# NOTICE OF PREPARATION
# DRAFT ENVIRONMENTAL IMPACT REPORT

To:

(Potential Responsible, Trustee, Federal, and Local Agencies and nearby property owners)

From:

City of El Paso de Robles
1000 Spring Street
Paso Robles, CA 93446

**CEQA LEAD AGENCY:**

City of El Paso de Robles
1000 Spring Street
Paso Robles, CA 93446
Contact: Brandi Cummings, SWCA Environmental Consultants
Phone: (805) 786-2550
Email: brandi.cummings@swca.com

**Subject: Notice of Preparation of an Environmental Impact Report for The Landing Paso Robles and Opportunity for Public Comment**

In accordance with the California Environmental Quality Act (CEQA), the City of El Paso de Robles (City), as Lead Agency, has prepared a Notice of Preparation and Initial Study (NOP/IS) for the project identified below. The purpose and intent of the NOP/IS is to solicit information on the scope of the environmental analysis for the proposed project and to notify public agencies and the public that the City will prepare an Environmental Impact Report (EIR) to further assess potential adverse environmental impacts that may result from implementation of the proposed project.

The IS lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the EIR. The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect and will analyze these potential effects to the detail necessary to make a determination on the level of significance.

Those environmental issues that have been determined to be less than significant will have a discussion that is limited to a brief explanation of why those effects are not considered potentially significant. In addition, the EIR will also consider any environmental issues that are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP review process.

The City wants to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. As a responsible or trustee agency, your agency may need to use and rely on the EIR prepared by the City when considering your permit or other approval for the project. The City also wants to know the issues of concern to the public and nearby property owners. Information gathered during the NOP comment period will be used to inform and focus future analyses of environmental impacts.

The project description, location, and the potential environmental effects are contained in the attached IS.

Due to the time limits mandated by State of California law, your response must be sent at the earliest possible date. For responsible agencies, this is not later than 30 days after receipt of this notice. For other agencies and organizations, and members of the public, not later than 30 days following publication of this NOP. **The 30-day review period begins May 21, 2021, and ends June 21, 2021. Please send any comments relative to the CEQA analysis to Brandi Cummings, SWCA Environmental Consultants, at the address shown above.** Please provide the name and phone number for the contact person in your agency. Questions regarding the project but not relative to the CEQA analysis may be directed to C.M. Florence, AICP, the City's contract planner, at (805) 541-4509 or cmf@oasisassoc.com.

Because the proposed project may have statewide, regional, or areawide significance, a CEQA scoping meeting is required pursuant to Public Resources Code (PRC) Section 21083.9(a)(2). A CEQA scoping meeting will be held by teleconference and by telephone on **May 25, 2021 at 6:30 PM** at the regularly scheduled City Planning Commission meeting. A second CEQA scoping meeting will be held by teleconference and by telephone on **June 15, 2021 at 6:30 PM** at the regularly scheduled City Council Meeting. This date is subject to change. Meeting agendas, which include details on how the public can participate electronically, are posted at least 72 hours prior to the meeting and are available on the City's website at: https://www.prcity.com/AgendaCenter.

The City appreciates your attention to this NOP.

**Project Title:** The Landing Paso Robles

**Project Applicant:** Majestic Realty Co.
13191 Crossroads Parkway North, Sixth Floor
City of Industry, CA 91746
C/O Tracy Zinn, T&B Planning, Inc.
(714) 505-6360 Ext. 350 or tzinn@tbplanning.com

Date: _____ Signature: _____
Brandi Cummings, SWCA

# NOTICE OF PREPARATION AND INITIAL STUDY FOR THE LANDING PASO ROBLES, PASO ROBLES, SAN LUIS OBISPO COUNTY, CALIFORNIA

**Lead Agency**

City of El Paso de Robles
1000 Spring Street
Paso Robles, CA 93446
(805) 237-3970

**CEQA Consultant**

SWCA Environmental Consultants
1422 Monterey Street, Suite C200
San Luis Obispo, CA 93401
(805) 543-7095

**Project Applicant**

Majestic Realty Co.
13191 Crossroads Parkway North, Sixth Floor
City of Industry, CA 91746
(562) 692-9581

**Lead Agency Permits**

General Plan Amendment
Zone Text and Map Change
Conceptual Master Development Plan
Phase 1 Development Plan
Vesting Tentative Tract Map
Oak Tree Removal Permit
Development Agreement

May 2021

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## Figures



## Tables

# 1 INTRODUCTION

The City of El Paso de Robles (City) has prepared this Initial Study (IS) to refine the scope of future environmental analysis for The Landing Paso Robles Project (project). The City has identified that an Environmental Impact Report (EIR) be prepared to assess environmental impacts that may result from implementation of the proposed project. This IS lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the EIR. The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect and will analyze these potential effects to the detail necessary to make a determination on the level of significance. Those environmental issues the City has determined to have not reasonable possibility of being adversely impacted by the project or for which the project's impacts would clearly be less than significant based on substantial evidence presented herein will not be discussed further in the EIR.

# 2 PROJECT DESCRIPTION

Majestic Realty Co. requests a General Plan Amendment (GPA), Zone Text and Map Change, Conceptual Master Development Plan, Phase 1 Development Plan, Vesting Tentative Tract Map (VTTM), Oak Tree Removal Permit, and Development Agreement to facilitate development of an approximately 136.3-acre parcel in the northeastern portion of the city of El Paso de Robles (city or Paso Robles), including redevelopment of the former California Department of Corrections and Rehabilitation (CDCR) Paso Robles Boys School (hereafter, the "project"). Requested project components and entitlements are described in further detail below.

## 2.1 Existing Uses

The eastern portion of the 136.3-acre project site currently consists of the former CDCR Paso Robles Boys School, which closed in 2008. The site consists of approximately 42 buildings, which include 12 buildings for housing, a school auditorium, two gymnasiums (one with a pool), a visitor center, a library, a fire drill station with truck garage, a large boiler room, a central kitchen, a medical and dental building, workshops, an administration building, maintenance facilities, and recreational facilities. The project site also includes six residential homes formerly occupied by staff members, two sally ports into the secured facility, previous fuel stations, a car wash, exterior lighting, chain-link fencing of varying heights with coils of razor wire attached to the top, and above-ground and below-ground utility lines. Buildings on the site total approximately 279,706 square feet (sf).

