainment/Unclassifiable
Respirable Particulate Matter (PM_{10})	24 hour	Attainment/Unclassifiable
Fine Particulate Matter ($PM_{2.5}$)	24 hour, Annual Arithmetic Mean	Attainment/Unclassifiable
Lead (Pb)[2]	Calendar Quarter, Rolling 3-month period	Attainment

Source: US Environmental Protection Agency, "Region 9: Air Programs, Air Quality Maps," http://www.epa.gov/region /air/maps/r9_o38hr.html. 2009.

[1] The County's attainment status for the federal 8-hour ozone standard is currently under review and is expected to be changed to non-attainment for the eastern portion of the county.

[2] The US Environmental Protection Agency issued a final rule on October 15, 2008 promulgating a 0.15 μg/m³ standard averaged over a rolling three-month period. Based on 2005–2007 monitoring data, California has not exceeded this new standard anywhere. The US EPA will make final designations no later than October 2010. The designation listed in this table is based on the previous standard.

6.2.2.2 State and Regional Agencies (Air Quality)

California Air Resources Board

The California Air Resources Board, a branch of the California Environmental Protection Agency (Cal/EPA), oversees air quality planning and control throughout California. It is primarily responsible for ensuring the implementation of the California Clean Air Act (CCAA), meeting federal CAA planning requirements applicable to the state, and regulating emissions from motor vehicles and consumer products within the state. In addition, CARB also sets health-based air quality standards and control measures for TACs. Much of CARB's research goes toward automobile emissions, as they are primary contributor to air pollution in California. Under the CAA, CARB has the authority to establish more stringent standards for vehicles sold in California and for various types of equipment available commercially. It also sets fuel specifications to further reduce vehicular emissions.

The CCAA established a legal mandate for air basins to achieve the CAAQS by the earliest practical date. These standards exist for the same seven criteria pollutants as the federal CAA as well as sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. The CAAQS are more stringent than the federal standards, particularly for PM_{10} and SO_2.

Table 6.2-10
Consistency of Clean Air Plan Land Use and Transportation Control Measures and Specific Plan Policies

Clean Air Plan	Consistent?
T-2A: Local Transit System Improvements. The focus of this measure is on improving local transit service and infrastructure to increase ridership by enhancing the convenience and overall viability of the system.	**Yes.** The proposed project is located near existing public transit infrastructure.
T-3: Bicycling and Bikeway Enhancements. The goal of this measure is to encourage the modal shift to bicycles and construct needed bikeways and provide support facilities throughout the county.	**Yes.** The proposed project is located near an existing bikeway on Spring Street, and a proposed bikeway on Riverside Avenue. Project residents would be able to access these facilities from the project site.
L-1: Planning Compact Communities. The goal of this strategy is to encourage development at densities high enough to support the goal of enhancing the viability of public transit and maximizing the potential for walking and bicycling to work, shopping, and other destinations without causing undue congestion. In general, the more compact a community is, the lower its number of vehicle trips and miles traveled. Dwelling units for those who prefer higher density living should be clustered in urban core areas and village centers, thus creating a market for convenience retailing and services that contribute to the richness of an urban life-style.	**Yes.** The proposed project would increase residential density within the proposed project site.
L-2: Providing for Mixed Land Use. The goal of this strategy is to encourage the mixing of compatible commercial and residential land uses when it will reduce dependence on the automobile or improve the balance between jobs and housing.	**Yes.** The proposed project site would provide residential units alongside recreational and community services facilities, allowing site residents to access these facilities without leaving the site.
L-3: Balancing Jobs and Housing. The goal of this strategy is to reduce vehicular travel by locating housing and employment opportunities near each other.	**Yes.** The proposed project site would provide additional affordable housing in the City's urban core, which may assist with components of the City's jobs/housing balance.
L-4: Circulation Management. The primary goal of the recommended circulation management policies and programs is to encourage the design and construction of the County's transportation system in a manner that supports alternative travel modes and decreases reliance on single occupant motor vehicles.	**Yes.** The proposed project site would support alternative travel modes by providing an expanded network of streets and sidewalks which would expand opportunities for pedestrian and bicycle travel.

The proposed project would be consistent with the 2001 Clean Air Plan under each of the criteria discussed above. Impacts related to this threshold would therefore be less than significant.

Mitigation Measures

Residual Impacts

Impacts would be less than significant (Class III).

6.2.4.2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation. (Class III ~~I~~ – ~~Not~~ Significant But Mitigable)

Impact Analysis

Short term emissions associated with specific plan buildout would be generated by construction activities and equipment as well as from temporary mobile sources from workers commuting to individual project sites within the specific plan area. When construction-related emissions exceed 185 pounds per day or 2.5 tons per quarter for ROG or NO_X, Best Available Control Technology for construction equipment (CBACT) is required. When construction-related emissions exceed 2.5 tons per quarter for PM_{10}, CBACT is required. In addition, fugitive dust (PM_{10}) mitigation measures are required when construction-related PM_{10} exceeds the threshold. **Table 6.2-11, Estimated Construction Emissions**, provides projections of project construction emissions.

Table 6.2-11
Estimated Construction Emissions

	Emissions in Tons per Quarter							
						PM_{10}		
Construction Year	**ROG**	**NO_X**	**ROG+ NO_X**	**CO**	**SO_X**	**Dust**	**Exhaust***	**$PM_{2.5}$**
2010, Qtr. 4	0.10	0.67	0.77	0.59	0.00	0.32	0.04	0.10
2011, Qtr. 1	0.13	0.61	0.74	0.92	0.00	0.00	0.04	0.04
2011, Qtr. 2	0.13	0.61	0.74	0.92	0.00	0.00	0.04	0.04
2011, Qtr. 3	1.28	0.79	2.07	1.08	0.00	0.00	0.06	0.05
2011, Qtr. 4	0.09	0.62	0.71	0.54	0.00	0.32	0.03	0.10
2012, Qtr. 1	0.13	0.58	0.71	0.87	0.00	0.00	0.04	0.03
2012, Qtr. 2	0.13	0.58	0.71	0.87	0.00	0.00	0.04	0.03
2012, Qtr. 3	1.21	0.56	1.77	0.74	0.00	0.00	0.04	0.04
Maximum in Any Qtr.	**1.28**	**0.79**	**2.07**	**1.08**	**0.00**	**0.32**	**0.06**	**0.10**
SLOAPCD Threshold	**—**	**—**	**2.5**	**—**	**—**	**2.5**	**0.13**	**—**
Exceeds Threshold?	**—**	**—**	**NO**	**—**	**—**	**NO**	**NO**	**—**

*Source: Impact Sciences, Inc., (2010). Emissions calculations are provided in **Appendix 6.2**.*
Totals in the table may not appear to add exactly due to rounding in the computer model calculations.
** The SLOAPCD PM10 exhaust threshold applies to diesel particulate matter. It is assumed that all construction exhaust emissions are emitted as diesel particulate matter.*

As shown in **Table 6.2-11**, construction emissions would not exceed SLOAPCD thresholds, and impacts during construction would therefore be less than significant.

Long-term emissions associated with the proposed project would be generated by both stationary and mobile sources as a result of normal day-to-day activities. Stationary emissions would be generated by the consumption of natural gas for space and water-heating devices. Mobile emissions would be generated by the motor vehicles traveling to, from, and within the project site. When operational-related emissions exceed 25 pounds per day for ROG, NO_X, SO_2, or PM_{10}, significant air quality impacts may occur and mitigation measures should be applied. When operation-related emissions exceed 550 pounds

The emission reductions associated with these project features were not included in the emissions calculations. ~~Therefore,~~Implementation of these project features would mitigate project emissions of ROG and NO_X to a less than significant level.

Mitigation Measures

6.2-1 The project as proposed incorporates the following Project Design Features (PDFs) listed in the San Luis Obispo County *CEQA Air Quality Handbook* that will mitigate the air quality impacts of the project:

- Orient buildings toward streets with automobile parking in the rear to provide a pedestrian-friendly environment;
- Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable, and safe (including appropriate signalization and signage);
- Provide good access to/from the development for pedestrians, bicyclists, and transit users;
- Design and build compact communities in the urban core to prevent sprawl;
- Increase density within the urban core and urban reserve lines;
- No residential wood burning appliances;
- Link cul-de-sacs and dead-end streets to encourage pedestrian and bicycle travel to adjacent land uses; and
- Develop recreational facility (e.g., parks, gym, pool, etc.) within one quarter of a mile from site.

These project features would mitigate project emissions of ROG and NOX to a less than significant level.

~~No additional mitigation is required.~~

Residual Impacts

Impacts would be less than significant with implementation of the provided mitigation (Class ~~I~~II).

6.2.4.3: 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). (Class III – Not Significant)

Impact Analysis

The region currently exceeds the CAAQS for ozone and PM_{10}. Cumulative impacts resulting in further exceedances of these standards would be associated with buildout of the Paso Robles general plan. The City's general plan update EIR indicates that buildout under the general plan would be greater than anticipated under regional growth forecasts. However, with the implementation of the general plan policies and Clean Air Plan control measures listed in the EIR, cumulative impacts would be less than significant.

Upon future buildout of the City through the implementation of the general plan, individual projects could exceed the 25 pounds per day threshold for ROG, NO_X, SO_2, or PM_{10}. The proposed project would not exceed thresholds for PM_{10} and includes design features that would mitigate its ozone precursor (ROG and NO_X) emissions. Cumulative projects would be required to implement mitigation measures to reduce long-term emissions. With implementation of the general plan policies and the Clean Air Plan control measures, and individual project-level mitigation measures required on a case-by-case basis, cumulative impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.4.4 Expose sensitive receptors to substantial pollutant concentrations. (Class III – Not Significant)

Impact Analysis

Sensitive receptors in the vicinity of the proposed project site consist of residential development located to the north, west, and south of the site. **Table 6.2-11** shows estimated construction emissions for the proposed project. SLOAPCD requires mitigation when emissions thresholds are equaled or exceeded by

fugitive dust or combustion emissions.[61] As shown in **Table 6.2-11**, construction of the proposed project would not exceed SLOAPCD thresholds for fugitive dust or combustion emissions. Therefore, while construction of the proposed project would result in diesel particulate matter and PM_{10} emissions, such emissions would be unlikely to expose sensitive receptors to substantial pollutant concentrations. Implementation of Mitigation Measure 6.2-2 would further reduce impacts to nearby sensitive receptors. Impacts related to construction of the proposed project would be less than significant. As previously discussed, SLOAPCD Rule 402 requires all projects with a grading area greater than 4 acres to implement dust control measures during construction.

The proposed project consists of multifamily residential development along with recreational and community services facilities. New development under the proposed project would result in a projected net increase in ozone precursors (ROG and NO_x), but is not projected to exceed SLOAPCD thresholds of significance for other pollutants. As discussed above, the proposed project design implements mitigation measures recommended by the SLOAPCD *CEQA Air Quality Handbook*, and would thereby reduce operational emissions to a less than significant level. The proposed project would therefore not expose sensitive receptors to substantial pollutant concentrations, and impacts under this threshold would be less than significant.

Mitigation Measures

~~**No mitigation is required.**~~**6.2-2** a. Idling Restrictions Near Sensitive Receptors for Both On and off-Road Equipment

1. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;

2. Diesel idling within 1,000 feet of sensitive receptors is not permitted;

3. Use of alternative fueled equipment is recommended whenever possible; and,

4. Signs that specify the no idling requirements must be posted and enforced at the construction site.

b. Idling Restrictions for On-road Vehicles

Section 2485 of Title 13, the California Code of Regulations limits diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater than 10,000 pounds and licensed for operation on highways. It

61 San Luis Obispo County APCD, *CEQA Air Quality Handbook*, (2009) 2-2.

applies to California andnon-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,

2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation.

