

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY CHECKLIST FORM
CITY OF PASO ROBLES
Erskine-Justin General Plan Amendment
Public Review Period: June 24, 2016 to July 24, 2016**

- 1. PROJECT TITLE:** Tom Erskine / Justin Vineyards – Wisteria Lane.
- Concurrent Entitlements:** GPA 14-001, REZONE 14-001, VESTING TENTATIVE TRACT MAP 3069, OAK TREE REMOVAL 14-010.
- 2. LEAD AGENCY:** City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446
- Contact:** Darren Nash, Associate Planner
Phone: (805) 237-3970
Email: dnash@prcity.com
- 3. PROJECT LOCATION:** Eastern end of Wisteria Lane, North of State Route 46 East, Paso Robles, CA
See Attachment 1, Vicinity Map
(APN 025-435-031, 030, and 029)
San Luis Obispo County
- 4. PROJECT PROPONENT:** Tom Erskine and Justin Vineyards & Winery LLC
- Contact Person:** Jamie Kirk, Kirk Consulting
- Phone:** (805) 461-5765
Email: jamie@kirk-consulting.net
- 5. GENERAL PLAN DESIGNATION:** BP (Business Park), POS (Parks & Open Space), AG (Agriculture)
- 6. ZONING:** RA-PD (Residential Ag, Planned Development), PM (Planned Industrial), POS (Parks & Open Space)

7. **PROJECT DESCRIPTION:** The project consists of three (3) existing parcels, (APNs 025-435-029, 030, and 031) totaling 212 acres. This is a proposal to amend the General Plan and Zoning designations of the 77.3 acres (Lots 1-13), and rezone lots 9, 10 & 11 of Tract 2778, adjacent to proposed Tract 3069, see Attachment 5 for existing Land Use Designations, and Attachment 6, proposed Land Use Designations. Also proposed is Vesting Tentative Tract Map 3069 requesting to subdivide the three (3) existing parcels totaling 212 acres, into 13 lots that would total 77.3 acres, and one (1) 134.7 acre remainder lot, see Attachment 4, Tentative Tract Map Exhibit. This site is subject to the City of Paso Robles Airport Land Use Plan Safety Zone's 2-4, See Attachment 7, Airport Land Use Plan Exhibit.

The proposed Land Use designation changes are as follows:

General Plan Amendment: to change the existing land use designations as follows (See GPA Exhibit, Attachment 4):

- **Lots 9-11 (Tract 2778):** BP (Business Park) to CS (Commercial Services)
- **Lots 1-3:** BP (Business Park) to CS (Commercial Services)
- **Lot 4:** AG (Agriculture) / POS (Parks & Open Space) to CS (Commercial Services)
- **Lots 7-16:** POS (Parks & Open Space) to BP (Business Park)
- **Lot 17:** BP (Business Park) / POS (Parks & Open Space) to BP (Business Park);

The proposed Zoning designation changes are as follows:

Rezone: to change the existing zoning designations as follows (See Rezone Exhibit, Attachment 4):

- **Lots 9-11 (Tract 2778):** PM (Planned Industrial) to C3-PD (Commercial/Light Industrial - Planned Development Overlay)
- **Lots 1-3:** RA-PD (Residential Ag, Planned Development) to C3-PD (Commercial/Light Industrial-Planned Development Overlay)
- **Lot 4:** RA-PD (Residential Ag, Planned Development) and POS (Parks & Open Space) to C3-PD (Commercial/Light Industrial – Planned Development Overlay)
- **Lots 7-16:** POS (Parks & Open Space) to PM-PD (Planned Industrial, Planned Development Overlay)
- **Lot 17:** PM (Planned Industrial) and POS (Parks & Open Space) to PM-PD (Planned Industrial, Planned Development Overlay);

Vesting Tentative Tract Map 3069: (See Tract Map, Attachment 2):

- A request to subdivide three (3) existing parcels, APNs 025-435-029, 030, and 031, totaling 212 acres into 13 lots that would total 77.3 acres and one 134.7 acre remainder lot.
- The map includes a 2-lane arterial road which will be improved through the project site terminating at a cul-de-sac at the eastern edge of Lot 7 and 8. An offer of dedication is being provided as part of the project extending from the cul-de-sac to the south eastern edge of the property. The offer of dedication is intended to facilitate the future connection to Airport Road consistent with the General Plan Circulation Element. The subdivision recognizes the City's future plans and has been designed to accommodate the future road.

Oak Tree Removal 14-010:

- Request to remove one 48-inch Valley Oak tree (Tree No. 19) located on proposed Lot 7.