Topography of the project site is predominantly flat, with an average slope of 2 percent. The project site supports approximately 70-75 mature native oak trees and an assortment of other native and nonnative trees and shrubs. There is an unnamed surface drainage extending east-to-west across the western portion of the site. Huer Huero Creek is located approximately 0.28 mile south of the project site and runs along Airport Road, south of the project site.

## 2.2 Project Location

The city of Paso Robles has an area of approximately 20 square miles and is located in San Luis Obispo County, approximately mid-way between Los Angeles and San Francisco. The project site is located in the northeastern portion of the city, as shown on Figures 1 and 2. The

project site is located along the west side of Airport Road, west of the Paso Robles Municipal Airport.

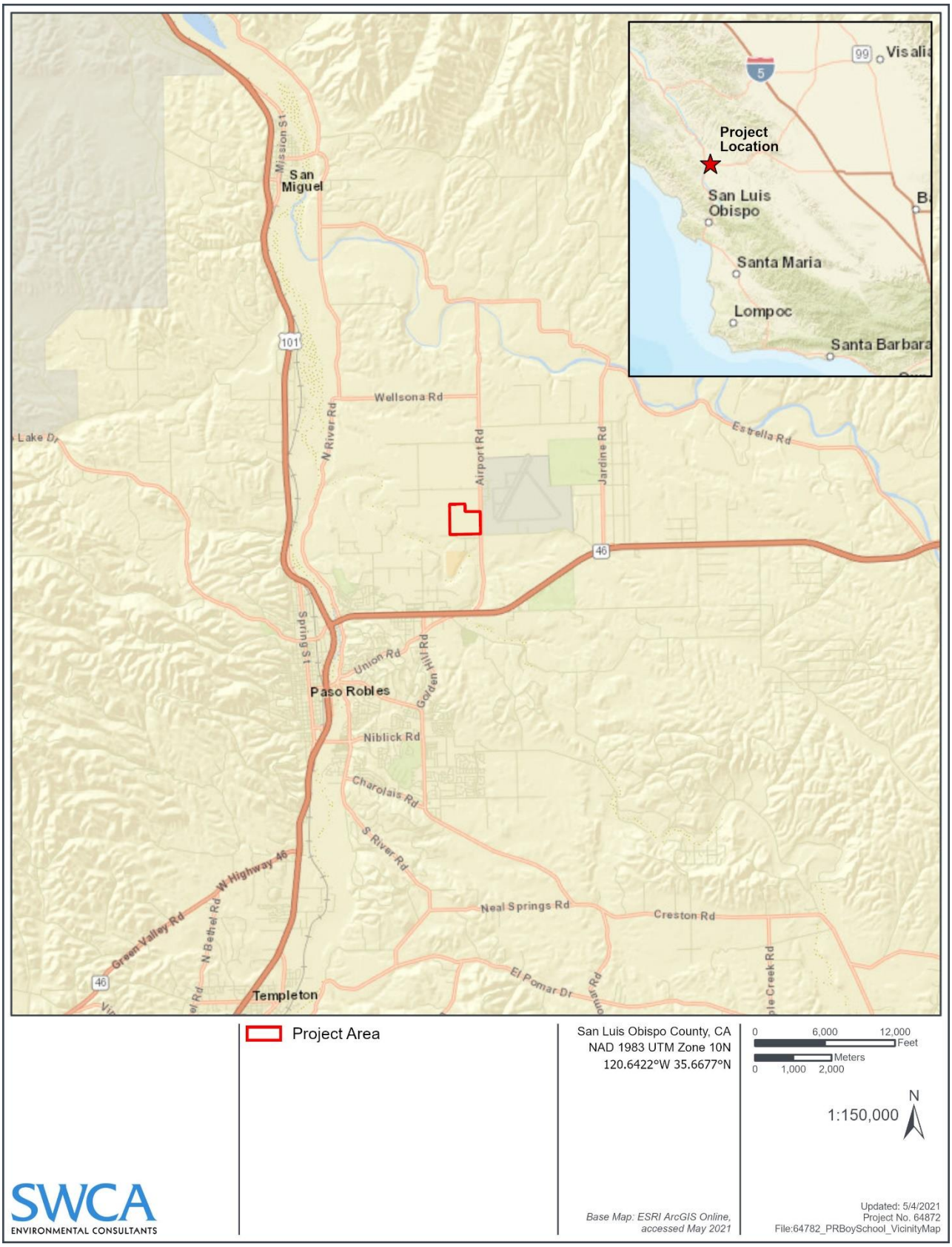


**Figure 1. Project vicinity map.**


**Figure 2. Project location map.**

Surrounding land uses include vineyards to the west; vineyards, wineries, and the Paso Robles Horse Park to the south; Airport Road and the Paso Robles Municipal Airport to the east; and a California Department of Forestry and Fire Protection (CAL FIRE) Station, rural residential, and agricultural uses to the north. State Route 46 East (SR 46E) is located 1.3 miles south of the project site and U.S. Highway 101 (US 101) is located 2.5 miles west of the project site. The approximately 136.3-acre project site includes a portion of one legal parcel identified as Assessor's Parcel Number (APN) 025-434-001.