Signs must be posted in the designated queuing areas and job sites to remind drivers of the 5 minute idling limit. The specific requirements and exceptions in the regulation can be reviewed at the following web site: www.arb.ca.gov/msprog/truck-idling/2485.pdf.

c. Idling Restrictions for off-Road Equipment

Off-road diesel equipment shall comply with the 5 minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the 5 minute idling limit.

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.4.5: Create objectionable odors affecting a substantial number of people. (Class III – Not Significant)

Impact Analysis

The proposed project consists of multifamily residential development along with recreational and community services facilities. These types of uses would not create unusual odors, and impacts under this threshold would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.4.6: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Class III ~~I~~ – ~~Not~~ Significant)

Impact Analysis

Construction Emissions

The proposed project would result in short-term emissions of GHGs during construction. These emissions, primarily CO_2, CH_4, and N_2O, are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and are not expected to be emitted by the proposed project in appreciable quantities.

Current CEQA practice is to amortize construction-related GHG emissions over a project's lifetime in order to include these emissions as part of a project's annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. A project lifetime has been defined by the SLOAPCD as 50 years for residential development and 25 years for commercial development. To simplify the calculations, the estimated specific plan's construction GHG emissions have been amortized over a 50-year period and are included in the annualized operational GHG emissions discussed below.

Unlike federally and state-regulated criteria pollutants, which predominantly affect local and regional air quality, GHGs tend to remain in the atmosphere for longer periods of time and have global impacts. As previously explained under **Subsection 6.2.1.5, Global Climate Change**, the current recommended methodology for evaluating the global warming potential of GHGs is to estimate the climate change impacts of GHGs using the warming potential of CO_2 over a 100-year period as a baseline. Although GHGs are generated during construction and are accordingly considered one-time emissions, it is important to include construction-related GHG emissions when assessing all of the long-term GHG emissions associated with a project.

This is in contrast to the current recommended methodology for the evaluation of Project-related criteria pollutants, which predominantly affect local and regional (not global) air quality. The method of including construction-related GHG emissions in long-term operational assessments is consistent with current CEQA practice.

Operational Emissions

At buildout, the proposed project would result in direct annual emissions of GHGs during operation. These emissions, primarily CO_2, CH_4, and N_2O, are the result of fuel combustion from building heating systems and motor vehicles. Building and motor vehicle air conditioning systems may use HFCs (and HCFCs and CFCs to the extent that they have not been completely phased out at later dates); however, they are not quantified since emissions would only occur through accidental leaks.

Direct emissions of CO_2, the primary greenhouse gas generated from operation of the specific plan, are primarily due to natural gas consumption and mobile-source emissions. Emission factors for GHGs due to natural gas consumption were obtained from the California Climate Action Registry *General Reporting Protocol*.[62] Mobile-source emissions were calculated using URBEMIS2007, based on trip generation rates provided by the traffic impact analysis for the proposed specific plan. URBEMIS2007 provides only CO_2 emissions; therefore, to account for other GHGs associated with fossil fuel combustion, the CO_2 emissions associated with project-generated trips were multiplied by a factor based on an US EPA assumption that CO_2 represents 95 percent of the CO_2e emissions associated with passenger vehicles, which account for most of the project-related trips.[63]

The proposed project would also result in indirect GHG emissions due to electricity demand. Emission factors for GHGs due to electricity demand were obtained from CARB's *Local Government Operating Protocol*, which contains GHG emission factors from utility providers in California.[64] The cited factors in the CARB report is based on data collected by the California Climate Action Registry. The emission factors take into account the current mix of energy sources used to generate electricity and the relative carbon intensities of these sources, and includes natural gas, coal, nuclear, large hydroelectric, and other renewable sources of energy.

In addition to electrical demand, operation of the proposed project would result in indirect GHG emissions due to water demand, wastewater treatment, and solid waste disposal. Due to the scale of the proposed project and the emissions generated by these activities, project GHG emissions related to these sources would be minor and are not considered in this analysis.

The GHG emissions associated with the proposed project are provided below in **Table 6.2-13, Estimated Project GHG Emissions**. Detailed calculations are provided in **Appendix 6.2**.

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62 California Climate Action Registry, General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, (2009) 101-103.

63 US Environmental Protection Agency, Office of Transportation and Air Quality, *Greenhouse Gas Emissions from a Typical Passenger Vehicle (EPA420-F-05-004)*, (2005) 4.

64 California Air Resources Board, *Local Government Operating Protocol*, Version 1.0, (2008) 174.

Table 6.2-13
Estimated Project GHG Emissions

Emissions Scenario	Construction Emissions ($MTCO_2e$)		Operational Direct Emissions ($MTCO_2e/yr$)		Operational Indirect Emissions ($MTCO_2e/yr$)	Total ($MTCO_2e/yr$)
	Total Construction	Amortized* Construction	Motor Vehicles	Area/Stationary Sources	Electricity	
Existing			936	395	258	1,589
Proposed Project	737	15	1,895	803	525	3,238
Net Total	737	15	959	408	267	1,648

** Construction emissions amortized over the "project lifetime" (50 years). Included in the total emissions*

As previously discussed, California emitted approximately 484 $MMTCO_2e$ in 2006, based on CARB's inventory data. While the proposed project would result in emissions of GHGs, the proposed project would result in a very small fraction (0.0000034 percent) of the state's GHG emissions.

The emissions associated with the proposed project represent a conservative assessment of the actual GHG emissions that would result from development. The construction emissions were based on the assumption that equipment would operate continuously throughout the workday. In reality, construction equipment tends to operate cyclically for only a portion of the workday. In addition, as noted in CARB's AB 32 *Climate Change Scoping Plan*, reductions in GHG emissions from construction equipment are expected to occur upon implementation of the low-carbon fuel standard (Scoping Plan Measure 5) and vehicle hybridization and energy efficiency standards adopted for medium- and heavy-duty vehicles (Scoping Plan Measure 10). These additional reductions were not quantified in this analysis resulting in conservatively estimated construction GHG emissions.

As shown in **Table 6.2-13**, GHG emissions from motor vehicles represent over half of the total emissions associated with project buildout. Neither the state nor the federal government regulates tailpipe GHG emissions. However, several proposed actions have taken place at the federal and state level that would reduce GHG emissions from motor vehicles once the regulations have been adopted and implemented. These reductions were not accounted for in the model.

This assessment also is conservative because it does not account for improvements in fuel economy standards for cars, light trucks, and sport utility vehicles. In 2007, the president signed the Energy Independence and Security Act, which set a goal of achieving a Corporate Average Fuel Economy

(CAFE) standard of 35 miles per gallon by 2020 for new cars, light trucks, and sport utility vehicles. Additionally, as mentioned above, California has adopted the Low Carbon Fuel Standard. Under CARB's *Climate Change Scoping Plan*, fuel-efficient tire standards are being pursued (Scoping Plan Measure 7). Also, as previously discussed, the US EPA is currently developing regulations that would set GHG emission standards for motor vehicles similar to the Pavley requirements in established AB 1493. Furthermore, the US EPA granted California the waiver to implement Phase II of the Pavley standards, which would achieve additional reductions in motor vehicle GHG emissions beyond 2016. Additionally, to the extent technology continues to improve and CAFE standards become more stringent, this analysis provides a conservative estimate of motor vehicle emissions based on current technology and CAFE standards, which are not accounted for in the air quality models.

While the estimated GHG emissions associated with the proposed project are small, these emissions will contribute to cumulative GHG emissions that have been recognized as significant by the State of California and mitigation of GHG emissions to the extent feasible is recommended for this reason. The California Air Pollution Control Officers Association (CAPCOA) *CEQA & Climate Change* white paper identifies measures to mitigate GHG impacts.[65] As designed, the proposed project incorporates the following features identified as mitigation measures in the *CEQA & Climate Change* white paper:

- Proximity to bike path/bike lanes;
- A pedestrian access network that internally links all uses and connects to all existing/planned external streets and pedestrian facilities contiguous with the project site;
- Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and nonresidential uses that impede bicycle or pedestrian circulation are eliminated.
- Provide a low-income housing component on-site
- Infill development
- Project does not feature fireplaces or wood burning stoves.

The GHG emission reductions associated with these project features were not included in the project GHG calculations. Implementation of these project features would mitigate project GHG emissions to a less than significant level.

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65 California Air Pollution Control Officers Association, *CEQA & Climate Change*, (2008).

~~Based on the conservatively estimated project GHG emissions provided above and the small proportion of statewide GHG emissions that they would represent, the proposed project would not generate greenhouse gases that have a significant impact on the environment.~~

Mitigation Measures

6.2-3 The project as proposed incorporates the following Project Design Features (PDFs) that will mitigate the GHG emissions impacts of the project:

- Proximity to bike path/bike lanes;
- A pedestrian access network that internally links all uses and connects to all existing/planned external streets and pedestrian facilities contiguous with the project site;
- Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and nonresidential uses that impede bicycle or pedestrian circulation are eliminated.
- Provide a low-income housing component on-site
- Infill development
- Project does not feature fireplaces or wood burning stoves.

These project features would mitigate project GHG emissions to a less than significant level.

~~No mitigation is required.~~

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.4.7: Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. (Class III – Less than Significant)

Impact Analysis

The goal of AB 32 is to reduce statewide GHG emissions to 1990 levels by 2020. In December 2008, CARB adopted the *Climate Change Scoping Plan*, which details strategies to meet that goal. The Scoping Plan

instructs local governments to establish sustainable community strategies to reduce GHG emissions associated with transportation, energy, and water, as required under SB 375. The strategies provided in the *Climate Change Scoping Plan* are directed toward state and regional planning efforts.

The proposed project embodies concepts such as infill development within the urban portion of a City, compact, high-density residential development, and pedestrian friendly site design. As discussed above, the proposed project would result in a net increase in GHG emissions, but the net increase would represent a very small fraction of statewide GHG emissions. The project would be consistent with the strategies provided in the *Climate Change Scoping Plan* and would not impair its implementation. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.5 CUMULATIVE IMPACTS

6.2.5.1: 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). (Class III – Not Significant)

Impact Analysis

The cumulative impact of individual projects within the City is a function of the emissions anticipated under regional growth forecasts. As noted above, buildout under the City's general plan would result in a greater than anticipated population under regional growth forecasts. However, the proposed project would not cause a substantial portion of the projected population growth. Additionally, the project would be consistent with the applicable 2001 Clean Air Plan transportation control measures and land use planning strategies, which would reduce emissions and reduce dependency on automobiles. As analyzed below in **Subsection 6.2.6, General Plan Consistency Analysis**, the project is consistent with the general plan. The general plan EIR concluded that implementation of the general plan policies and CAP control measures would mitigate cumulative impacts to a less than significant level. Therefore, because the project would be consistent with the general plan and with the implementation of the specific plan policies, cumulative impacts would be less than significant.

Mitigation Measures

No additional mitigation is required.

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.6 GENERAL PLAN CONSISTENCY ANALYSIS

Table 6.2-14, General Plan Consistency, provides a discussion of the general plan goals and policies generally related to air quality and climate change and would apply to the proposed project.

The Draft Historic Preservation Ordinance includes the following:

- A provision for the establishment of a local historic commission and the powers and responsibilities assigned to that commission.
- A provision for the establishment of a local landmarks list.
- An explanation of the criteria that can be used to designate resources and the process of designation.
- A provision for economic hardship in the case that designation or denial of a building permit would cause extreme economic hardship.
- A requirement that property owners maintain designated resources and guidelines for appropriate treatments.
- A provision including incentives for properties designated as historic resources.