- 8. ENVIRONMENTAL SETTING:** The project is located in northeastern Paso Robles, at the eastern terminus of Wisteria Lane, north of State Highway 46 East and west of Airport Road (refer to Attachment 1, Vicinity Map). The proposed General Plan Amendment, Rezone, and Vesting Tentative Tract Map are focused within the 77.3 acre portion of the site. This area generally consists of the upper plateau above the Huer Huero Creek. The 134.7 acre remainder lot would generally include the Huer Huero Creek area, and slope areas between the creek and the upper plateau. The site is currently undeveloped and is used for cattle grazing. The existing landform of the future area of development consists of mostly flat areas, with a downward slope along the eastern and northern sides. The project site is bordered by agricultural land, the Huer Huero Creek, and commercial property.

A Biological Report, prepared in August 2014, identified habitat types consisting of cropland, oak woodland, oak savannah and riparian on the project site. Botanical surveys conducted in January, February, April, and May 2014 identified 102 species, subspecies, and varieties of vascular plants. Wildlife species identified on the site included 41 birds and three (3) mammals. No state or federally listed animals or special status plants were detected on the project site.

The site is largely surrounded by rural uses. Surrounding land uses include the Golden Hill Business Park and Lowe's shopping center to the west, the Ravine Water Park to the southeast, and agricultural land and rural residences to the east and north.

- 9. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED):** None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature: _____

Date _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

“Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

“Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a. Earlier Analysis Used. Identify and state where they are available for review.
- b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

The explanation of each issue should identify:

- a. the significance criteria or threshold, if any, used to evaluate each question; and
- b. the mitigation measure identified, if any, to reduce the impact to less than significance

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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I. AESTHETICS: Would the project:

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| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion (a-c): The visual quality of the site is moderately high since it is undeveloped open grassland visible from nearby roads. The project has the potential to alter the visual character of the existing site with future development, however the proposed land use designation changes will conform with existing land uses on the west side of the site, specifically BP (Business Park) and CS (Commercial Services). The site is not within or adjacent to a scenic vista, gateway, or scenic highway as designated by the City’s General Plan or other adopted plans or policies.

Besides the construction necessary to install the new roads and infrastructure, there is no development of buildings with this project. The future development of each lot will be subject to the development plan (PD) process which will require the submittal of architectural, grading & drainage, and landscape plans. The PD process will ensure that each individual lot is developed in a manner that does not degrade existing visual character or quality.

Therefore, the project could not result in a substantial impact on scenic resources. Consequently, this projects impact on visual quality and character will be less than significant.

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| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The new land use designations would increase the potential for lighting on the site with future development, however light fixtures will be evaluated with future development to ensure that they comply with the City’s requirements for light shielding and would be downcast to not shed light on adjacent property, therefore this projects impacts as a result of light glare would be less than significant.

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Discussion: The project site is identified in the City General Plan, Open Space Element in Figure OS-1, and State Farmland Mapping and Monitoring Program (FMMP). The property is identified as having soil that is “Farmland of Local Potential” and “Grazing Land.” The property has been used for dry-farmed barley production, and is plowed at least twice a year and cattle grazing. The project would not convert prime, unique or farmland of Statewide importance to other uses. Therefore, this project would result in less than significant impacts to agricultural soils monitored in the State FMMP.

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

Discussion: The site is not under Williamson Act contract: however it is currently used for agricultural purposes. The southernmost and northernmost portions of the project site are designated as “Residential Agriculture Planned Development”. The proposed zoning amendment would change this designation to non-agricultural zoning. This would convert approximately 77 acres of agricultural land. If the General Plan Amendment and Rezone is approved, the zoning and land use designations would be commercial and light-industrial, which would not be in conflict with agricultural zoning and future land uses. Therefore impacts to agricultural zoning would be less than significant.

- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))?

Discussion: There are no forest land or timberland resources within the City of Paso Robles.

- d. Result in the loss of forest land or conversion of forest land to non-forest use?

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion: See II c. above.

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| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Of the 77 acre area that Tract 3069 encompasses, approximately 70 acres is currently zoned Parks and Open Space (POS), the other 7 acres is zoned Residential Agriculture (RA). Under the current POS zoning, a majority of the site could be developed with uses other than agricultural related uses, such as golf courses, resorts, and hotels. Additionally, there are many non-agricultural uses that could be developed in the existing RA zone, such as residential, churches, and wine tasting rooms.

Given the site has existing zoning that would allow for non-agricultural uses, the impacts related to this projects request to change to commercial and industrial zoning along with the proposed subdivision, the fact that this project will develop land that is currently used for cattle grazing, to non-agricultural use, would be less than significant.

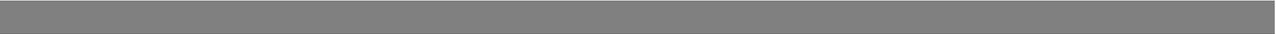
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? (Source: 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| e. Create objectionable odors affecting a substantial number of people? (Source: 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion (a-e): This project was sent to the San Luis Obispo County Air Pollution Control District (APCD) for review to determine if an Air Quality Study would be necessary for the project. APCD staff indicated that since there is no development proposed, the General Plan Amendment, Rezone, and Tract would not create impacts to Air Quality. In conjunction with the development of each parcel, the air quality impacts will need to be evaluated. The grading necessary to install the new road would be addressed as part of the grading permit, where standard dust control measures would be applied to the grading permit.