## 2.3 Project Objectives

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15124(b), this statement of objectives sought by the proposed project includes the underlying purpose of the project and will guide the development of reasonable alternatives that will be evaluated in the EIR. The purpose and goal of the proposed project is to accomplish the redevelopment of the former Paso Robles Boys School site with economically viable, employment-generating uses that are compatible with the adjacent airport and that will complement the city of Paso Robles and surrounding areas. This underlying goal aligns with the City's goals to increase employment opportunities and provide new development that will serve the need of the City and its residents. The following objectives are intended to achieve these underlying purposes:

a. To eliminate deferred maintenance and blight issues on the former Paso Robles Boys School property by reusing the property for a productive, new use.

b. To redevelop the former Paso Robles Boys School property with uses that are compatible with the adjacent Paso Robles Municipal Airport and that maximize the development potential of the property.

c. To expand economic development, facilitate job creation, and increase the tax base for the City by establishing new industrial, retail, and visitor-serving land uses near the Paso Robles Municipal Airport.

d. To attract new employment-generating businesses to the city of Paso Robles, thereby growing the economy and providing a more equal jobs-housing balance that will reduce the need for members of the local workforce to commute outside the area for employment.

e. To attract a large distribution warehouse to the city that can expedite the delivery of essential goods to consumers and businesses in the city and in the region beyond the city's boundary.

f. To develop a distribution warehouse facility that is designed to meet contemporary industry standards and be economically competitive with similar buildings in the region.

g. To establish visitor-serving uses near the Paso Robles Municipal Airport to help meet the growing demand for lodging, shopping, and leisure activities to support the larger winery and tourist industries.

h. To develop uses along Airport Road that have architectural design characteristics that complement and enhance the city's wine country character and visually express the area's history and culture.

## 2.4 Project Characteristics

The project proposes the development of a 136.3-acre project site to allow for the construction

of The Landing Paso Robles, a distribution warehouse and business park center, including redevelopment of the former CDCR Paso Robles Boys School site. The project applicant is seeking entitlements for a GPA, a Zone Change, a VTTM, a Conceptual Master Development Plan, a specific Development Plan for Phase 1, and an Oak Tree Removal permit. Future entitlements would include individual Conditional Use Permits (CUPs) or Planned Development applications, as appropriate, for the individual projects within the Conceptual Master Development Plan.

The project would involve the development of a business park center that would include a distribution warehouse and a mix of employment and visitor-serving uses, including but not limited to industrial and flex/maker-space, loft-style offices, commercial retail uses, a market hall, hotel, winery(ies), a visitor center and museum (both with retail components), and passive park and green spaces with agricultural elements (Figure 3).

The project would be constructed in two phases. Phase 1 would encompass the western approximately 75.5 acres and would be developed with a ±1,330,356-square-foot distribution warehouse and a 10-acre± stormwater basin. The existing 21,808-square-foot maintenance building and yard would be subdivided from the rest of the project and owned by the City for use as a maintenance yard. Phase 2 would include up to 541,000 square feet of commercial, light industrial, office, and other uses with an emphasis on visitor-serving uses, and up to 120 rooms of transient lodging on the eastern 60.8 acres. Table 1 identifies the maximum proposed development of The Landing Paso Robles.

**Table 1. Proposed Development**

| Land Use Type | Maximum Gross Floor Area[1] | Acreage[2] |
|---|---|---|
| ***Western Area – Phase 1*** | | |
| Warehouse[3] | 1,330,356 sf | 75.5 acres |
| Stormwater Detention Basin | n/a | |
| Maintenance Building (to remain) | Existing | |
| ***Eastern Area – Phase 2*** | | |
| Industrial Flex/Maker Space | 192,000 sf | 60.8 acres |
| Loft-Style Office | 237,000 sf | |
| Market Hall | 40,000 sf | |
| Retail | 35,000 sf | |
| Hotel | 120 rooms | |
| Winery | 15,000 sf | |
| Visitor Center with Retail[4] | 10,000 sf | |
| Museum with Retail[4] | 12,000 sf | |
| Passive Park-Pedestrian Plaza-Green Spaces | n/a | |
| **Total** | **1,871,356 sf and 120 hotel rooms** | **136.3 acres** |

[1] sf = square feet

[2] Acreages subject to survey verification.

[3] Gross Floor Area for the warehouse building is defined as the sum of the gross horizontal areas of all floors, mezzanines, and lofts of the building, excluding stairwells, elevator shafts, equipment rooms, and mezzanine areas used as catwalks and platforms for conveyers, equipment, and related workstations.

[4] If the visitor center and/or museum are not constructed, the allocated maximum floor area for these uses can be converted to retail use.

**Figure 3. Project site plan.**

### 2.4.1 *Phase 1 – Distribution Warehouse*

The western 75.5 acres of the project site would be developed during the first phase of construction and would primarily include a warehouse distribution facility having approximately 1,330,556 sf of floor space and a stormwater detention basin.

- **Distribution Warehouse:** The distribution warehouse is proposed as a single warehouse building designed to be occupied by a single user but that could be devised for more than one user. The building interior would include a large warehouse space, mezzanine space, supporting administrative office space, and an employee break area. Building users are anticipated to service the supply chain sector and operate as either a high cube distribution warehouse or fulfillment center. A fulfillment center is envisioned, with up to 15% of the space allocated for the potential accommodation of cold storage (chilled, cooled, or freezer space).

  The proposed building is designed in a rectangular shape with the long sides of the building facing east and west and the shorter sides of the building facing north and south. Loading docks and ramps could be provided on any of the building's four sides; the number and location of loading dock positions is not yet determined. Trucks would generally circulate counterclockwise around the building using interior drive aisles and truck courts positioned at the loading dock areas. The truck trailer parking areas, truck courts, and loading dock areas would be secured by a combination of solid walls and fencing, and trucks would need to pass through a check-in gate or security booth upon entry to the facility. Employee and visitor parking would occur in an unsecured surface parking lot. The warehouse building would be a maximum of 60 feet tall, constructed with concrete tilt-up panels and a flat roof. Exterior colors are anticipated to be shades of gray and blue. Parapets would be constructed on the roof for the purpose of concealing rooftop mechanical equipment. A majority of the interior space would be used for warehousing, with approximately 50,000 square feet of interior office designed to support the administrative and employee lounge functions of the building's operation. The warehouse space is likely to contain high-piled storage, with an early suppression fast response (ESFR) fire sprinkler system. A water tank and pump house would be located on the property to gain ±4,000 pounds per square inch (psi) for fire flow.