6.3.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[30] contains the Initial Study Environmental Checklist form. Issues presented in the checklist are used as thresholds of significance in this section. The project may present a significant impact if it would:

- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature,
- cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5,
- disturb any human remains, including those interred outside of formal cemeteries,
- cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, or
- have the potential to degrade the quality of the environment, substantially eliminate important examples of the major periods of California history or prehistory.

6.3.4 PROJECT IMPACTS

The proposed project site contains existing multifamily residential housing, open space, and community services facilities. The proposed project would require the demolition of all existing structures and the removal of most of the existing landscaping. Project development would provide approximately ~~300~~302 new

[30] City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, (July 2009).

changed the window profile and scale of fenestration on all of the buildings. The resultant loss of design compromises Oak Park's historic integrity[36]

Archival research performed during the preparation of historical resources studies for the project site provided no indication that the building has the potential to yield information important in prehistory or history.[37] For these reasons, the existing Oak Park Garden Apartment District is not eligible for listing as a national or state historic resource.

The existing structures are aged and deteriorating. A detailed survey of the project site performed in 2005 identified a number of needed renovations, including substantial repairs needed to meet seismic safety standards. Other infrastructure repairs needed include plumbing and electrical systems. The existing structures furthermore have been identified as containing both lead-based paint and asbestos-containing materials.

Implementation of the proposed project would require the demolition of all existing structures within the project site. This would constitute a substantial adverse change in the significance of a historic resource as defined under CEQA. Impacts would therefore be significant.

Mitigation Measures

The following mitigation measure shall be implemented:

6.3-4: Existing structures within the project site shall be photographed according to Historic American Building Survey (HABS) Level 1 standards for photography prior to demolition. Views shall include all exterior elevations for each building, important interior features, key spatial relationships among buildings, and exterior hardscape features. The negatives and archival quality prints of this documentation shall be donated to an appropriate repository, such as the Paso Robles Historical Society or the Paso Robles Public Library.

Residual Impacts

While the mitigation measure provided above would reduce the severity of impacts to the Oak Park Garden Apartment District, impacts would remain significant after mitigation. Renovation of the existing structures was evaluated in a 2005 study prepared for the City of Paso Robles Housing Authority.[38] Costs for the rehabilitation of existing structures were estimated at over $9.7 million. Renovation of existing structures would not achieve the project objective of providing additional low-income housing, and the associated costs make such mitigation infeasible. Impacts would therefore remain Class I, Significant and Unavoidable.

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36 PMC, *Archaeological and Historical Investigations for the Oak Park Housing Project*, (2010) 6.

37 PMC, *Archaeological and Historical Investigations for the Oak Park Housing Project*, (2010) 8.

38 Widom Wein Cohen O'Leary Terasawa Architects, *Forensic Investigation and Rehabilitation of Buildings*, (2005).

6.6.4.4: 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. (Class III, Less than Significant)

Impact Analysis

As previously discussed, the proposed project would implement low-impact design features, including permeable pavement and landscaped open space areas, which would allow the infiltration of stormwater similar to existing conditions in the project site. The project site is currently developed with multifamily residential structure, community services facilities, and landscaped open space. Stormwater runoff is currently contained primarily within the site and infiltrates through open space areas. During significant rain events, flows not contained within the site discharge to the east and northeast of the site, generally into the adjacent railroad right-of-way. Project development would preserve the existing infiltration characteristics of the existing development. As shown in **Figure 6.6-2**, the project site is not currently subject to flooding. With the implementation of design features intended to reproduce existing site hydrology, the project would not result in flood on or off site. Impacts would therefore be Class III, Less than Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding runoff and flooding would be Class III, Less than Significant.

6.6.4.5: 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. (Class III, Less than Significant)

Impact Analysis

The project site does not currently discharge stormwater to the existing storm drains. Stormwater flows generally northeast across the site and infiltrates through landscaped open areas as it does so. During significant rain events, flows not contained within the site discharge to the east and northeast of the site, generally into the adjacent railroad right-of-way. Project development would preserve the existing infiltration characteristics of the existing development. As previously discussed, the proposed project would implement low-impact design features, including permeable pavement and landscaped open space areas, which would allow the infiltration of stormwater similar to existing conditions in the project site. With the implementation of design features intended to reproduce existing site hydrology, stormwater would be mostly contained within the project site and allowed ~~it~~ to slowly infiltrate and filter through plants and soils. Flows leaving the site during significant rain events would be similar to those generated under existing conditions. The proposed project ~~thus~~ would not discharge stormwater to City storm drains or generate polluted runoff. Impacts would therefore be Class III, Less than Significant.

total site area less the area developed with streets. The proposed project would develop 5.88 acres of internal streets, and the net site area would therefore be 19.12 acres.

Without the application of density bonuses, 229 units could be developed within the project site, based on permitted density under the RMF-12 land use designation. Chapter 21.16L of the City Municipal Code provides for density bonuses that apply to projects providing affordable housing. As the proposed project would consist entirely of affordable housing, it would be eligible for the maximum density bonus of 35 percent. With the application of density bonuses, the project site could therefore be developed with up to 310 residential units. The proposed project would develop ~~301~~302 residential units and would therefore be consistent with City land use policies. Impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Residual Impacts

Impacts would be less than significant (Class III).

6.7.4.3: Conflict with any applicable habitat conservation plan or natural community conservation plan. (Class III, Not Significant)

Impact Analysis

The proposed project site is not subject to any habitat conservation plan or natural community conservation plan. The Salinas River, located approximately 1,000 feet east of the project site, has been designated by the National Marine Fisheries Service (NMFS) as critical habitat for steelhead trout. As discussed in **Section 6.6, Hydrology and Water Quality**, stormwater flows across the project site would be contained within the site using open space and permeable pavement to allow percolation. No impact to sensitive resources within the Salinas River would occur as a result of the proposed project. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.8.5 PROJECT IMPACTS

6.8.5.1: 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. (Class II, Significant but Mitigable)

Impact Analysis

Roadway Noise

Vehicular noise could potentially affect residents within the project site, as well as residential development and other noise-sensitive uses located along the roadway system. The Federal Highway Administration Noise Prediction Model (FHWA-RD-77-108) was used to calculate roadway noise based on the distribution of traffic volumes identified in the traffic impact analysis for the proposed project, prepared by Kimley-Horn and Associates. Noise generated by traffic volumes with and without the project along roadway segments was calculated. Model results are shown in **Table 6.8-5, Project Roadway Noise Levels.** As shown, noise increases resulting from the project range from a 0.0 to 0.5 dB(A). These noise-level increases would neither be audible (less than 3 dB(A)) nor exceed the City of Paso Robles exterior threshold of 65 dB(A) L_{dn} thus resulting in less than significant impacts. For these reason, this impact is less than significant.

Railroad Operations

Future (2025) railroad operations in the proposed project area were estimated in the Noise Element of the *Paso Robles General Plan*. Future operations were projected to include eight freight trains and four passenger trains per day. In addition, 50 percent of the freight trains and one of the passenger trains were assumed to pass by the project site during nighttime hours. This was considered to be a worst-case estimate of future railroad operations. Based on this information, the calculated noise contour distances are presented in **Table 6.8-6, Future (2025) Approximate Distance to Railroad Noise Contours**. **Figure 6.8-6, Project Site Railroad Noise Contour**, illustrates the areas within the project site that could experience noise levels above the City's 65 dB(A) L_{dn} threshold based on future railroad operations. ~~The proposed project would provide an 8-foot-high sound wall along the railroad right-of-way, which would reduce exterior and interior noise at ground level to within the City's standard. However, as the proposed project includes three-story structures, the sound wall may not break the line of sight to upper stories, and i~~Interior noise levels in these areas may exceed City standards, resulting in significant impacts.

Outdoor activity areas within the 65 dB(A) railroad noise contour would intermittently experience noise levels that exceed the City standard for outdoor noise levels. However, as shown in **Figure 6.8-6**, the area affected by railroad operation would be minimal, and the majority of the outdoor activity area within the project site would meet City standards for exterior noise. Because the project would provide outdoor areas unaffected by noise adequate to meet the City Zoning Code requirement of 375 square feet per unit for multifamily residential development, impacts are considered less than significant.

Table 6.8-5
Project Roadway Noise Levels

Roadway	Segment	Existing	Future with Project	Change	Significant Impact?
		EAST-WEST			
24th Street	Riverside Avenue/Spring Street	59.9	60.1	0.2	NO
		NORTH-SOUTH			
Spring Street	13th Street/24th Street	60.1	60.3	0.2	NO
Spring Street	24th Street/28th Street	59.6	60.0	0.4	NO
Spring Street	28th Street/32nd Street	58.0	58.5	0.5	NO
Spring Street	32nd Street/36th Street	56.8	56.9	0.1	NO
Park Street	28th Street/36th Street	46.0	46.0	0.0	NO

*Source: Impact Sciences, model calculations are in **Appendix 6.8***

Table 6.8-6
Future (2025) Approximate Distance to Railroad Noise Contours

Train Source	L_{dn}, at 100 feet	Distance to L_{dn} Contour (Feet)		
		70	65	60
Union Pacific (freight)	67.1	-	-	-
Amtrak (passenger)	56.6	-	-	-
Combined Ldn	67.1	64	138	297

Source: City of Paso Robles General Plan 2003, Noise Element, p. N-25

Stationary/Point Source Noise

Existing and future residents of the project site would generate and be exposed to stationary source noise, including people talking, doors slamming, parking lot cleaning, air conditioning units, lawn care equipment, stereos, and domestic animals. Noise sources such as these, which are typical of residential development, currently exist within the project site. These noise sources contribute to the ambient noise levels experienced in all similarly developed areas and typically do not exceed the noise standards for the types of land uses proposed. As a result, they are considered less than significant at locations within or outside of the project site.

increases with the percentage of affordable housing up to a 35 percent density bonus. The ordinance provides that an additional density bonus above 35 percent may be granted as an "incentive."

The City's Zoning Code provides standards for single- and multiple-family residential development, and performance standards for certain types of residential development, such as mobile home courts, condominium-type developments, and senior housing.[14]

6.9.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[15] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would:

- 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);
- displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

6.9.4 PROJECT IMPACTS

The proposed project provides for revitalizing the existing Oak Park public housing project in the Uptown Neighborhood in accordance with City objectives. The project would provide for the creation of a network of pedestrian-oriented streets that connect to the surrounding street and block network is proposed, followed by the introduction of new housing units and renovation of existing buildings and units. The existing 148 units in the Oak Park would be demolished, and ~~301~~ 302 new housing units would be developed.

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

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14 City of Paso Robles, *Municipal Code*, chap. 21.21.

15 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, (July 2009).

6.9.4.1: 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). (Class III, Not Significant)

Impact Analysis

Implementation of the proposed project would result in significant direct impacts related to population growth if it would generate population in excess of existing forecasts for the City's population. As previously discussed, the general plan is based on a 2025 population of 44,000 residents.