While there would not be Air Quality impacts resulting from this General Plan Amendment, Rezone, and Tract Map, since there is no development occurring, a mitigation measure will be added that indicates that future development will need to be evaluated to determine if there will be potential future project-related air quality impacts with the development of each lot. It may be determined that mitigation measures are necessary to reduce air quality impacts to a level of insignificance. Since air quality impacts will be evaluated as part of the development review process of each parcel, and any necessary mitigation will be required to reduce air quality impacts to a level of insignificance, this projects impacts on air quality will be less than significant with the mitigation measure incorporated. See mitigation measure AQ-1 in the Mitigation Monitoring and Reporting Table, Attachment 1.



IV. BIOLOGICAL RESOURCES: Would the project:

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| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The Biological Report prepared by Althouse and Meade, Inc, dated August 2014, indicates that five (5) special status plant species have potential to occur in the Study Area based on review of known ecological requirements of these species and habitat conditions observed, however no special status plant species were detected in the Study Area during botanical surveys in January, February, April and May 2014. No impacts to special status plants are expected from the proposed project since it does not include physical construction and site disturbance; therefore no mitigations are required.

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The Biological Report indicates that appropriate habitat is present in the Study Area for 18 special status animals, however after surveys were conducted the report concluded that the project could impact five (5) special status animals. The animals include the Silvery Legless Lizard, Specials Status Birds, American Badger, Bats, and the San Joaquin Kit Fox.

Mitigation measures BR-1 to BR-27 recommended in the Mitigation Monitoring & Reporting Plan (Attachment 1) ensures that future site disturbance shall avoid impacts to nesting birds, legless lizards, American badger, and bats.

The proposed General Plan Amendment and Vesting Tentative Tract Map would create lots on cropland habitat. Dry grain cropland is a habitat type that San Joaquin kit fox (SJKF) can occupy. A San Joaquin kit fox habitat evaluation has been prepared for the project that identifies specific habitat impacts and determines appropriate compensatory mitigation (as per BR-14). The SJKF habitat evaluation form produced a score of 65 for the project site. This score is equivalent to a 2 to 1 mitigation ratio for mitigation acres to impacted acres. Therefore, the mitigation requirement would be two-times the impacted area (55.84 acres), or 111.68 acres, or 111.68 SJKF mitigation credits. Additional standard mitigation measures are provided contribute to reducing impacts to San Joaquin kit fox at the time of future site disturbance and development. Therefore, the potential adverse effect of the project on special status species can be reduced to less than significant, with the mitigation measures incorporated.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Discussion: The Biological Report prepared by Althouse and Meade, Inc, dated August 2014, indicates that riparian habitat occurs along the Huer Huero River, however the proposed project would not be within 500 feet of the Huer Huero River banks, and would not affect riparian habitat.

There are several oaks within the project area that have the potential for being disturbed. The project proposes to remove one (1) oak tree (Tree No. 19). This tree is in poor condition and is necessary to remove to accommodate the new road extension. Oak trees that are 6 inches in diameter (dbh) are protected under the City’s Oak Tree Preservation Ordinance. The proposed removal (if approved) would require oak tree replacement mitigation by planting a minimum of 25% of the total combined diameter for all oak trees removed. Tree protection is also required for work that may occur within the “critical root zone” of remaining trees. An Arborist Report (refer to Arborist Report, Attachment 11) was prepared for this project. The Arborist Report, along with the Biological Report identifies oak tree mitigation measures to reduce the potential impacts to a less than significant level. See mitigation measures BR-1 to BR-10 for oak tree related mitigations in the Mitigation Monitoring and Reporting Plan, Attachment 1.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The Biological Report did not indicate that there were any wetlands, or hydrologic features other than the Huer huerdo Creek. Since the project is located over 500 feet from the Huero huero Creek, the Biological Study indicates that the project will have no impact on the creek.

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| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The biological study indicates that the cropland and oak savanna habitat in the Study Area is potential habitat for kit fox, and is within the area designated by the CDFW as a 3 to 1 mitigation area. A San Joaquin kit fox habitat evaluation was prepared for the project plans, and based on the score of a 65 concludes that the mitigation ratio for the project should be 2:1. Mitigation and protection measures for SJKF are provided in mitigation monitoring and reporting plan (Attachment 1). Therefore, the potential adverse effect of the project on migratory corridors can be reduced to a less than significant with mitigation measures incorporated.

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| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: There are 36 oak trees within the 77-acre area intended for future development on Lots 1-13. These trees meet the qualifications for protection under the City Oak Tree Preservation Ordinance (2002). Of the 36 trees, all are being protected, except for Tree No. 19, which is located on proposed Lot 7. An Arborist Report has been provided which concludes that the tree is in poor condition and is recommended for removal.