- **Stormwater Detention Basin:** The stormwater detention basin would be located in the southwestern portion of the property, south of the warehouse building. The basin would collect and treat stormwater runoff from the project site, which would then be conveyed into a storm drain system that will ultimately convey collected runoff off-site to an outfall near the Huer Huero Creek.

- **Existing Maintenance Facility:** There is an existing 21,808-square-foot maintenance facility located on the western portion of the property that would remain in place and ultimately owned by the City for use as a Public Works maintenance yard. The City may potentially expand the maintenance building to accommodate their needs.

### 2.4.2 *Phase 2 – Business Park*

The eastern 60.8 acres of the project site would be developed with commercial, office, and visitor-serving uses. The Phase 2 development would include the following land uses:

- **Industrial Flex/Maker Space:** This land use is proposed as a transitional use between the distribution warehouse in the western portion of the project site and visitor serving uses on the eastern portion of the site. This land use type would accommodate small

industrial trades, workshops, start-up/incubator businesses, winemakers, artisans, craftsman, culinary artists, and comparable vocations. Buildings are expected to be one- or two- stories.

- **Loft-Style Offices:** Loft-style offices would be placed in the northeastern and southeastern portions of the site, ranging from one to four stories. The buildings would include loft-style architecture, with open workspaces that can be customized with user-specific interior design.
- **Commercial Retail:** Commercial retail would be focused on provided walk-up consumer goods and services and could include uses such as specialty food and beverage, clothing stores, and personal services, such as beauty shops. Buildings are expected to be one or two stories.
- **Winery:** A winery is anticipated with activities to include a possible winemaker's area, demonstration area, tasting room, storage, and sales. The main building is expected to be one or two stories, and accessory structures may vary based on ultimate winery design.
- **Hotel:** A hotel is planned that would contain 120 rooms and is likely to be four stories. Options for surface parking and/or structured parking are being considered and both options will be analyzed in the EIR.
- **Visitor Center and Museum with Retail Components:** A visitor center and museum are planned next to the Passive Park and Pedestrian Plaza. The themes of the visitor center and museum have not yet been decided but could focus on the winemaking experience, history of the area, or local and/or regional culture. If the visitor center and museum are not developed, the space allocated for these uses would be converted to retail use. Buildings are expected to be one or two stories.
- **Passive Park and Pedestrian Plaza:** Green spaces, some with agricultural elements, are planned to support and complement the mix of uses in the eastern portion of the property.

### 2.4.3 *Demolition and Construction*

The project proposes to demolish all existing facilities and infrastructure of the Paso Robles Boys School (with the exceptions of the existing maintenance facility) and implement site improvements for the entire site in Phase 1. A diesel-powered crusher is planned to be located on-site and will be used to crush demolished materials and paved surfaces to salvage and repurpose as a subbase for proposed construction activities. Material that cannot be repurposed would be hauled off-site for disposal. Once demolition is complete, the western portion of the project site will be graded and prepared for Phase 1 development. The stormwater detention basin would be excavated during the proposed Phase 1 rough grading activities and soil may be temporarily stockpiled until it can be balanced on-site. If excess soil is available, it would be spread in the eastern portion of the site, with potentially a portion hauled off-site. Hydroseed or other soil stabilizer would be applied to areas not immediately planned for development.

Construction of the warehouse facility would occur following land preparation of the western portion of the project site. The floor slab and walls would be composed of poured concrete and the walls would then be tilted up by a crane. If air temperatures are too hot to cure concrete, concrete pouring activities may occur during night-time hours, over a maximum period of approximately 65 workdays. No other nighttime construction activity is planned to occur other than pouring and curing of concrete. The roof would then be installed, asphalt and concrete

surface areas (drive isles, truck courts, and parking areas) finished, the building would be painted, and light fixtures, landscaping, and signage would be installed.

Construction of the eastern portion of the project site would occur following completion of Phase 1. The warehouse is expected to be in operation prior to the start of construction on Phase 2. There is a possibility that some of the uses on the eastern portion of the property could commence construction before the warehouse building is operational if market demand for the uses on the eastern portion of the site supports concurrent construction.

Construction of site improvements and Phase 1 development would commence in Spring 2022 and last for approximately 12 months. Phase 2 buildout would likely occur over the following several years.

## 2.4.4 *Circulation*

The project includes improvements to all project site frontage streets and the construction of a new internal circulation system. These improvements would be completed during Phase 1. Access to the project would be provided by Airport Road, Old Dry Creek Road, and a potential future extension of Rollie Gates Drive that would extend west of Airport Road to provide access to the proposed warehouse building. Proposed off-site road improvements include widening Airport Road from just south of Dry Creek Road (west) to Buena Vista Drive, Old Dry Creek Road (east) from just east of Airport Road to the project site's southwest corner, and potentially Rollie Gates Drive (new segment) extending west from Airport Road and curving south to meet the northeastern corner of the proposed warehouse building site. As part of the widening of Dry Creek Road, the eastern intersection connection would be relocated to align with the project access road to the west.

Truck access for the proposed warehouse building would be provided via an east/west driveway extending west from Airport Road along the project site's boundary line with the adjacent CAL FIRE property, and a north/south driveway extending north from Old Dry Creek Road to the warehouse building. A potentially new segment of Rollie Gate Drive west of Airport Road may be constructed to serve as secondary access to the warehouse building. Access to the uses proposed in the eastern 60.5 acres of the project site would be provided from driveways extending from Airport and Old Dry Creek Roads.

Project traffic would access the site from State Route 46 West (SR 46W) via the future New Airport Road. The project would be required to contribute to completing the construction of New Airport Road via payment of traffic impact fees (TIF) to the City. If New Airport Road is not yet fully constructed and available to the project traffic at time of occupancy, the warehouse building user may be required to route a portion or all of their truck traffic to Jardine Road to reduce truck volumes on existing Airport Road. This interim truck routing condition could exist for the first 1–2 years of the warehouse building's operation.

## 2.4.5 *Utilities*

### ELECTRICAL AND NATURAL GAS

The project proposes to underground existing aboveground electrical facilities. Electricity would be provided by Pacific Gas and Electric Company (PG&E). Natural gas service would be extended to the eastern portion of the project site and would be provided by the Southern California Gas Company.