Development under the proposed project could result in the construction of up to ~~301~~ 302 new residential units. Based on the City's average household size of 2.663 residents per dwelling unit, this would result in a population of approximately 802 residents, a net increase of 252 residents. The City of Paso Robles Housing Authority has enacted lease restrictions for affordable units, which stipulate that no more than two people per bedroom may inhabit a residential unit. The project plan proposes the development of 30 one-bedroom studio-type units, 40 one-bedroom units, 160 two-bedroom units, 90 three-bedroom units, and 10 four-bedroom units. This amount of development would have a population of 1,400 residents under Housing Authority lease restrictions. As previously discussed, the existing site population of 550 residents is approximately 85 percent of current maximum capacity. Assuming this holds constant for new development, site population would be approximately 1,190 at project buildout, a net increase of 640 residents.

As discussed above, up to 5,017 new residential units could be developed under the City's land use designations, a level of development consistent with the general plan population cap of 44,000 residents. Development of the proposed project would constitute a portion of this projected residential development, consistent with growth projections in the general plan.

The project site is currently developed with urban uses, and includes residential, open space, and public facilities uses, which are served by existing infrastructure such as roads, water, wastewater, and other utility connections. Thus, the proposed project would provide for urban infill development in an area characterized by existing urban uses and is designed to concentrate development within the developed portion of the City. As the proposed project not extend infrastructure to currently undeveloped areas, no significant indirect impacts related to population growth would occur.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.9.4.2: Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. (Class III, Not Significant)

Impact Analysis

Implementation of the proposed project would result in significant impacts related to the displacement of housing if it would remove existing residential development without providing equivalent residential development.

The proposed project would redevelop the existing Oak Park public housing project, which would result in the demolition of the existing 148 dwelling units and the construction of ~~301~~ 302 new residential units. The proposed project would thus result in the temporary loss of these residential units, but replacement units would be developed and new units added. As previously discussed, the proposed project would result in a net increase in affordable residential units, which would allow the City to provide future housing opportunities to accommodate growth and RHNA projections.

Development of the proposed project would occur in two or more phases. During each phase, residents of existing multifamily units would be temporarily displaced. These displaced residents would be provided with housing vouchers, which would allow them to secure market-rate housing at their current rent cost. Upon completion of the new residential development, these residents would have the option to remain in market-rate housing using the housing voucher, or to return to the project site.

The proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Impacts would therefore be less than significant (Class III).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant.

6.9.4.3: Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. (Class III, Not Significant)

Impact Analysis

Implementation of the proposed project would result in significant impacts related to the displacement of substantial numbers of people if it would remove existing residential development without providing equivalent residential development.

The proposed project would redevelop the existing Oak Park public housing project, which would result in the demolition and redevelopment of the existing 148 dwelling units and the construction of ~~301~~ 302 new residential units. This would result in the temporary displacement of the residential population of residents while new units are being constructed, but new housing would not need to be constructed elsewhere.

Development of the proposed project would occur in two or more phases. During each phase, residents of existing multifamily units would be temporarily displaced. These displaced residents would be provided with housing vouchers, which would allow them to secure market-rate housing at their current rent cost. Upon completion of the new residential development, these residents would have the option to remain in market-rate housing using the housing voucher, or to return to the project site.

The proposed project would result in a net increase in affordable residential units, which would allow the City to provide future housing opportunities to accommodate growth and RHNA projections.

The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Impacts would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant. (Class III)

6.9.5 CUMULATIVE IMPACTS

6.9.5.1: 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) (Class III, Not Significant)

Impact Analysis

The City's general plan anticipates a 2025 buildout population of 44,000 residents, based on an annual population growth rate of 2.5 percent. The proposed project would provide for the development of ~~301~~302 new residential units by the general plan horizon year of 2025, with a projected population (based on the City's average household size of 2.663 people) of 802. The 153 units that would be added by the proposed project are part of the 5,017 dwelling units that could be developed within the City under the Housing Element. Future development under would be limited by the City policies restricting population to 44,000 by 2025.

The proposed project implements the City's objective of increasing the number of low-income units provided at the Oak Park public housing project. The growth projected to occur under the proposed project would not cumulatively cause an exceedance of the City's 2025 population cap of 44,000 residents. Cumulative impacts would therefore be less than significant (Class III).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.9.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Housing and Land Use elements of the *Paso Robles General Plan* provide goals and policies related to population and housing in the City.[16] **Table 6.9-3, General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed project with these policies. The proposed project would be consistent with applicable goals and policies of the general plan.

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16 City of Paso Robles, *General Plan*, "Housing Element," "Land Use Element," (2003).

6.10 PUBLIC SERVICES – FIRE SERVICES

SUMMARY

The proposed project would result in the development of additional residential uses, which would generate additional demand for fire protection services. Fire protection services are provided by the Paso Robles Department of Emergency Services, whose Fire Station 1 is located 1.5 miles south of the proposed project site. The City of Paso Robles' Department of Emergency Services is currently meeting its response time standards for both fire and emergency response services. However, current staffing levels do not meet the City's standard of 0.8 to 1.3 firefighters per 1,000 residents. The additional demand for fire protection and other emergency services generated by new development would incrementally affect the staffing ratio and response time performance of the Department of Emergency Services, requiring additional personnel and equipment, which would be funded by the required payment of City-established development impact fees and property tax increments. Impacts would be less than significant.

6.10.1 EXISTING CONDITIONS

6.10.1.1 Paso Robles Department of Emergency Services

Fire protection service within the City is provided by the Paso Robles Department of Emergency Services, which also provides emergency medical services, rescue, hazardous materials response, fire safety inspections, public education, disaster management, ~~and training,~~ and weed abatement services. The Department of Emergency Services operates two stations, the locations of which are shown in **Figure 6.10-1, Fire Station Locations**. Fire station three shown in **Figure 6.10-1** is not currently staffed, and is used for equipment garaging. The Department of Emergency Services is authorized a total staff of 27 full-time firefighters, of which 22 positions are currently filled. Based on the City's 2009 population of 29,949, and the current staff of 22 firefighters, the Department of Emergency services has approximately 0.7 firefighter per 1,000 residents. ~~The Department of Emergency Services has 30 sworn positions, and 6 existing vacancies.~~ At its full approved staffing level, the Department of Emergency Services would have approximately 1 firefighter per 1,000 residents.[1]

[1] Ken Johnson, Chief, Paso Robles Department of Emergency Services, personal communication with Douglas Brown, Impact Sciences.

Located approximately 1.5 miles south of the proposed project site, Fire Station 1 is equipped with one engine, one utility truck, and one ladder truck. Fire Station 2 is equipped with one engine and one heavy rescue unit. The daily active staff consists of three firefighters at each station and an on-call chief officer.[2]

In 2008, the Department of Emergency Services responded to a total of 2,888 calls for service throughout the City, an increase of 10 percent over the previous year.[3] **Table 6.10-1, 2008 Department of Emergency Services Calls for Service**, shows the types and numbers of calls for services received.

Table 6.10-1
2008 Department of Emergency Services Calls for Service

Type of Call	Number	Percent of Total
Emergency Medical	1,997	69%
Service Call	554	19%
Fire	121	4%
False Alarm	102	4%
Hazardous Condition	97	3%
Other	17	1%
Total	**2,888**	

Source: Paso Robles Department of Emergency Services, "2008 Annual Report."

Calls for emergency services from the project site are expected to be consistent with the types of calls from the City as a whole. The project site is characterized by existing urbanized development, and calls for service would be primarily for medical emergencies. The California Department of Forestry and Fire Protection (Cal Fire) provides mutual aid ~~and automatic aid~~ in support of the Department of Emergency Services.

The Insurance Service Office (ISO), a national rating service sponsored by fire insurance carriers to measure fire fighting capability to reduce structural fire losses, provides ranking of fire-fighting capability on a scale from 1 to 10, with 1 being the best level of service and 10 being no service at all. ISO assigned Paso Robles a class 5 rating for property within 1,000 feet of a fire hydrant and a class 9 rating for all other property.[4]

2 Ken Johnson, Chief, Paso Robles Department of Emergency Services, personal communication with Douglas Brown, Impact Sciences.

3 City of Paso Robles, Emergency Services Department, "2008 Annual Report," (2009) 1.

4 City of Paso Robles, *General Plan Update EIR*, (2003) 4.9-2.

The proposed project would demolish the existing 148 residential units and develop ~~301~~302 new multifamily residential units, an addition of 153 units, which, based on the City's average household size of 2.663 residents per household, would generate an additional population of approximately 407 residents. Based on the Department of Emergency Services standard, one additional firefighter would be needed to maintain an acceptable staffing ratio.

Development of the proposed project would generate additional demand for emergency services, particularly from Fire Station 1, which is located approximately 1.5 miles south of the project site. Such demand could affect the ability of the Department of Emergency Services to meet its response time standard of 4 minutes to 90 percent of calls for services. Additional resources may become necessary in order to meet service level standards. Should the proposed project result in the Department of Emergency Services falling below the City's performance standards, the need for such resources would be a potentially significant impact.

The proposed project would be required to pay the City development impact fees current at the time certificates of occupancy are issued. Funds from development impact fees and ~~The funds thus collected, along with~~ property tax increments~~,~~ would be used to provide additional fire protection and emergency services resources, including firefighters, equipment, and facilities, as determined to be necessary by the Department of Emergency Services. Development of the proposed residential units would be required to comply with the provisions of the CFC, as adopted and amended by the City. Compliance with existing City requirements would reduce potential impacts to a level less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.11 PUBLIC SERVICES – LAW ENFORCEMENT SERVICES

SUMMARY

The proposed project would result in the development of additional residential, which would generate additional demand for law enforcement services provided by the Paso Robles Police Department.

The Paso Robles Police Department's current staffing falls short of the City's officer-to-population ratio standard, but the department is currently meeting response-time standards. Additional demand for police protection services generated by new development would incrementally affect the staffing ratio and response time performance of the police department, requiring additional personnel and equipment, which would be funded by the required payment of City-established development impact fees. Impacts would be less than significant.

6.11.1 EXISTING CONDITIONS

The Paso Robles Police Department (PRPD) provides law enforcement for the City of Paso Robles, including the project site. PRPD operates from the police station located at 900 Park Street, a 14,000-square-foot facility designed to accommodate long-term growth within the City and the resultant needs for PRPD expansion. A satellite police station at the Oak Park housing complex provides additional law enforcement services. As shown in **Figure 6.11-1, Police Station Locations**, the main PRPD station is located approximately 1.5 miles south of the project site, and the satellite station is located within the project site. PRPD is currently staffed with ~~35~~ 36 full-time sworn officers, 5 part-time sworn reserve officers, and ~~12~~ 11 full-time and ~~7~~ 6 part-time non-sworn personnel, with 13 patrol vehicles.

In addition to patrol duties, PRPD operations include community programs such as the Police Activities League (PAL), Drug Abuse Resistance Education (DARE) programs, and neighborhood watch training. PRPD also provides code enforcement for the City.

The PRPD's response time standard is 3 to 5 minutes for all priority-one (~~felony~~emergency/in progress) and priority-two (minor crime) calls.[1] This standard is acceptable by community and industry standards~~currently being met~~. Staffing-ratio standards are provided in the Land Use Element of the *City of El Paso de Robles General Plan*. The City's policy is to maintain a staffing ratio of 1.4 to 1.6 sworn officers and 0.5 non-sworn personnel per 1,000 residents. As discussed in **Section 6.9, Population and Housing**, the City's 2009 population is 29,949 residents, which would require 42 to 48 sworn officers and 15 non-sworn personnel to meet the City's staffing standard. PRPD's current staffing levels ~~meet~~ fall just short the City standard for non-sworn personnel. The City's current sworn staffing level~~, including part-time sworn officers,~~ provides approximately ~~1.3~~1.2 officers per 1,000 residents, falling short of the City standard. Reserve officers are not included in the staffing ratio because (1) they work as auxiliary staff,

1 City of Paso Robles, *General Plan Update EIR*, (2003) 4.9-3.

not predictably scheduled and (2) they are unable to perform as regular peace officers due to limited authority by law. An additional ~~two~~ six officers would be needed to meet the minimum City standard for sworn law enforcement officers.