The proposed removal, if approved, would require oak tree replacement mitigation by planting a minimum of 25% of the total combined diameter of all oak trees to be removed. Additionally, the Biological Study, along with the Arborist Report provide tree protection measures that will need to be applied during the construction of the project, and future development of each lot.

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Mitigation and protection measures for oak trees are provided in mitigation monitoring and reporting plan (Attachment 1). Therefore, the potential adverse effect of the future development project on the oak trees can be reduced to a less than significant with mitigation measures incorporated.

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| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: There are no Habitat Conservation Plans or other related plans applicable in the City of Paso Robles.

V. CULTURAL RESOURCES: Would the project:

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| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion (a-d): A Phase I Archaeological Survey (Attachment 7) was conducted during the month of October 2013, over the 201 acre study area. The Survey identified three previously undocumented prehistoric archaeological sites and a single prehistoric isolate in the project area. The archaeological sites are low-density lithic debitage and tool scatters in the southeastern portion of the project area. The archaeological isolate, a leaf shaped projectile point fragment, is in the same vicinity of the prehistoric sites. The results of the study indicate archaeological cultural resources that may meet the CEQA definition of historical resources and/or unique archaeological resources are on the property. A further cultural resources study (Phase II Archaeological Survey) would be required to formally evaluate the resources for their eligibility for inclusion in the California Register of Historical Resources (CRHR).

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The proposed project consists of a subdivision of property and no development is proposed at this time. Potential impacts to the identified archaeological cultural resources from future development can be avoided through project design modification and the implementation of the mitigation measures provided in the Phase I Archaeological Survey. The mitigation measures CR-1 to CR-13 are included in the Mitigation Monitoring & Reporting Plan, Attachment 1). With mitigation incorporated, this project will result in less than significant impacts on cultural resources.

VI. GEOLOGY AND SOILS: Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1, 2, & 3)

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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The potential for and mitigation of impacts that may result from fault rupture in the project area are identified and addressed in the General Plan EIR, pg. 4.5-8. There are two known fault zones on either side of the Salinas River Valley. The Rinconada Fault system runs on the west side of the valley, and grazes the City on its western boundary. The San Andreas Fault is on the east side of the valley and is situated about 30 miles east of Paso Robles. The City of Paso Robles recognizes these geologic influences in the application of the California Building Code (CBC) to all new development within the City. Review of available information and examinations indicate that neither of these faults is active with respect to ground rupture in Paso Robles. Soils and geotechnical reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. Based on standard conditions of approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant. There are no Alquist-Priolo Earthquake Fault Zones within City limits.

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

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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Future buildings within this project will be constructed to current CBC codes. The General Plan EIR identified impacts resulting from ground shaking as less than significant and provided mitigation measures that will be incorporated into the design of this project including adequate structural design and not constructing over active or potentially active faults. Therefore, impacts that may result from seismic ground shaking are considered less than significant.

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| iii. Seismic-related ground failure, including liquefaction? (Sources: 1, 2 & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: Per the General Plan EIR, the project site is located in an area with soil conditions that have a moderate potential for liquefaction or other type of ground failure due to seismic events and soil conditions. To implement the EIR’s mitigation measures to reduce this potential impact, the City has a standard condition to require submittal of soils and geotechnical reports, which include site-specific analysis of liquefaction potential for all building permits for new construction, and incorporation of the recommendations of said reports into the design of the project.

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| b. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Per the General Plan Safety Element, the project site is in an area that is designated a low-risk area for landslides. Therefore, potential impacts due to landslides is less than significant.

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| c. Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Per the General Plan EIR the soil condition is not erosive or otherwise unstable. As such, no significant impacts are anticipated. A geotechnical/ soils analysis will be required prior to issuance of building permits that will evaluate the site specific soil stability and suitability of grading and retaining walls proposed. This study will determine the necessary grading techniques that will ensure that potential impacts due to soil stability will not occur. An erosion control plan shall be required to be approved by the City Engineer prior to commencement of site grading.

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| d. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See response to item a.iii, above

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| e. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See response to item a.iii, above.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| f. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The development will be connected to the City’s municipal wastewater system, therefore there would not be impacts related use of septic tanks.



VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

Discussion (a,b): The proposed project consists of a subdivision of property and no development is proposed at this time. With the future development review of each parcel, future impacts as a result of greenhouse gas emissions will be evaluated and necessary mitigation applied at that time.



VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project consists of the subdivision of the 77 acre portion of land into 13 lots for future commercial and light-industrial uses. The project does not include use of, transport, storage or disposal of hazardous materials that would create a significant hazard to the public or environment. Impacts related to hazards and hazardous materials will be evaluated on project by project bases as each lot develops in the future.

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| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: See VIII a. above.

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| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: See VIII a. above. The project is not located within one-quarter mile of a school.

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| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project site is not identified as a hazardous site per state Codes.