### WATER AND WASTEWATER

The project would include abandoning the existing water and sewer lines and private on-site well in place and installing new infrastructure that would connect to the City's existing water system. A new sewer network would be constructed that would convey flows to the exiting off-site sewer lift station located north of the project site. Upgrades to the existing sewer lift station pumps would be necessary, but no physical expansion of the lift station would be required.

### STORMWATER

As noted in Section 2.4.1, the project would include construction of a new stormwater treatment basin in the southwestern corner of the property. A new storm drain line would be installed in City right-of-way (ROW) from the basin to a new outfall location approximately 200 feet northeast of Huer Huero Creek. Trenching for the storm drain line would impact approximately 2,000 linear feet by 50 linear feet within the ROW.

## 2.5 Project Entitlements

### 2.5.1 *General Plan Amendment (GPA)*

The *City of El Paso de Robles General Plan 2003 Land Use Element* designates the entire property for Public Facilities (PF) uses. The proposed GPA would change the land use designation of the site from PF to Business Park (BP). In addition to the designation change, a text amendment to General Plan Land Use Element Table LU-4 is proposed to change the description of Business Park land use type to include specific visitor-serving uses:

> Business Park (BP): Areas for clean and attractive businesses, ~~and~~ industries, and visitor serving uses in which all activities are conducted indoors with the exception of employee- and visitor- serving retail and leisure activities (some limited outdoor storage and/or non-retail and non-leisure outdoor activities may be permitted via approval of a conditional use permit and if completely screened). Manufacturing, fabrication, assembly, research and development, industrial services, warehousing, wholesale distribution, offices, visitor-serving specialty retail and attractions such as hotels, wine production, visitor centers, and museums, and convenience commercial uses, particularly those that support industrial uses (e.g., copy/blueprint services, coffee shops, convenience markets, gasoline sales).

### 2.5.2 *Zone Change*

The project site is zoned for PF uses in the City's Zoning Code (Title 21 of the Municipal Code). The project would change the zoning designation of the site from PF to Airport (AP) to allow for the development of uses that comply with the requirements of the Paso Robles Municipal Airport Airport Land Use Plan (ALUP) (City of El Paso de Robles 2007). In addition, a special conditions overlay (21.13.030.K) is proposed to be placed on the property to provide site-specific development standards for the eastern 60.8 acres of the site where a mixture of employment and visitor-serving uses are proposed.

### 2.5.3 *Vesting Tentative Tract Map*

The project is requesting a Vesting Tentative Tract Map to subdivide the property into approximately 36 lots to facilitate development of the project and to convey the maintenance building lot to the City. The VTTM includes preliminary grading plans, preliminary utility plans, and proposed road sections. Multiple final maps may be recorded in compliance with the Subdivision Map Act.

### 2.5.4 *Conceptual Master Development Plan*

A Conceptual Master Development Plan is proposed to identify a conceptual site plan for the site and guide future uses, statistics, and architectural character of the 136.3-acre property. The Conceptual Master Development Plan includes exhibits and illustrations accompanied by design guidelines to ensure the site is redeveloped consistent with the project objectives and the City's expectation for the property. Future CUP and/or Development Plan application packages would be required for future proposed individual project developments, which would be required to be reviewed by the City for compliance with the Conceptual Master Development Plan. Future applications for specific development would include project-specific details that are not available at this time and would include architecture, landscaping, color boards, parking, refined circulation, trash enclosures, fencing, etc. Approval of future development plans will require findings of consistency with the guidelines and intent of the Conceptual Master Development Plan.

Design Guidelines are proposed to accompany the Conceptual Master Development Plan and address aesthetic elements of the project, including, but not limited to, site planning, architecture, lighting, energy efficiency, signage, screening, and landscape/hardscape design. The Design Guidelines are intended to allow flexibility for future implementation while providing policies, guidelines, and standards to ensure the site is redeveloped with the quality, character, and theme consistent with the City's expectation for the property.

### 2.5.5 *Phase 1 Development Plan*

Concurrent with the Conceptual Master Development Plan, a Phase 1 Development Plan is proposed for the proposed development on the western portion of the of the project site (see Figure 3). This development plan must be consistent with the Conceptual Master Development Plan and includes one distribution warehouse facility and a stormwater basin. The Phase 1 Development Plan provides specific details about the physical design of proposed Phase 1 project components, including a site plan, architectural elevations, a basic floor plan, and a landscaping plan.

### 2.5.6 *Future Phase 2 Development*

The remaining 60.8-acre eastern project site would include a variety of commercial, office, and visitor-serving uses in a business park setting. Pursuant the Conceptual Master Development Plan, the project would be required to submit one or multiple CUP and/or Development Plan application packages prior to development of the Phase 2 components.

### 2.5.7 *Oak Tree Removal Permit*

The project design would likely require the removal of several oak trees and will, therefore, require an Oak Tree Removal Permit from the City. Conceptual grading plans will be developed between the release of the NOP/IS and the draft EIR.

### 2.5.8 *2.5.8 Development Agreement*

The applicant has requested the City process a development agreement for the project. Development agreements are legally binding contracts negotiated between a local jurisdiction and a project applicant to delineate the terms and conditions of a proposed development project. Since large developments often take many years to complete, a development agreement (DA) provides assurance to the applicant that the project entitlements remain valid for the term of the agreement. In exchange for providing this assurance, a DA typically benefits the jurisdiction by strengthening the public planning process, facilitating comprehensive planning, reducing the economic costs of the development, and coming to agreement on conditions and requirements for the development to better meet community goals and needs.

## 2.6 Intended Uses of this Document

The purpose and intent of the NOP/IS is to solicit information on the scope of the environmental analysis for the proposed project and to notify public agencies and the public that the City will prepare an Environmental Impact Report (EIR) to further assess potential adverse environmental impacts that may result from implementation of the proposed project.

The IS lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the EIR. The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect and will analyze these potential effects to the detail necessary to make a determination on the level of significance.