6.11.2 REGULATORY FRAMEWORK

6.11.2.1 Federal

No federal regulations regarding law enforcement services would apply to the proposed project.

6.11.2.2 State

No state regulations regarding law enforcement services would apply to the proposed project.

6.11.2.3 Local

General Plan

The Land Use Element of the City's general plan provides a standard of 0.5 non-sworn law enforcement personnel and 1.4 to 1.6 sworn law enforcement personnel per 1,000 residents.

Development Impact Fees

The City Council adopted Resolution 06-188 establishing development impact fees (DIF) on October 3, 2006.[2] As amended, it establishes fees for new residential, commercial, and industrial impacts to fund expansions of City services necessitated by such development. The City's current DIF for law enforcement services are summarized in **Table 6.11-1, Paso Robles Development Impact Fees**.

Table 6.11-1
Paso Robles Development Impact Fees

Type of Development	Fee	Fee Per
Residential – Single-Family	$70	unit
Residential – Multiple Family	$83	unit
Assisted Living Units	$83	unit
Hotel	$83	room
Commercial	$0.05	sf
Industrial	$0.02	sf

2 City of Paso Robles, "Resolution No. 06.188," http://www.prcity.com/government/citycouncil/resolutions/2006/2006 CC RES 06-188.pdf.

6.11.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[3] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.

6.11.4 PROJECT IMPACTS

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.11.4.1: 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. (Class III, Not Significant)

Impact Analysis

Implementation of the proposed project would increase demand for PRPD services. The proposed project would result in increased population and additional residential development. Such development would result in increases in calls for law enforcement service, which could cause a decrease in PRPD response times, and exacerbate the current shortage of sworn law enforcement personnel.

The proposed project would demolish the existing 148 residential units and develop ~~301~~ 302 new multifamily residential units, an addition of 153 units, which, based on the City's average household size of 2.663 residents per household, would generate an additional population of approximately 407 residents.

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[3] City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act,* July 2009.

6.12.4.1: 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. (Class III – Not Significant)

Impact Analysis

Development of the proposed project would result in increased student attendance at Georgia Brown Elementary School, George H. Flamson Middle School, and Paso Robles High School, which are the PRJUSD schools that serve the project site. PRJUSD uses student generation rates, summarized in **Table 6.12-2, Paso Robles Joint Unified School District Student Generation Rates**, to determine the student population potential of new development.

Table 6.12-2
Paso Robles Joint Unified School District Student Generation Rates

	Type of Development		
Grade Level	**Single Family Detached**	**Single Family Attached**	**Multifamily**
Elementary (K–5)	0.2270	0.0976	0.2727
Middle School (6–8)	0.1006	0.0366	0.2424
High School (9–12)	0.1443	0.0244	0.1515

Source: PRJUSD, School Facilities Needs Analysis, *(2007) 7–8*

The proposed project would demolish the existing 148 multifamily residential units and construct ~~301~~ 302 new multifamily residential units, an increase of ~~153~~ 154 multifamily units. Using student generation rates provided by PRJUSD, **Table 6.12-3, Proposed Project Student Generation**, provides the student population that would be generated by this additional residential development.

Table 6.12-3
Proposed Project Student Generation

	Residential Units	Generation Rate	Students
Elementary School Students		0.2727	42
Middle School Students	~~153~~154	0.2424	37
High School Students		0.1515	23
Total		-	**102**

The additional student population generated by new residential development under the proposed project would attend PRJUSD schools, as discussed above. **Table 6.12-4, 2009–2010 School Enrollments Plus Project Student Generation**, shows the potential enrollments at schools serving the project site with the additional students generated by the proposed project.

Table 6.12-4
2009–2010 School Enrollments Plus Project Student Generation

School	Capacity	2009–2010 Enrollment	Project Students	Total Enrollment
Georgia Brown Elementary School	545	536	42	578
George H. Flamson Middle School	744	702	37	739
Paso Robles High School	2,262	2,036	23	2,059

As shown in **Table 6.12-4**, the projected student population generated by development under the proposed project would exceed the existing capacity of existing elementary school facilities within the PRJUSD, while middle and high school facilities would be adequate to serve the student population generated by the proposed project. In order to accommodate the additional elementary student population, PRJUSD would need to provide new or expanded elementary school facilities.

PRJUSD collects development fees to fund the construction of new and expanded school facilities, as discussed above. The current fees are $2.63 per square foot for residential development and $0.42 per square foot for commercial development. The proposed project would be required to pay these fees to PRJUSD prior to the issuance of certificates of occupancy. Under the provisions of SB 50, payment of these fees would be considered full and complete mitigation of impacts to PRJUSD schools, and impacts would be considered less than significant.

6.13.4 PROJECT IMPACTS

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.13.4.1: 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. (Class II – Not Significant.)

Impact Analysis

As discussed above, the City currently provides 221.3 acres of parkland, which, based on the DOF's estimated 2009 population of 29,949 residents, is approximately 7.4 acres of parkland per 1,000 residents. This meets the City's stated goal of 7 acres of parkland per 1,000 residents. An additional 30 acres of parks planned to be developed would increase available parkland to 251.3 acres and the parkland-to-residents ratio would improve to 8.4 acres per 1,000 residents.

Under the proposed project, an additional ~~153~~ 154 residential units would be developed within the project site, which, based on the City's average household size of 2.663 residents per unit, would generate a residential population of approximately ~~802~~804 residents. Added to the City's 2009 population of 29,949 residents, this would result in a total population of 30,751. The City's existing 221.3 acres of parkland would provide approximately 7.2 acres of parkland per 1,000 residents with the addition of new residents under the proposed project, which would meet this City's standard of 7 acres per 1,000 residents.

The proposed project includes a 2.5-acre community park located along the eastern boundary of the project site, which would include playfields and playground equipment. The George C. Stephan Community Center would be demolished and new community services facilities would be developed as part of the proposed project. Since the proposed project would not reduce the amount of parkland below the City's threshold, and would provide on-site parkland and community services facilities, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.13.4.2: 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. (Class III, Not Significant)

Impact Analysis

As discussed above, development projected to occur under the proposed project would potentially reduce the amount of parkland per 1,000 residents. As discussed above, the proposed project would result in a projected population increase of ~~802~~804 residents within the project site. These additional residents would increase the use of City parks and recreational facilities, and could potentially cause accelerated deterioration of such facilities. However, the additional residential population forecast for the proposed project would not reduce the amount of available parkland below the City's threshold of 7 acres per 1,000 residents. Furthermore, the proposed project would provide a 2.5-acre community park on site, which would ameliorate some impacts to existing facilities.

As discussed above, the proposed project would be required to contribute to the City's DIF for parks and pedestrian and bicycle paths. The fees collected by the City would be used to provide new or expanded recreational facilities throughout the City. As new facilities become available, the use of existing facilities will be reduced as park users select among a wider range of options. With the payment of City DIF, impacts would be reduced to less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

Table 6.14-3, the total number of trips projected at project buildout is 2,~~709~~718, a net increase of 1,~~377~~ 396 daily trips.

Table 6.14-3
Existing and Projected Trip Generation

	Units	Rate	Daily Trips
Existing Conditions	148	9.0	1,322
Proposed Project	~~301~~302		2,~~709~~718
Net Trip Increase			**1,~~377~~396**

Source: Kimley-Horn & Associates, Oak Park Affordable Housing Project – Traffic Analysis for DEIR, 2010.

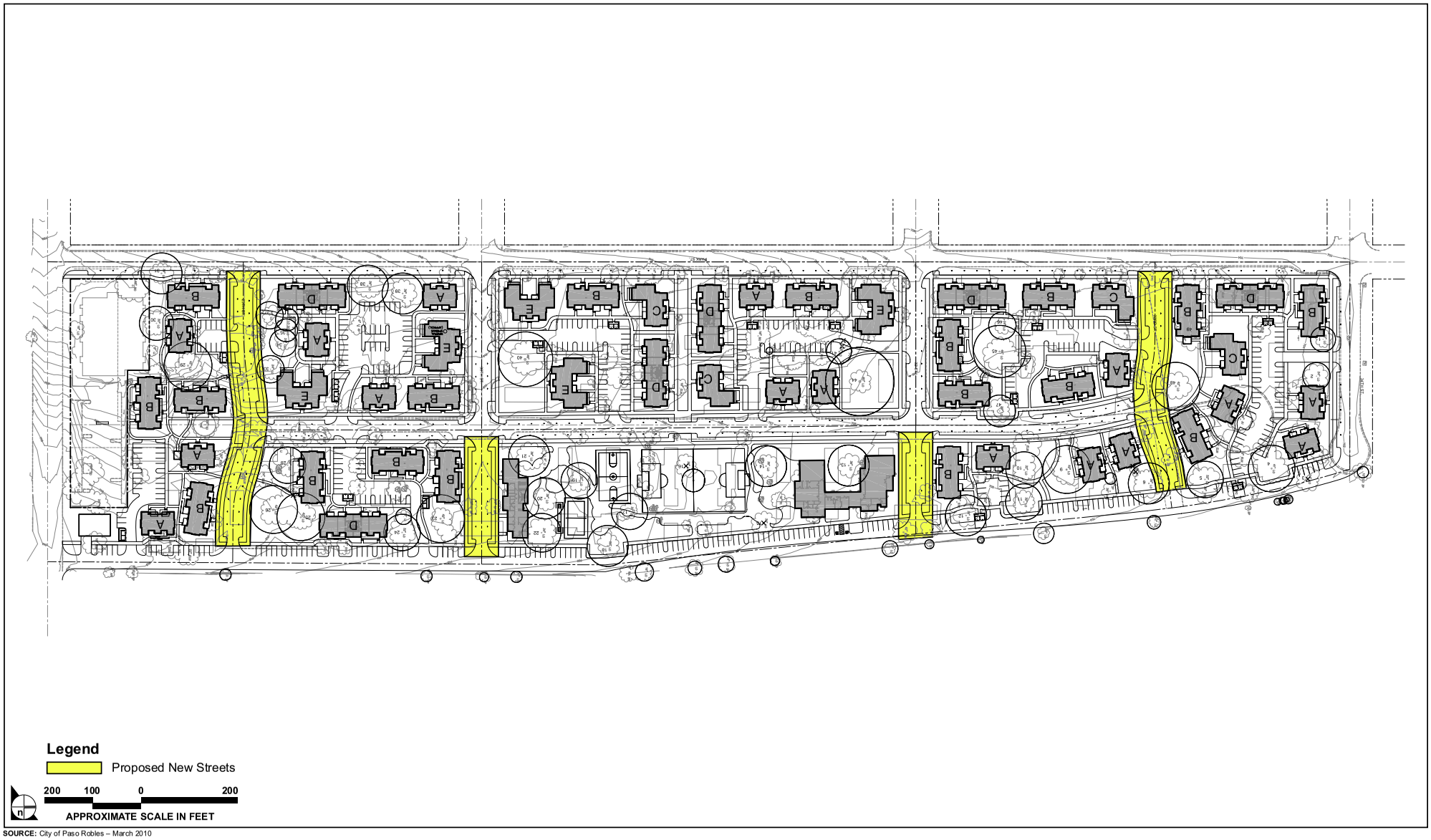
The future net trips were distributed and assigned to the adjacent area roadways and intersections based on adjacent land uses, employment destinations, and roadway travel patterns. **Table 6.14-4, Existing (2008) and Buildout (2013) Intersection LOS,** summarizes the existing and future with project buildout levels of service at the study intersections. **Figure 6.14-3, Project Trip Distribution,** illustrates the distribution of trips generated by the proposed project.