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| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project is located in proximity to the Paso Robles Municipal Airport and is subject to the requirements within an Airport Land Use Plan. The project is within the approach zone defined as Airport Safety Zones 2, 3, and 4. Uses such as light-industrial, warehousing, and commercial uses are permitted in the PM and C3 zones, as outlined in Table 6 of the Airport Land Use Plan, respective of each Safety Zone. Safety Zone 2 prohibits structures, congregations of equipment or vehicles, or public venues within 250 feet of the extended runway center line. Building envelope lines have been identified on lots 7-10 to ensure structures and uses are not located within the runway setback limitations outlined in Table 5 of the ALUP.

The design of the lots, with the building envelope lines prohibiting development within Zone 2, and the policies and guidelines listed in the Airport Land Use Plan detail mitigation measures to reduce safety hazards for people working in the project area. Any future development would be required to comply with these policies reducing the impacts to less than significant.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|-------------------------------------|
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The project is not located within the vicinity of a private airstrip.

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| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The City does not have any adopted emergency response plans. As proposed, future development would not interfere with emergency response.

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| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The proposed project consists of a subdivision of property and general plan amendment, and no development is proposed. There will be no impact from the subdivision or general plan amendment.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

| | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The only development that will occur with this project will be the grading and construction of the new road. With the development of the road will be the installation of multiple storm water bio-retention facilities (terminal percolation facilities) that will accept the storm water from the road. The future development of each lot will be required to address storm water and waste discharge on its individual merits as part of the City's development review process. As result of the road design including bio-retention facilities to handle storm water runoff from the road, the project will not have an impact on water quality standards or waste discharge.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion: A Water Supply Evaluation (WSE) was prepared for this project by the hydro-engineering firm, TODD Groundwater (March, 2016), which is provided in Attachment 8. The WSE estimates the proposed project-related water demand and available water resources to supply the project in the near- and long-term horizon, under normal, drought, and sustained drought conditions. The study then evaluates the ability to serve the projected water needs. The assumptions in the WSE are based on the planned growth scenario through General Plan build-out as documented in the City’s adopted 2010 Urban Water Management Plan (UWMP), as well as current water supply availability from the City’s water resource allocations of groundwater, Salinas River underflow, and water from the Nacimiento Water Project.

Water demand includes water necessary to serve the proposed 13 lots, ranging in size from 2.2 to 13.9 acres with the potential of approximately 77 acres of development. There is no development proposed at this time, however, assumptions were made based on the maximum land use densities and minimum percent open space for various Airport Zones within the project area for each of the 13 lots, as well as landscaping in the public right-of-way. At buildout, the project will require about 33 acre feet per year of City-supplied potable water. The WSE concludes that the existing and planned water resources available are adequate to provide a reliable long-term water supply for the project under normal and drought conditions provided that the additional Nacimiento Project water is secured. As demonstrated the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level as a result of this project.

Additionally, through implementation of post-construction hydromodification low-impact development features and best practices, the project will be designed to infiltrate all new stormwater runoff on the project site, and will not result in decreased rainfall infiltration or groundwater recharge that may reduce stream baseflow. The applicant is not proposing a specific development plan application, therefore general mitigation measures for future development is appropriate, which would include the requirement to use recycled water when it becomes available, and metering of wells. With incorporation of these measures the proposed project will result in less than significant impacts to groundwater recharge capacity, with stormwater management mitigation measures incorporated into the future project design. The mitigation measures HYD-1 & HYD -2 are included in the Mitigation Monitoring & Reporting Plan, Attachment 1).

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|--------------------------|
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: The drainage pattern on the site would not be substantially altered with development of this project since the project largely maintains the existing, historic drainage pattern of the property, and drainage will be maintained on the project site. Additionally, surface flow from the new road would be directed to designed drainage areas for percolation in bioswale drainage features on the west side of the road.

The project includes subdividing approximate 69 acres into 13 lots, ranging in size from 2.2 to 13.9 acres, plus about 8.2 acres of right of way, and the 135 acre remainder lot, for a total of 212 acres. The 13 developable lots end at the top of the slope. The slope areas and all of the land on either side of the Huer Huero Creek are included within the 135 acre remainder lot, which is not proposed to be developed. With the development of each lot, storm water will need to be designed to be handled on the lot. Therefore, the Huer Huero will not be impacted from this project or result in erosion or siltation on- or off-site. Therefore, impacts to drainage patterns and facilities would less than significant.

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| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See IX c. above. Drainage resulting from development of this property will be maintained onsite and will not contribute to flooding on- or off-site. Thus, flooding impacts from the project are considered less than significant.

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| e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: As noted in IX a. above, surface drainage will be managed onsite and will not add to offsite drainage facilities. Additionally, onsite LID drainage facilities will be designed to clean pollutants before they enter the groundwater basin. Therefore, drainage impacts that may result from this project would be less than significant.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| f. Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: See answers IX a. – e. This project will result in less than significant impacts to water quality.

| | | | | |
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| g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There is no housing associated with this project nor is there any housing in the near vicinity downstream from the site. The 100 year flood hazard area is located adjacent to the Huer Huero Creek, and is within the Remainder Parcel, that is not proposed to be developed. Therefore, this project could not result in flood related impacts to housing.