For those environmental issues that have been determined to be less than significant, the EIR will include a brief explanation as to why those effects are not considered potentially significant. In addition, the EIR will consider any environmental issues that are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

## 2.7 Required Discretionary Approvals

General Plan Amendment
Zone Change
Vesting Tentative Tract Map
Conceptual Master Development Plan
Phase 1 Development Plan
Oak Tree Removal Permit
Development Agreement

# 3 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The proposed project could have a "Potentially Significant Impact" for environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study. The environmental factors identified below will be discussed further in the EIR.

| | | |
|---|---|---|
| ☒ Aesthetics | ☒ Greenhouse Gas Emissions | ☒ Public Services |
| ☒ Agriculture and Forestry Resources | ☒ Hazards and Hazardous Materials | ☒ Recreation |
| ☒ Air Quality | ☒ Hydrology and Water Quality | ☒ Transportation |
| ☒ Biological Resources | ☒ Land Use and Planning | ☒ Tribal Cultural Resources |
| ☒ Cultural Resources | ☐ Mineral Resources | ☒ Utilities and Service Systems |
| ☒ Energy | ☒ Noise | ☐ Wildfire |
| ☒ Geology and Soils | ☒ Population and Housing | ☒ Mandatory Findings of Significance |

## ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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 measure 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.

**Date:** _____ **Signed:** _____

# I. Aesthetics

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Except as provided in Public Resources Code Section 21099, would the project:* | | | | |
| (a) Have a substantial adverse effect on a scenic vista? | ☐ | ☒ | ☐ | ☐ |
| (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ☒ |
| (c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | ☒ | ☐ | ☐ | ☐ |
| (d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☒ | ☐ | ☐ | ☐ |

## Setting

The *City of El Paso de Robles General Plan 2003 Conservation Element* identifies goals, policies, and action items to enhance and upgrade the city's visual resources. Policies include identifying important visual resources and establishing and implementing site design to enhance and protect those visual resources (City of El Paso de Robles 2014a).

The General Plan identifies the following resources as important visual resources:

- SR 46E (between Jardine and Airport Roads)
- U.S. Route 101 (US 101) at North end (between Mustard Creek and Spring Street)
- US 101 at South end (between SR 46 and Spring Street)
- SR 46W (between Arbor Road and US 101)
- Creston Road (beginning east of Beechwood Drive to Charolais Road)
- Spring Street (north of 36th Street and south of 1st Street)
- Airport Road
- Union Road
- Paso Robles Municipal Airport
- Multi-Modal Transportation Center
- US 101 (full length of city)
- Railroad corridor (full length of city)
- Salinas River
- Huer Huero Creek

- Field at north end of Ramada Drive (between railroad and Salinas River)
- Oak-covered hillsides
- East Side creeks/riparian corridors (unnamed creeks #1–5 plus Turtle/Oak Creek)
- View from Barney Schwartz Park southwest toward and into the Chandler Ranch area

The project site is located in the northeastern portion of the city of Paso Robles and is located adjacent to the Paso Robles Municipal Airport. Surrounding land uses include vineyards to the west; vineyards, wineries, and the Paso Robles Horse Park to the south; Airport Road and the Paso Robles Municipal Airport to the east; and a CAL FIRE Station and agricultural uses to the north (City of El Paso de Robles 2018). Highway 46 is located 1.3 miles south of the project site and US 101 is located 2.5 miles west of the project site. According to the California Department of Transportation (Caltrans) California State Scenic Highway System Map, the portion of SR 46 located south from the project site is an eligible scenic highway and the portion of US 101 located southwest of the project site is an eligible scenic highway (Caltrans 2021). The project site is accessed from Airport Road, which is considered a visual corridor in the City's General Plan. Additionally, Huer Huero Creek, which is identified as a natural landmark, is located 0.28 mile southwest of the project site.

The 136.3-acre parcel currently consists of the former CDCR Paso Robles Boys School, which closed in 2008. The site consists of approximately 42 separate buildings, which include 12 buildings for housing, a school auditorium, two gymnasiums (one with a pool), a visitor center, a library, a fire drill station with truck garage, a large boiler room, a central kitchen, a medical and dental building, workshops, an administration building, maintenance facilities, and recreational facilities. The project site also includes six residential homes formerly occupied by staff members, two sally ports into the secured facility, previous fuel stations, a car wash, exterior lighting, and chain-link fencing of varying heights with coils of razor wire attached to the top. The project site supports approximately 70-75 mature native oak trees and an assortment of other native and nonnative trees.

## Environmental Evaluation

### *a) Would the project have a substantial adverse effect on a scenic vista?*

For purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The project site is accessed from Airport Road and is located 0.28 mile northeast of Huer Huero Creek and 1.6 miles north of Barney Schwartz Park, all of which are identified as visual resources in the *City of El Paso de Robles General Plan 2003 Conservation Element*. Additionally, SR 46 is located approximately 1.3 miles south of the project site and US 101 is located 2.5 miles southwest of the project site, both of which are identified as visual resources in the City's General Plan (City of El Paso de Robles 2014a).

The project site currently consists of existing development associated with the Paso Robles Boys School. The project would result in the demolition and removal of all existing structures on-site, except for the maintenance building, and the construction of a distribution warehousing center, business park uses, a business hotel, visitor-serving uses, and commercial and office space within the 136.3-acre site. The project has the potential to result in both temporary visual impacts associated with demolition and construction activities and long-term visual impacts associated with the proposed development. Therefore, the project may result in a substantial adverse impact on a scenic vista and this topic area will be evaluated in the EIR.

***b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

The project site is located 1.3 miles north of SR 46 and 2.5 miles northeast of the US 101, which are eligible scenic highways (Caltrans 2021). However, project activities would not be within the viewshed of eligible state scenic highways due to intervening development and topography; therefore, there would be no impacts, and this topic area will not be evaluated further in the EIR.