Table 6.14-4
Existing (2008) and Buildout (2013) Intersection LOS

Intersection	Traffic Control	Existing (2010) AM	Existing (2010) PM	Buildout (2013) AM	Buildout (2013) PM
Spring St./36th St.	Two-Way Stop	B	B	C	C
Spring St./28th St.	Two-Way Stop	C	C	C	C

*Source: Kimley-Horn and Associates, Inc., Paso Robles Specific Plan – Traffic Analysis for DEIR, September 30, 2009 (**Appendix 6.14**).*

Figure 6.14-4, Future (2013) With Project Weekday Peak-Hour Turning Movements, illustrates intersection volumes with the addition of trips from the proposed project. The study intersections will to operate within acceptable levels and are not expected to degrade significantly with project buildout, based upon the land use, trip generation, and trip assignment assumptions. As shown in **Figure 6.14-4** and summarized in **Table 6.14-4**, project-generated trips would not cause the study intersections to exceed LOS C and impacts would be less than significant.



SOURCE: City of Paso Robles – March 2010

FIGURE **6.14-5**

Proposed Street Improvements

1057-001•05/10

6.14.4.6: Result in inadequate parking capacity. (Class III, Not Significant)

Impact Analysis

The proposed project would be required to provide off-street parking in compliance with standards defined within the City's Municipal Code.[10] These standards require 1.5 off-street parking spaces for each studio unit and 2 off-street parking spaces for each unit with one or more bedrooms. An additional one off-street parking space must be provided for every five units. **Table 6.14-5, Project Parking Requirements**, summarizes the off-street parking spaces that would be required for the proposed project based on the development plan.

Table 6.14-5
Project Parking Requirements

Type of Unit	Number of Units	Parking Spaces per Unit	Total Spaces Required
Studio	~~30~~32	1.5	~~45~~48
1+ Bedroom	~~271~~270	2	~~542~~540
Visitor Parking	~~301~~302	0.2	60
Total			**~~647~~648**

The proposed project would provide a total of 680 off-street parking spaces, which would be located in central parking areas within clusters of residential structures and along the perimeter roadway along the eastern boundary of the project site. This would exceed the ~~647~~ 648 parking spaces required under the Municipal Code. Impacts regarding parking would therefore be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding parking would be Class III, Not Significant.

10 City of Paso Robles, *Municipal Code*, Title 21, Chapter 21.22.

6.15 UTILITIES – WATER SUPPLY

SUMMARY

The City of Paso Robles provides water for all users within the City, including the proposed project site. The City's water supply currently comes from the Paso Robles Groundwater Basin. New sources of water supply include a project to import water from Lake Nacimiento to a proposed water treatment facility. This water is planned to be available beginning in late summer of 2010. Recycled water treatment and distribution facilities are also planned, and recycled water is planned to be available by 2025.

Based on water demand factors for residential and open space development provided in the City's Water Master Plan, the proposed project would result in an additional 143.3 acre-feet per year (afy) of water demand. The proposed project includes the development of water transmission infrastructure, consisting primarily of upgraded water mains throughout the project site.

Water demand generated by the proposed project could be adequately met with existing water supplies and treatment facilities. With the implementation of state-mandated water use reductions of 20 percent by 2020, impacts would be less than significant.

6.15.1 EXISTING CONDITIONS

The Paso Robles Water Division (PRWD) is the water supplier for all users within the City, including the proposed project. Currently, all water supplied by PRWD comes from the Paso Robles Groundwater Basin. In ~~2005~~2009~~, the most recent year for which data is available,~~ PRWD supplied ~~6,735~~6,662 acre-feet (af) of water to ~~10,287~~ residential, commercial, and industrial accounts. This reflects mandatory water use reductions due to statewide drought conditions. In 2007, the total water supplied by PRWD was 8,127 af.

6.15.1.1 Existing and Future Water Sources

Paso Robles Groundwater Basin

The Paso Robles Groundwater Basin is situated in the Upper Salinas River drainage of San Luis Obispo and Monterey counties. The basin is located in the large inland valley bounded on the west by the Santa Lucia Range (which separates the north county area from the Pacific Ocean coastal region), on the south by the La Panza Range, and on the east by the Temblor and Diablo ranges. Although most of the basin is within San Luis Obispo County, the basin extends into Monterey County along the northern basin boundary. The basin overlies an area of approximately 505,000 acres (790 square miles); the total watershed area covers about 1,980 square miles.[1]

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1 Fugro, *Final Report: Paso Robles Groundwater Basin Study*, (~~2002~~2005) ~~13~~.

The total estimated groundwater in storage within the Paso Robles Groundwater Basin is approximately 30,500,000 af. This value changes yearly, depending on recharge and net pumpage. Between ~~1980~~ 1997 and ~~1997~~2006, groundwater in storage ~~increased~~ decreased by approximately ~~12,400~~29,767 af. This represents an average ~~increase~~ decrease in storage of ~~700~~ 3,307 afy~~. On one hand, this relatively small percentage could be viewed as an indication of stable basinwide conditions; however, it is noted that steadily decreasing storage in the 1980s was offset by increased water in storage throughout the 1990s. Furthermore, not all areas of the basin have observed the same trends in water levels and change in storage~~.[2] The basin's estimated perennial yield, which is the amount of water that can be extracted without exceeding recharge to the basin, is 97,700 af.[3] The total groundwater extracted from the basin in 2006 was 88,154 af.[4]

Salinas River Underflow

The Salinas River underflow is a relatively shallow subterranean source associated with the Salinas River. The State Water Resources Control Board (SWRCB) has granted the City the right to extract 4,600 afy of Salinas River underflow. This water is extracted using seven existing wells.

Lake Nacimiento

In 1959, San Luis Obispo County secured the rights to 17,500 af of water per year from Lake Nacimiento. The San Luis Obispo County Flood Control and Water Conservation District broke ground on the project in October 2007, and it is scheduled for completion in 2010. This project is a proposed regional raw water transmission facility that will deliver water from Lake Nacimiento to communities within San Luis Obispo County. The project involves the development of an intake and pump station at Lake Nacimiento, approximately 45 miles of transmission pipeline ranging in size from 36 to 12 inches in diameter, three storage tanks, two intermediate pump stations, turnouts, control center, control systems, and associated facilities. The regional project is expected to be completed in late 2012.

The City is currently unable to treat water received as part of the Nacimiento Water Project until a water treatment facility is constructed. Water received from the project will require treatment for potable use, and the City is must design and construct a water treatment facility prior to the introduction of Nacimiento water. The treatment capacity of this facility has not been determined. The City has a contracted entitled to 4,000 afy from the Nacimiento Water Project. Additional water may be available beyond the initial 4,000 afy. However, this water cannot be considered a source of water supply for the City until treatment facilities are in place.

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2 ~~Fugro, *Basin Study*, ES2.~~Todd Engineers, *Update for the Paso Robles Groundwater Basin*, (2007) 10.

3 Fugro, *Final Report*, ~~ES-~~1.

4 Todd Engineers, *Evaluation of Paso Robles Groundwater Basin Pumping, Water Year 2006*, (2009) 7.

6.15.4 PROJECT IMPACTS

6.15.4.1: 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.

Impact Analysis

The City's existing water treatment facilities ~~treat~~ pump groundwater from the Paso Robles Groundwater Basin and Salinas River underflow~~, and are adequate to treat projected future withdrawals from these sources. The capacity of treatment facilities for Salinas River underflow is at least 4,600 afy, the City's water entitlement from this source. The capacity of treatment facilities located at groundwater wells is unknown, but is adequate to treat all water extracted at each well site~~. The City plans to begin operating its WTP for Lake Nacimiento water in 2010. The capacity of the WTP would likely be 4 mgd (4,480 afy), and could be upgraded to 6 mgd (6,720 afy) to meet future demand. As shown in **Table 6.15-1**, 4,000 afy of Lake Nacimiento water will be available for treatment at the planned WTP. This would leave an available capacity of 2,720 afy of treatment capacity at the upgraded WTP.

Water demand generated by the proposed project was calculated based on the demand factors provided in the City's Water Master Plan. The proposed project is 25 acres in size, and would be developed with ~~301~~ 302 residential units, or approximately 12 units per acre, community services facilities, and a 2.5-acre park. Therefore the demand factor for multifamily residential—12 units per acre (RMF-12) from the Water Master Plan, 5,600 gallons per day (gpd) per acre—was used to forecast demand for the residential areas of the proposed project. The water demand factor for public open space (POS) from the water master plan, 770 gpd per acre, was used for the 2.5-acre community park. The acreage of the community services facilities within the project site is not known at this time, and the higher RMF-12 demand rate was therefore used for these facilities.

The proposed project site currently contains 148 units, which equates to approximately six units per acre. Based on the demand factor for this development density, 2,800 gpd/acre, provided in the Water Master Plan, existing water demand for the project site can be estimated at 70,000 gpd. Development of the proposed project would increase water demand from the project site to an estimated 127,925 gpd, or 143.3 afy.

The state-mandated 20 percent reduction in gross water use by 2020 would reduce gross water use within the City. The proposed project would be required to comply with regulations implementing this legislation, which would result in a reduction of project-related demand to 114.6 afy by 2020. These water

-demand reductions would allow the City to make more efficient use of existing and planned water treatment facilities.

In ~~2005~~2007, the most recent year for which information is available, the City delivered ~~6,735~~8,127 af of water to all customers. In 2009, with mandatory water use restrictions in place, the City delivered 6,662 af to all customer.s. As shown in **Table 6.15-2, Existing Plus Project Water Demand**, the proposed project would result in total water demand of 6,892 afy without the state-mandated 20 percent reduction in water use.

Table 6.15-2
Existing Plus Project Water Demand (afy)

Land Use	Water Demand Without 20% Reduction	Water Demand With 20% Reduction
Residential	141.1	112.8
Open Space	2.2	1.8
Total Project	**143.3**	**114.6**
Existing Plus Project	**~~6,878~~8,270.3**	**~~5,502.6~~6,616.2**

As discussed above, the City projects a total available water supply of 12,000 afy by 2025. Existing and planned facilities would be adequate to treat this projected water supply. The City's planned WTP would be able to treat up to 6 mgd (6,720 afy) of this water, while treatment facilities provided at groundwater wells would be able to treat 4,600 afy of Salinas River underflow, and facilities at Paso Robles Groundwater Subbasin wells would be adequate to treat all water extracted from each well site. Existing and planned water treatment facilities would be available to treat the water demand generated by the proposed project with or without the state-mandated 20 percent reduction in gross water use. The proposed project would not require the construction of additional or expanded water treatment facilities. Impacts would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III)

6.15.4.2: Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.

Impact Analysis

The additional population that would result from the proposed project would cause a proportional increase in water use. Based on population generation estimates and the water demand generation rates provided in the City's Water Master Plan, the proposed project would result in an additional water demand of 143.3 afy. As shown in **Table 6.15-2**, existing water demand plus the additional demand created by the proposed project would be approximately ~~6,878~~8,270 afy without state-mandated 20 percent reduction in gross water use by 2020.