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| h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: See IX g. above

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| i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: See IX h. above. Additionally, there are no levees or dams in the City.

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| j. Inundation by mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: In accordance with the Paso Robles General Plan, there is no mudflow hazards located on or near the project site. Therefore, the project could not result in mudflow inundation impacts.

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| k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project will implement the City's Storm Water Management Plan - Best Management Practices, and would therefore not conflict with these measures.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| 1. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The project will incorporate all feasible means to manage water runoff on the project site. There are no wetland or riparian areas in the near vicinity, and the project could not result in impacts to aquatic habitat. Therefore, the project will not result in significant impacts to these resources.

X. LAND USE AND PLANNING: Would the project:

| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project will continue a development pattern that has already been established with the Golden Hill Business Park that currently exists along Wisteria Lane, to the undeveloped 77 acre area portion of the site. The site is surrounded on three sides by the Huer Huero Creek. The project will therefore not physically divide an established community.

| | | | | |
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| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: This is a proposal to subdivide three (3) existing parcels, (APNs 025-435-029, 030, and 031), totaling 212 acres into 13 lots that would total 77.3 acres and one 134.7 acre remainder lot. Along with the subdivision is a request to amend the General Plan and Zoning designations of the 77.3 acres (Lots 1-13), and rezone 3 existing lots located in Tract 2778, to Commercial/Light Industrial (C3-PD) and Planned Industrial (PM-PD), with a Planned Development (PD) Overlay. Changing to these designations from Rural AG and Parks and

Open Space would be a consistent zoning designation to the adjacent Golden Hills Business Park, which is zoned PM, and the C3-PD parcels being the same zoning as the lots within the Wallace Industrial area, nearby to the southwest. With the change of zoning and land use designations, the proposed project would be a consistent land use and zoning designations to adjacent and nearby properties, and therefore not be in conflict with the City's General Plan and Zoning Ordinance.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: There are no habitat conservation plans or natural community conservation plans established in this area of the City. Therefore, there would be no conflicts.

XI. MINERAL RESOURCES: Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no known mineral resources at this project site.

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| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no known mineral resources at this project site.

XII. NOISE: Would the project result in:

| | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: In accordance with the General Plan Noise Element, conditionally acceptable CNEL noise exposure for commercial uses is up to 78 Ldn or CNEL, dBA, and for industrial/manufacturing is up to 80 Ldn or CNEL, dBA. Buildings within the CNEL range would be required to apply (commonplace) construction features to reduce ambient noise levels to an acceptable range, up to a maximum of 80 CNEL. While the connection of the new street will provide an arterial roadway that connects to Airport Road, it is not anticipated to be a roadway that would produce significant traffic noise levels. Furthermore, based on the types of commercial, manufacturing and industrial uses proposed, noise from roadway traffic would be less than significant level on people working within the commercial and industrial businesses.

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| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: There are no significant groundborne vibration or noise level sources within the vicinity of the project site that could impact future businesses. Construction noise and vibration of the proposed project that may affect adjacent properties would be minimal since the proposed parcels are multiple acres in size, and noise would only occur during daytime hours of construction, and would cease upon completion of the project. Therefore, groundborne vibration and noise would be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project at this time is the creation of a commercial/industrial subdivision, with lots that range in size from 2 to 13 acres. The creation of the subdivision will not permanently increase the ambient noise levels. Future development of each parcel will need to be evaluated at the time of the development review process to determine proposed uses, and anticipated noise levels. Therefore, this projects impact related to the permanent increase in noise levels in the vicinity will be less than significant.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: as noted in XII b. above, the project would result in construction-related noise, which would not be significant since the construction site would be located at least 220 feet from the nearest structure on adjacent property, and construction would only occur during daytime hours. The applicant would need to comply with noise standards in the zoning ordinance, and not create nuisance noise between 7:00 pm and 7:00 am.

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| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion (a-e): The proposed subdivision and subsequent General Plan Amendment is located within the Airport Land Use Plan for the Paso Robles Municipal Airport, Amended May 2007. Policies and guidelines listed in the Airport Land Use Plan detail mitigation measures to reduce safety hazards for people working in the project area. Any future development would be required to comply with these policies reducing the impacts to less than significant.

XIII. POPULATION AND HOUSING: Would the project:

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed General Plan Amendment and subdivision project will allow for future development of the lots into commercial, industrial and manufacturing uses that will create jobs that can be absorbed by the local and regional employment market, and will therefore not create the demand for new housing or population growth or displace housing or people.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There is no existing residential units on the project site, therefore there is not impact.

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: See response XIII b.

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Fire protection? (Sources: 1,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Police protection? (Sources: 1,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Other public facilities? (Sources: 1,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion (a-e): The proposed project will not result in a significant demand for additional new services since it is not proposing to include new neighborhoods or a significantly large scale development, and the incremental impacts to services can be mitigated through payment of development impact fees. Therefore, impacts that may result from this project on public services are considered less than significant.