***c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

The project site is located within a non-urbanized area of the city of Paso Robles adjacent to the Paso Robles Municipal Airport. Surrounding land uses include vineyards to the west; vineyards, wineries, and the Paso Robles Horse Park to the south; Airport Road and the Paso Robles Municipal Airport to the east; and a CAL FIRE Station and agricultural uses to the north (City of El Paso de Robles 2018). The project site currently consists of existing development associated with the Paso Robles Boys School. The project would result in the demolition and removal of all existing structures on-site and construction of a distribution and warehousing center, business park uses, a business hotel, visitor-serving uses, and commercial and office space with structures up to 60 feet in height. The project has the potential to result in potentially significant temporary and permanent visual impacts that may result in degradation of the existing visual character or quality of public views of the site and/or its surroundings; therefore, this topic area will be evaluated in the EIR.

***d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

The project proposes to develop a distribution and warehousing center, business park uses, a business hotel, visitor-serving uses, and a commercial and office space within the 136.3-acre site. Based on the proposed land uses, outdoor lighting would be required for public safety. Therefore, the project may result in potentially significant impacts associated with creation of a new source of substantial light or glare which could adversely affect day or nighttime views in the area, and this topic will be evaluated in the EIR.

## Conclusion

The project would include demolition and removal of existing structures on-site and construction and operation of a new distribution and warehousing center, business park use, a business hotel, and a commercial and office space. The project may result in potentially significant impacts associated with effects on a scenic vista, degradation of the existing character or quality of views of the site or its surroundings, and light and glare. These topic areas will be further evaluated in the project EIR.

# II. Agriculture and Forestry Resources

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:* | | | | |
| (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☒ | ☐ | ☐ |
| (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| (c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| (d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☒ | ☐ |
| (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? | ☒ | ☐ | ☐ | ☐ |

## Setting

According to the *City of El Paso de Robles General Plan 2003 Land Use Element*, the project site is designated for PF land uses and is located south of agricultural land uses (City of El Paso de Robles 2018). According to the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Web Soil Survey (NRCS 2021), the project site is underlain by the following soil types:

- Arbuckle-San Ysidro complex, 2 to 9 percent slopes (Farmland of Statewide Importance);
- Hanford and Greenfield gravelly sandy loams, 0 to 2 percent slopes (Prime Farmland if irrigated);
- Hanford and Greenfield gravelly sandy loams, 2 to 9 percent slopes (Prime Farmland if irrigated); and
- San Ysidro loam, 0 to 2 percent slopes, Major Land Resource Area (MLRA) 14 (Farmland of Statewide Importance).

According to the Farmland Mapping and Monitoring Program (FMMP), the entire eastern portion of the project site is designated as Urban and Built-Up land and the western portion is designated Farmland of Local Potential (California Department of Conservation [CDOC] 2016). The Dry Creek Road realignment is designated Farmland of Local Importance, the potential

Rollie Gates Drive extension is designated Farmland of Statewide Importance and Farmland of Local Potential. The offsite storm drain alignment is designated Farmland of Local Potential.

According to California Public Resources Code (PRC) Section 12220(g), forest land is defined as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Timberland is defined as land, other than land owned by the federal government and land designated by the State of California (State) Board of Forestry and Fire Protection as experimental forest land, that is available for and capable of growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

## Environmental Evaluation

***a) Would the project 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?***

According to the FMMP, a portion of the project site is located on Farmland of Statewide Importance. The proposed potential extension of Rollie Gates Drive would result in the permanent loss of designated Farmland. Therefore, impacts would be potentially significant, and this topic area will be evaluated in the EIR.

***b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

The project site is not zoned for agricultural uses and is not under a Williamson Act contract; therefore, no impact would occur, and this topic area will not be evaluated further in the EIR.

***c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

According to the City's General Plan, the project site is not zoned for forest or timber use; therefore, no impact would occur, and this topic area will not be evaluated further in the EIR.

***d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

The project 136.3-acre project site currently supports scattered native oak trees and there are additional immature oak trees and various other native and nonnative trees and shrubs that occur on-site. Based on the low density of existing native trees and the developed nature of the site, the project site does not meet the definition of forest land. The project would preserve some of the existing native oak trees on-site; however, some trees would need to be removed and/or replanted for implementation of the project. Although the project may result in removal of some native oak trees, the project site would revegetated in compliance with City policies intended to ensure the preservation of oak trees within the city; therefore, impacts would be less than significant.

***e) Would the project 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?***

The proposed project would not result in direct impacts to agricultural land; however, the southern boundary of the project site is located approximately 350 feet from Winery Row Industrial Tract and the proposed Airport Road alignment would extend along the northern boundary of Winery Row Industrial Tract. In addition, the project site is located adjacent to active agricultural cultivation operations to the north and west. Due to its location and scope of proposed development uses, the proposed project has the potential to indirectly affect surrounding agricultural practices; therefore, impacts related to the indirect conversion of agricultural land to non-agricultural uses will be further evaluated in the EIR.

### Conclusion

Implementation of the project would not result in direct impacts to agricultural or forest land. However, due to the location of the project site, there is potential for project activities to indirectly disturb surrounding agricultural uses and result in the loss of Farmland. Therefore, potential impacts related to the indirect conversion of agricultural land to non-agricultural uses will be further evaluated in the EIR.

# III. Air Quality

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:* | | | | |
| (a) Conflict with or obstruct implementation of the applicable air quality plan? | ☒ | ☐ | ☐ | ☐ |
| (b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | ☒ | ☐ | ☐ | ☐ |
| (c) Expose sensitive receptors to substantial pollutant concentrations? | ☒ | ☐ | ☐ | ☐ |
| (d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☒ | ☐ | ☐ | ☐ |

### Setting

San Luis Obispo County is within the South Central Coast Air Basin (SCCAB) and is currently not in attainment for the 8-hour Ozone California Standard and the particulate matter less than 10 microns in diameter ($PM_{10}$) California Standard (California Air Resources Board [CARB] 2021).