Water supply for the City currently comes from groundwater in the Paso Robles Groundwater Basin. The basin is not currently adjudicated, and there is thus no set limit to the amount of water that may be pumped; however, the basin is subject to recorded declines and has a maximum safe yield of 97,700 afy.[21] Historically, the City pumped as little as ~~2,797~~6,448 af in 2000 and as much as ~~4,103~~8,126 af in 2007.[22] The City is entitled to 4,600 afy of Salinas River underflow. As discussed above, the City is currently developing additional water supply capacity from Lake Nacimiento.

The City estimates that the total available water supply from all sources in 2025 will be 12,000 afy. These sources include 4,000 afy of treated water from Lake Nacimiento, 6,000 afy of water from the Paso Robles Groundwater Basin, and 2,000 afy recycled and surface water. As stated above, existing ~~(2005)~~ water demand plus the demand generated by the proposed project would result in total water demand of approximately ~~6,878~~8,270 afy without the state-mandated 20 percent reduction in per capita water use. ~~With the state-mandated reduction, total demand would be reduced to approximately 5,502 afy.~~ Identified water supplies would be adequate to meet this demand, and impacts would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III)

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21 Fugro, *Final Report*, ES-1.

22 City of Paso Robles, *2005 UWMP* (2008) Table 6.

6.16 UTILITIES – WASTEWATER

SUMMARY

Implementation of the proposed project would provide upgraded sewer infrastructure within the project site. Sewer upgrades would provide new sewer mains to replace the aging infrastructure currently serving the site. An estimated 0.042 million gallons per day (mgd) of wastewater would be generated by proposed project. This amount of wastewater would increase the volume of wastewater treated at the City's wastewater treatment plant (WWTP) from 2.87 mgd to 2.~~912~~ 905 mgd. ~~The~~ Although the permitted capacity of the City's wastewater treatment plant (WWTP) ~~is~~ of 4.9 mgd~~, which~~ would be adequate to accommodate the total wastewater flow ~~demand for wastewater treatment.~~from the proposed project, the WWTP is currently overloaded with ammonia. The additional waste loading resulting from the proposed project would contribute to effluent toxicity violations until the WWTP is upgraded.

Cumulative development within the City could potentially result in the generation of wastewater that would exceed treatment capacity at the existing WWTP. To provide additional wastewater treatment in response to anticipated future growth, the City plans ~~to expand capacity at the existing WWTP~~upgrade the WWTP to improve treatment performance and prepare for recycled water production in the future. With this ~~expansion, adequate capacity to treat projected future wastewater generation within the City would be available~~upgrade, the WWTP would be able to accommodate the additional flows and waste loading from the proposed project. Impacts would be less than significant with implementation of the proposed mitigation measure, which would contribute to the WWTP upgrade through the payment of sewer connection fees.

6.16.1 EXISTING CONDITIONS

The City of Paso Robles owns and operates wastewater collection and disposal services for residential, commercial, and industrial facilities within the City's limits, the airport area (including the California Youth Authority juvenile facility), and the Templeton Community Services District (TCSD). The sewage collection system consists of approximately 140 miles of public sewer mains ranging in size from 4 inches to 30 inches in diameter. In addition, the City maintains 14 lift stations, ranging in capacity from 100 to 4,900 gallons per minute (gpm).[1]

The City Department of Public Works operates and maintains the City's WWTP, which is located along Sulphur Springs Road. All City wastewater is pumped to the Sulphur Springs treatment plant, where it is treated and the effluent is discharged into the Salinas River; dried solids are used at the City landfill as alternative cover. In addition to wastewater generated by the City, the WWTP accepts wastewater from the TCSD and the California Youth Authority. The permitted capacity of the City plant is 4.9 million gallons per day (mgd). The current average daily sewage flow into the plant is 2.87 mgd.[2] The City's

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1 City of Paso Robles, *Sewer System Management Plan*, (2009) 1.

2 Boyle Engineering Corp., *City of El Paso de Robles Sewer Collection Master Plan*, (2007) 10.

WWTP operates under Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Permit No. CA0047953.

The City is ~~planning to develop~~currently designing a new WWTP to ~~address future demand~~comply with water quality regulation (reducing ammonia and other toxic pollutants) and provide for recycled water in the future.~~; the development of this new facility is currently in the design phase, and~~The new WWTP would begin operation in 2013 at the earliest.

~~Due to excessive salinity resulting in the designation of the Salinas River as impaired by the U.S. Environmental Protection Agency under Section 303(d) of the Clean Water Act, the~~The City's NPDES permit includes a numerical limit for total dissolved solids (TDS). The City has had ongoing difficulty meeting the numerical limit of 1,100 mg/L of TDS, as well as its limits for the individual constituents sodium, chloride, and sulfate. The increase in TDS concentrations in City wastewater is higher than average, and is ~~likely attributable~~ attributed to the widespread use of ~~home~~ self-regenerating water softeners~~, as well as commercial and industrial wastewater~~ by all customer classes. The WWTP is currently overloaded with ammonia, which results in occasional violations of effluent toxicity limits.

6.16.2 REGULATORY FRAMEWORK

6.16.2.1 Federal

Clean Water Act

The federal Clean Water Act (CWA) Section 401 regulates the discharges of pollutants into "waters of the U.S." from any point or non-point source.[3] Individual permits are issued for certain defined sources of discharge, while ~~non-point source~~ runoff from construction sites and urban development is regulated under a series of general permits. Construction that disturbs 1 acre or more is regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater program. In the State of California, the program is administered by the local RWQCB.

As discussed above, ~~the Salinas River is currently listed as an impaired water under Section 303(d) of the Clean Water Act. As a result,~~ the City's NPDES permit includes a numerical limit for TDS of 1,100 mg/L. The City regularly violates effluent limits for TDS, sodium, and chloride. The WWTP is currently overloaded with ammonia, which results in occasional violations of effluent toxicity limits.

6.16.2.2 State

State Water Resources Control Board

In 2006 the State Water Resources Control Board (SWRCB) enacted Order No. 2006-0003, Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (WDR). Any public agency that owns or operates a sewer system more than 1 mile in length that conveys treated or partially treated water to a

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3 33 CFR 404.

publicly owned treatment facility ~~works to~~ must comply with the WDR in order to reduce sanitary sewer overflows. Compliance with the WDR includes reporting such overflows to the ~~SWRCB~~ RWQCB and the development of a sewer system management plan, which describes how each agency operates, maintains, and evaluates its collection system.

Regional Water Quality Control Board

The SWRCB and the RWQCBs are the state agencies with primary responsibility for the coordination and control of water quality. In the Porter-Cologne Water Quality Control Act[4] (Porter-Cologne), the California State Legislature declared that the "state must be prepared to exercise its full power and jurisdiction to protect the quality of the waters in the state from degradation." Porter-Cologne grants the boards authority to implement and enforce water quality laws, regulations, policies, and plans to protect the state's groundwater and surface waters.

The proposed project is located within the jurisdiction of the Central Coast ~~of the California~~ RWQCB~~, which provides guidelines for sewage disposal from land developments. The guidelines provide an explanation of the principal statutory authority and administrative procedures under which the~~. The RWQCB ~~will~~ fulfills its responsibilities to protect against pollution, nuisance, contamination, unreasonable degradation of water quality, and violation of water quality objectives, as each may occur from the disposal of sewage from land developments.

6.16.2.3 Local

Municipal Code

Title 14 of the City of Paso Robles Municipal Code provides regulations for sewer service, including regulations covering sewer system operations,[5] sewer construction standards,[6] and fees, including fees for new connections to the sewer system.[7] Such fees are established by City Council resolution.

Sewer System Management Plan

As required by the SWRCB, the City ~~has prepared~~completed a Sewer System Management Plan~~, which was completed~~ in October 2009. The Sewer System Management Plan describes the City's sanitary sewer system, details the City's emergency sewer overflow response plan, and lists City programs to prevent

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4 State Water Resources Control Board, "Porter Cologne Water Quality Control Act" California Water Code, Division 7, "Water Quality," effective January 1, 2008.

5 City of Paso Robles, Municipal Code, Chap. 14.08.

6 City of Paso Robles, Municipal Code, Sec. 14.08.070.

7 City of Paso Robles, Municipal Code, Chap. 14.16.

sewer overflows, including preventative maintenance; root control; and a fats, oil, and grease reduction program.[8]

6.16.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[9] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would:

- exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- 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;
- 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;

6.16.4 PROJECT IMPACTS

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.16.4.1: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. (Class I~~H~~)

Impact Analysis

As discussed above, the City's NPDES permit includes a numerical limit of 1,100 mg/L for TDS discharges to the Salinas River~~, which is currently listed by the U.S. EPA as an impaired water under Section 303(d) of the Clean Water Act~~. The City has had ongoing difficulty meeting this limit, in part due to the use of ~~home~~ self-regenerating water softeners, which ~~commonly use~~discharge salts ~~and phosphates and discharge them as TDS~~ to the City's WWTP.[10] However, the proposed project does not include water softeners that would contribute to existing TDS concentrations. Development under the proposed project would consist of

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8 City of Paso Robles, *Sewer System Management Plan*, (2009) 12.

9 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act,* July 2009.

10 City of Paso Robles, *Water Quality Strategy*, 1-1.

residential and community services facilities, and would not include uses that would be expected to discharge substantial amounts of TDS to the City's wastewater collection system. Development under the proposed project would increase ammonia loading to the City's WWTP, which would contribute to occasional effluent toxicity violations. With the implementation of provided mitigation, ~~Impacts~~ impacts would be less than significant.

Mitigation Measures

~~**No mitigation measures are required.**~~**6.16-1** The proposed project shall contribute to upgrades of the City's wastewater treatment plan through the payment of required sewer connection fees.

Residual Impacts

Impacts would be less than significant (Class III~~I~~).

6.16.4.2: 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. (Class III, Not Significant)

Impact Analysis

Implementation of the proposed project would increase wastewater generation and thus would increase demand for wastewater treatment at the City' WWTP. As discussed above, the WWTP currently treats an average of 2.87 mgd of wastewater, while its design capacity is 4.9 mgd. Discharges from the WWTP are subject to RWQCB NPDES permit No. CA0047953. The proposed project would result in a potentially significant impact if its development would result in the generation of wastewater that would exceed the WWTP's treatment capacity.

Per capita wastewater generation in the City of Paso Robles is ~~104~~ 87 gallons per day (gpd).[11] As discussed in **Section 6.9, Population and Housing**, development under the proposed project would result in the construction of ~~153~~154 new residential units by the general plan horizon year of 2025. Based on the City's average household size of 2.663 residents per dwelling unit, this would result in a maximum population increase of approximately ~~802~~804 residents.

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11 ~~City of Paso Robles, *Water Quality Strategy Report*, (2003) 3-29.~~Personal communication with Matt Thompson, City of Paso Robles Wastewater Division Manager, March 18, 2010. Based on a survey of winter 2008/2009 water use.

The proposed project includes the construction of infrastructure upgrades needed to convey wastewater generated by new development. Based on the City's wastewater generation rate of ~~104~~ 87 gpd, **Table 6.16-1, Project Wastewater Generation**, provides wastewater generation for the proposed project.

Table 6.16-1
Project Wastewater Generation

	Units	Population	Generation Rate (gpcd)	Wastewater Generation (mgd)
Existing	148	394		0.~~041~~034
Proposed	~~301~~302	~~802~~804	~~104~~87	0.~~083~~070
Change	~~153~~154	~~408~~410		0.~~042~~036

Existing and future (proposed) population based on average City household size of 2.663 residents.