XV. RECREATION

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

Discussion (a&b): The proposed project consists of a subdivision of property and general plan amendment, that will not encourage new housing demands and use of recreational facilities, it will not result impacts to recreational facilities.

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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XVI. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
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| <p>a. Conflict with an applicable plan, ordinance or policy establishing measures or effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion (a,b): One of the primary benefits of this project to the community is the extension of Wisteria Lane and the dedication of the road that will eventually connect to Airport Road. This extension of the road is identified in the City’s Circulation Element as a project that will meet the parallel routes requirements.

A Traffic Impact Analysis was prepared for the project by Central Coast Transportation Consulting dated December 2015. The study evaluated the potential transportation impacts of Vesting Tentative Tract Map 3069 and an associated General Plan Amendment in Paso Robles. The project site consists of roughly 60 acres located east of the existing end of pavement on Wisteria Lane, north of State Route 46 E (SR 46) and west of Airport Road. The project’s location and study intersections are shown on Figure 1 and Figure 2 of the Traffic Study, Attachment 9.

The following study intersections were evaluated during the weekday morning (7-9 AM) and evening (4-6 PM) time periods under Existing, Near-Term, and Cumulative conditions with and without the project:

1. Wisteria Lane/Golden Hill Road
2. Dallons Drive/Golden Hill Road
3. State Route 46 E/Golden Hill Road (Caltrans intersection)

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The project is expected to generate 4,452 daily trips, 614 AM peak hour trips, and 603 PM peak hour trips on a typical weekday. The City’s Transportation Impact Analysis Guidelines and Caltrans criteria are applied to identify transportation deficiencies, summarized below:

Traffic Operations: The following deficiencies and improvements are noted:

Impact Trans -1

- Wisteria Lane/Golden Hill Road: Long westbound queues are expected during the PM peak hour with the future development project in place. Installation of a dedicated northbound right-turn lane or a single lane roundabout would reduce queues and provide acceptable operations. A traffic signal would also reduce queuing and provide acceptable operations, but the peak hour signal warrant was not met.

Impact Trans-2

- Dallons Drive/Golden Hill Road: This intersection would operate unacceptably under Cumulative conditions with the future development project in place. Installation of a traffic signal or multi-lane roundabout would provide acceptable operations.

Impact Trans -3

- SR 46/Golden Hill Road: The addition of project traffic would worsen PM peak hour operations to LOS D under Near Term Plus Project, and LOS F under Cumulative Plus Project conditions. Per the Caltrans Corridor Study, this remains a low priority location for future improvements and improvements should focus on local parallel routes funded by the City’s traffic impact fee. The City’s Traffic Impact Fee program funds improvements to parallel local routes and the project provides an offer of dedication enabling the connection of Airport Road to Wisteria Lane. This will provide access to the Airport without relying on SR 46 and will improve parallel routes.

As noted above, this project when developed will create some deficiencies in the three noted intersections (Impact Trans 1, 2 & 3). The deficiencies are considered significant impacts. The study indicates traffic improvement projects that can be constructed that would reduce the impacts to a less than significant level. These mitigations include off-site projects as described above.

The tentative subdivision map provides a vital component of the City’s Circulation Element by providing most of the right-of-way for the Connection Road between the “interchange” at Union Road - Highway 46E and the northerly extension of a connecting road to Airport Road (CF-3 Needs List Project). Additional right-of-way is needed to accommodate a new Connection Road – Airport Road intersection in the northeast corner of the Remainder Parcel.

The City can construct a bridge or other crossing in this right-of-way over the Huer Huero and make a connection from Airport Road to Wisteria Lane. This route allows Airport area employee-business traffic to avoid Highway 46E in getting to and from downtown.

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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As a result of this project dedicating the necessary right-of-way for the Connection Road, constructing the road within the boundaries of tentative subdivision map, striping for bike lanes on the existing Wisteria Lane and the new Connection Road, and all future buildings paying traffic impact fees, this project will be able to mitigate its impacts without the requirement to participate in improvements at the off-site intersections described above. The project will mitigate its fair share of traffic impacts on site and adjacent to this project. The mitigation measures T-1 to T-5 are included in the Mitigation Monitoring & Reporting Plan, Attachment 1).

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

Discussion: This project will not require a change in air traffic patterns, result in an increase in air traffic levels, or change the location of the current air traffic patterns, therefore there would be no impacts to air traffic.

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

Discussion: The project has been designed in a manner that would provide lots, utilities and streets designed to comply with City standards, including uses that would be compatible with the PM and C3 zoning districts, therefore impacts as a result of hazards or incompatible uses, would be less than significant.

- e. Result in inadequate emergency access?

Discussion: The extension of Wisteria Lane will be a City standard street that meets the requirements for the street width, and cul-de-sac dimensions. A second point of access will be provided for with a connection of the new connection road with Tractor Street, which will provide for acceptable emergency access.