The City's existing WWTP is located along Sulphur Springs Road near the northern City limit. Wastewater is conveyed to the WWTP via the City's existing sanitary sewer system and receives secondary treatment before is it discharged to the Salinas River. The WWTP has a design capacity of 4.9 mgd and currently receives, treats, and discharges 2.87 mgd of wastewater. ~~The City plans to expand treatment capacity at the WWTP, which could begin operation by 2013.~~ The City currently has 2.03 mgd of available wastewater treatment capacity. The proposed project would cause a potentially significant impact if it generated wastewater that would exceed the City's 2.03 mgd of available treatment capacity.

As shown in **Table 6.16-1**, the proposed project would generate an additional 0.~~042~~ 036 mgd of wastewater. The project includes sewer infrastructure upgrades necessary to accommodate this added wastewater volume, and would convey it to the City's WWTP, which would have a remaining capacity of 1.~~988~~ 994 mgd. Wastewater generated by the proposed project would not require the construction of new wastewater treatment facilities. Impacts would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.16.4.3: 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. (Class IV, Beneficial)

Impact Analysis

Throughout the City, stormwater runoff is conveyed through streets and ditches to the Salinas River. The City has limited City-owned storm drains, so runoff is mostly conveyed through streets and ditches. Runoff is then conveyed under Highway 101, primarily through California Transportation Department (Caltrans) culverts, before outfalling into the Salinas River. Deficiencies in the conveyance and capacity of the system, as well as a lack of pervious groundcover, contribute to runoff levels in many areas being above the top of the curb. In many areas the runoff level is greater than 1 foot above the street level.

Within the project site, stormwater generally flows across the surface in a northeasterly direction toward the Salinas River. Due to the large expanses of open space within the project site, current stormwater flows infiltrate into the soil, and are contained within the project site. The project site does not contain storm drains or other stormwater facilities.

Development of the proposed project would increase the amount of paved area within the project site in order to provide additional street connections for the site. However, the proposed project would implement low-impact development design to address stormwater flows within the site. The project plan would use permeable paving materials ~~in an effort~~and infiltration features to recreate existing conditions, allowing stormwater to infiltrate through the soil and into the groundwater table. The project design, which calls for the preservation of a substantial amount of open space within the project site, would provide additional areas for stormwater infiltration. With the implementation of these features, no additional stormwater drainage facilities would be required. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be beneficial (Class IV).

6.16.4.4: 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. (Class III, Not Significant)

Impact Analysis

As discussed previously, the City's WWTP has a design capacity of 4.9 mgd and currently treats 2.87 mgd, leaving an available treatment capacity of 2.03 mgd. Based on the City's wastewater generation rate, development forecast under the proposed project would generate an additional 0.~~042~~ 036 mgd of wastewater, as shown in **Table 6.16-1**. Although the permitted capacity of the City's WWTP would be adequate to accommodate the total wastewater flow from the proposed project, the WWTP is currently overloaded with ammonia. The additional waste loading resulting from the proposed project would contribute to effluent toxicity violations until the WWTP is upgraded. With implementation of **Mitigation Measure 6.16-1**, ~~This could be accommodated by the existing WWTP with a remaining capacity of 1.988 mgd. The City plans to construct a new WWTP, which could begin operation in 2013, adding additional wastewater treatment capacity. As wastewater generated by the proposed project would not exceed currently available wastewater treatment capacity, impacts would be less than significant~~impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.16.5 CUMULATIVE IMPACTS

6.16.5.1: 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). (Class III, Not Significant)

Impact Analysis

The proposed project, as discussed above, would generate a projected 0.042 mgd of additional wastewater. Based on the general plan 2025 population cap of 44,000 residents, the general plan horizon

year population would generate a maximum of 4.58 mgd of wastewater. However, the City's Sewer Master Plan projects an average daily flow of 5.03 mgd at general plan buildout. The existing WWTP has a permitted treatment capacity of 4.9 mgd. Therefore, taken together, the general plan horizon year population and the proposed project could generate as much as 5.072 mgd of wastewater, which would exceed the existing WWTP's permitted treatment capacity.

As discussed above, the City plans to develop a new WWTP to accommodate increased demand for wastewater treatment. Currently in design stages, this new WWTP would begin operation in 2013 at the earliest. The hydraulic design capacity of the new WWTP ~~is unknown, but can reasonably be assumed to be similar to that of~~will be 4.9 mgd, the same as the capacity of the existing WWTP. The ~~planned~~ new WWTP would require a NPDES permit for discharge of treated wastewater, which would reduce impacts related to exceeding RWQCB discharge requirements to a less than significant level. Development of a new WWTP would provide adequate wastewater treatment capacity, and impacts related to wastewater treatment capacity and the need to construct additional wastewater treatment facilities would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant.

6.16.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Conservation Element of the *Paso Robles General Plan* provides goals and policies related to the provision of education services and facilities in the City.[12] **Table 6.16-2, General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed project with these policies. The proposed project would be consistent with applicable goals and policies of the general plan.

12 City of Paso Robles, *General Plan*, "Conservation Element," (2003).

Project Solid Waste Disposal Rates, provides projected waste disposal for the proposed project based on the average residential disposal rate of 0.41 tpy per capita.

Table 6.17-1
Project Solid Waste Disposal Rates

	Residential Units	Population	Waste Generation per Capita	Projected Waste Generation (tpy)
Existing	148	394		161.54
Project	~~301~~302	~~802~~804	0.41 tpy	329.64~~328.82~~
Change	~~153~~154	~~408~~410		168.1~~167.28~~

Existing and future (propose) population based on average City household size of 2.663 residents.

As shown in **Table 6.17-1**, the projected total waste disposal of development under the proposed project would be ~~328.82~~329.64 tpy, an increase of ~~167.28~~168.1 tpy over estimated current disposal.

As discussed previously, the Paso Robles Landfill is permitted to accept 450 tpd, and currently accepts an average of 200 tpd of solid waste. Based on the solid waste generation forecast provided in **Table 6.17-1**, the proposed specific plan would generate an additional 0.46 tpd of solid waste disposal. This would fall well within the Paso Robles Landfill's permitted daily intake. Furthermore, as discussed above, the Paso Robles Landfill has a remaining capacity of 5,327,500 cy, which would be adequate for the disposal of solid waste generated by the proposed project. As the proposed project would be served by a landfill with adequate permitted capacity to accommodate projected solid waste needs, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

8.0 GROWTH-INDUCING IMPACTS

The *California Environmental Quality Act (CEQA) Guidelines* requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth.[1] The proposed project's potential to induce growth is discussed in this section.

Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project would therefore be considered significant if it could result in unavoidable significant effects in one or more environmental issue areas.

8.1 ECONOMIC GROWTH

The proposed project would develop multifamily residential units and community service and recreational facilities on a site currently occupied by such uses. The project would provide additional affordable housing to meet the needs of the existing residents and other residents of the City of Paso Robles. As the project is proposed to meet the existing need for affordable housing in Paso Robles, it will not directly or indirectly generate any substantial amount of economic growth.

8.2 POPULATION GROWTH

As of 2009, the City's population was 29,949 (State Department of Finance, 2009). The proposed project involves ~~301~~302 residential units. Based on current City household sizes (2.663 persons per unit) the project would be expected to generate ~~802~~ 804 residents, a net increase of ~~252~~ 254 residents over the existing site population of 550 residents. This population increase represents a small percentage of the current City population of 29,949. In addition, as the project is proposed to meet the existing need for affordable housing in Paso Robles, it will primarily be occupied by existing residents of the City. The project would be consistent with the existing general plan, and is consistent with projected housing targets included in the Housing Element. Thus, no significant population growth impacts would result.

8.3 REMOVAL OF OBSTACLES TO GROWTH

Currently, land use and zoning controls would limit growth potential in the area. However, these are political barriers to growth that can be changed, as land use and zoning controls can be amended to be less restrictive. If these actions occurred, the growth potential of the area would increase.

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1 California Code of Regulations, Title 14, Division 6, Chapter 3, *State CEQA Guidelines*, Section 15126(d).

10.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

10.1 INTRODUCTION

Certain potential impacts of the proposed project were ~~found~~ determined to not be ~~less than~~ significant by the City of Paso Robles after preliminary review of the project and are not assessed in detail in this EIR for this reason i~~because the proposed project's characteristics would not create such impacts. The effects determined not to be significant are not required to be included in primary analysis sections of the draft environmental impact report (EIR). I~~n accordance with *California Environmental Quality Act (CEQA) Guidelines* Section 15128. ~~,~~ T~~t~~his section provides a brief description of effects found not to be significant or less than significant with mitigation identified during preliminary review of the project, including existing regulations. ~~based on the detailed analysis conducted as part of the EIR preparation process. Note that a number of impacts that are found to be less than significant are addressed in the various EIR topical sections (**Sections 6.0** through **8.0**) to provide a more comprehensive discussion of why impacts are less than significant, in order to better inform decision makers and the general public.~~

10.2 EFFECTS FOUND NOT TO BE SIGNIFICANT

The following ~~issues~~ potential impacts of the project were determined to be not significant.

10.2.1 Agricultural Resources

Impacts

Could the project:

- convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?
- conflict with existing zoning for agricultural use or a Williamson Act contract?
- involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

Impact Analysis

The project site is located in the City's urban core and is currently developed with multifamily residential units and community services and recreational facilities. The project site is surrounded by existing urban development consisting of multifamily residential, commercial, and industrial uses. The project site is not shown on state Farmland maps, and is not subject to a Williamson Act contract. Development of the proposed project would not have a direct or indirect affect on agricultural uses. Impacts to agricultural resources would be less than significant.

existing on site there may be an adverse, but less than significant, impact on birds and invertebrates. A mitigation measure is provided to reduce impacts related to these impacts.

Up to 10 oak trees (*Quercus agrifola)* would be removed as part of the proposed project. Removal of these trees would be a significant impact. The proposed project would be subject to the requirements of the City's oak tree preservation ordinance. As discussed in **Section 6.1, Aesthetics**, the proposed project would be required to provide replacement trees for any existing oak tree removed as part of project development. Removal and replacement of these oak trees in accordance with the City's oak tree preservation ordinance, as required by **Mitigation Measures 10.0-1 and 10.0-2** below, would mitigate the impact to these trees to a less than significant level. Potential impacts to the remaining oak trees on the site during project construction would be mitigated through the implementation of **Mitigation Measure 10.0-3** below.

Mitigation Measures

The following mitigation measure should be implemented:

10.0-1: **Seasonal Restriction.** Removal of trees during initial site development should be limited to the period between September 1 and January 31. If tree removal or construction is to occur during the bird nesting season (February 1 through August 31), a City-approved biologist shall conduct a survey at the site for active nests two weeks prior to any scheduled tree removal, tree pruning, development, or grading. If active nests are located, setbacks for construction work would be required until the nest is no longer active or the young have fledged. If no active nests are found, the construction, tree removal, or grading restrictions specified in this section shall not apply.

10.0-2 Prior to the removal of any oak tree 6 inches or more in diameter as measured at breast height (dbh), the project applicant shall apply to the Community Development Department for an oak tree removal permit. Subject to the approval of such permits, the applicant shall provide on-site replacement trees in accordance with the requirements of the City of Paso Robles Municipal Code Section 10.01.050.

10.0-3 In order to avoid impacts to existing oak trees, the project applicant shall implement the mitigation measures provided in the *Tree Preservation Plan for Oak Park* during all demolition and construction activities.

10.2.3 Hydrology

Impacts

Could the project:

- 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?
- place within a 100-year flood hazard area structures which would impede or redirect flood flow?

Impact Analysis

As shown in **Figure 6.6-1**, the proposed project site is not located within a 100-year floodplain or other identified flood hazard area and impacts would be less than significant.