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

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion: The extension of Wisteria Lane for the future connection to Airport Road is a connection of road identified in the City’s Circulation element as an important connection that will provide a parallel route to Highway 46 East, and provide for vehicles, transit, pedestrians, and bike connections between the downtown and the Airport. Also, a condition of approval for this project includes easements within the Huer Huero Creek to be dedicated to the City, where future connection trails can be located. This projects’ contribution to this roadway and trial extension will help provide future transit, bicycle, and pedestrian connections, therefore the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and would be less than significant.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

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

Discussion: The future development project will comply with all applicable wastewater treatment requirements required by the City, RWQCB and the State. Therefore, there will be no impacts resulting from wastewater treatment from this project.

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

Discussion: The construction of water and sewer lines will be completed at the time the road extension is constructed. Each lot will be constructed on a lot by lot basis in the future. The construction of the utilities will be evaluated during future project review and subject to the mitigation measures outlined in the environmental review. Therefore, impacts as a result of this construction would be less than significant.

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

Discussion: This project will be constructing storm water drainage facilities to manage the storm water runoff from the future road extension. In the future as each lot develops, storm water will be handled on a lot by lot basis. Therefore, impacts from construction of storm water facilities would be less than significant.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: a Water Supply Evaluation was prepared for this project (see Attachment 8), which concluded that the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that it would result in a net deficit in aquifer volume or a lowering of the local groundwater table level as a result of this project. Therefore, the project would result in less than significant impacts to use of water resources.

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| e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Per the City’s Sewer System Master Plan, updated January 2015, the City’s upgraded wastewater treatment facility has adequate capacity to serve this project as well as existing commitments.

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| f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

| | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Discussion: As noted within this environmental document, and with the mitigation measures outlined in the document, the projects future development impacts related to habitat for wildlife species (San Joaquin Kit Fox) will be less than significant with mitigation incorporated. There will be no impacts to fish habitat or impacts to fish and wildlife populations. The site is currently used for agricultural crop production and cattle grazing, and there are no protected plants or animal species on the site. Therefore, impacts to fish, wildlife, or plant habitat is less than significant.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The extension of Wisteria Lane for the future connection to Airport Road is a connection of road identified in the City's Circulation Element as an important connection that will provide a parallel route to Highway 46 East, by providing improved automobile, transit, pedestrian, and bike connection between the downtown and the Airport, which will reduce trips on Highway 46 East. The Wisteria Lane connection is a major City-wide benefit, whereby this project will be dedicating land for the road alignment to Airport Road, and construct a portion of the road. In this case, since the project will be providing a key parallel roadway route for the City, the result of the development of this project would not be individually limited, or cumulatively considerable.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: As noted within this environmental document, and with the mitigation measures outlined in the document, the project's potential to cause what may be considered substantial, adverse effects on human beings either directly or indirectly is negligible. Therefore, the project will not cause substantial adverse effects on human beings, either directly or indirectly.

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

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

Earlier Documents Prepared and Utilized in this Analysis and Background / Explanatory Materials

| <u>Reference #</u> | <u>Document Title</u> | <u>Available for Review at:</u> |
|---------------------------|---|---|
| 1 | City of Paso Robles General Plan | City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446 |
| 2 | City of Paso Robles Zoning Code | Same as above |
| 3 | City of Paso Robles Environmental Impact Report for General Plan Update | Same as above |
| 4 | 2007 Airport Land Use Plan | Same as above |
| 5 | City of Paso Robles Municipal Code | Same as above |
| 6 | City of Paso Robles Water Master Plan | Same as above |
| 7 | City of Paso Robles Urban Water Management Plan 2005 | Same as above |
| 8 | City of Paso Robles Sewer Master Plan | Same as above |
| 9 | City of Paso Robles Housing Element | Same as above |
| 10 | City of Paso Robles Standard Conditions of Approval for New Development | Same as above |
| 11 | San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds | APCD 3433 Roberto Court San Luis Obispo, CA 93401 |
| 12 | San Luis Obispo County – Land Use Element | San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408 |
| 13 | USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983 | Soil Conservation Offices Paso Robles, Ca 93446 |

Attachments:

- 1. Mitigation Monitoring & Reporting**
- 2. Vicinity Map**
- 3. Project Description**
- 4. Vesting Tentative Tract Map 3069**
- 5. Existing Zoning & Land Use Designations Exhibit**
- 6. Proposed Zoning & Land Use Designations Exhibit**
- 7. Airport Land Use Plan Exhibit**
- 8. Biological Report**
- 9. SJKF Evaluation April 2016**
- 10. SJKF Hab Eval 2015 VT Tract 3069**
- 11. Arborist Report**
- 12. Phase I Archeological Survey**
- 13. Water Supply Evaluation**
- 14. Transportation Impact Analysis**
- 15. Transportation Impact Analysis Appendix**