The most recent *2001 San Luis Obispo County Clean Air Plan* (2001 CAP) is used by the San Luis Obispo County Air Pollution Control District (SLOAPCD) to address attainment of national and State fugitive dust ($PM_{10}$) and ozone standards for the entire county (SLOAPCD 2001). The 2001 CAP presents a detailed description of the sources and pollutants that impact the

jurisdiction, future air quality impacts to be expected under current growth trends, and an appropriate control strategy for reducing ozone precursor emissions. $PM_{10}$ emissions are expected to drop as part of the ozone control strategy as well.

Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Sensitive receptor locations include residences, schools, and hospitals. The nearest sensitive receptors to the project site include the rural single-family residences located approximately 730 feet to the north and 1,000 feet to the south.

## Environmental Evaluation

***a) Would the project conflict with or obstruct implementation of the applicable air quality plan?***

The SLOAPCD establishes thresholds for criteria pollutant release from development and other projects in order to meet the air quality goals and objectives identified in the 2001 CAP. The project proposes to rezone the 136.3-acre parcel from PF to AP; demolish the existing Paso Robles Boys School; develop a new distribution warehousing center, business park use, a business hotel, and a commercial and office space; and implement parcel and road improvements. Demolition and construction activities would result in temporary air pollutant emissions including ozone precursors and fugitive dust. Operation of the project would result in an increase in truck and vehicular trips to and from the project site, which has the potential to increase long-term emissions of criteria air pollutants. The project has the potential to be inconsistent with the air quality goals and/or objectives of the 2001 Climate Action Plan (CAP); therefore, impacts related to consistency with applicable air quality plans will be further evaluated in the project EIR.

***b) Would the project 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?***

Demolition and construction activities associated with the proposed project would result in the generation of criteria air pollutants including ozone precursors (reactive organic gases and nitrogen oxides) and fugitive dust, which San Luis Obispo County is in non-attainment for by state standards. Fugitive dust emissions would result from land clearing, grading operations, and construction equipment operations over the unpaved project site. Combustion emissions, such as $NO_x$ and $PM_{10}$, are most significant when using large diesel-fueled scrapers, loaders, bulldozers, haul trucks, compressors, generators, and other types of equipment. Short-term air pollutant emissions have the potential to exceed SLOAPCD thresholds; therefore, impacts related to construction related emissions will be further evaluated in the project EIR.

The project proposes to develop a new distribution warehousing center, business park use, a business hotel, and a commercial and office space. Implementation of these uses have the potential to increase long-term passenger vehicle and truck trips to and from the project site. There is potential for long-term air pollutant emissions to exceed SLOAPCD thresholds; therefore, the impacts related to long-term criteria pollutant release will be further evaluated in the project EIR.

***c) Would the project expose sensitive receptors to substantial pollutant concentrations?***

Surrounding land uses include vineyards and wineries to the south, the Paso Robles Municipal Airport to the east, and agricultural uses to the north (City of El Paso de Robles 2018). There is an off-site residence located approximately 730 feet north of the project area that has the potential to be adversely affected by construction-related emissions. Based on the proximity of the nearest sensitive receptor location, impacts related to exposing sensitive receptor locations to substantial pollutant concentrations is considered potentially significant and will be further discussed in the EIR.

***d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

According to the SLOAPCD Naturally Occurring Asbestos (NOA) Map, the project site is not located in an area with known potential for NOA (SLOAPCD 2021). Many of the existing structures located on-site were constructed prior to 1978 and therefore may have the potential to include asbestos-containing materials (ACM), lead-based paint, and/or other hazardous materials and contaminants. Demolition of these structures may have the potential to result in harmful asbestos or lead emissions. Therefore, the project would have the potential to result in potentially significant impacts associated with other emissions and this topic will be further evaluated in the project EIR.

### Conclusion

Project demolition, construction, and operational emissions would have the potential to conflict with an applicable air quality plan and exceed criteria pollutant thresholds established by the SLOAPCD. Additionally, the project site is located within 1,000 feet of sensitive receptors and implementation of the project may result in an increased exposure of pollutant concentrations. Demolition of existing buildings on-site has the potential to release ACM and other hazardous materials, which could be harmful to the public. The potential impacts related to air quality emissions will be further evaluated in the project EIR.

# IV. Biological Resources

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☒ | ☐ | ☐ | ☐ |
| (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? | ☒ | ☐ | ☐ | ☐ |

| | Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| (c) | Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☒ | ☐ | ☐ | ☐ |
| (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? | ☐ | ☒ | ☐ | ☐ |
| (e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☒ | ☐ | ☐ |
| (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? | ☐ | ☐ | ☐ | ☒ |

## Setting

According to the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (CDFW 2021), the following special-status plant and animal species have had documented occurrences within the project region:

- Santa Lucia purple amole *(Chlorogalum purpureum* var. *purpureum*): Threatened (Federal);
- spreading navarretia (*Navarretia fossalis*): Threatened (Federal);
- vernal pool fairy shrimp (*Branchinecta lynchi*): Threatened (Federal);
- Crotch bumble bee (*Bombus crotchii*): Candidate Endangered (State);
- Foothill yellow-legged frog (*Rana boylii*): Endangered (State);
- California red-legged frog (*Rana draytonii*): Threatened (Federal);
- San Joaquin Kit Fox (*Vulpes macrotis mutica*): Endangered (Federal), Threatened (State);
- tricolored blackbird (*Agelaius tricolor*): Threatened (State);
- bald eagle (*Haliaeetus leucocephalus*): Delisted (Federal), Endangered (State); and
- Least Bell's vireo (*Vireo bellii pusillus*): Endangered (State, Federal).

The project site does not support any surface water or other water features within the project site. Huer Huero Creek is located approximately 0.28 mile from the southwestern boundary of the project parcel (U.S. Fish and Wildlife Service [USFWS] 2021a). The project site supports native oak trees.

## Environmental Evaluation

***a) Would the project 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?***

The project site has the potential to support special-status plant and animal species. Proposed demolition and construction activities would have the potential to disturb special-status plant and animal species and/or sensitive habitat areas that are present within the project area. Potential impacts to special-status plant and animal species that may occur on-site will be further evaluated in the project EIR.

***b) Would the project 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?***

The project development site does not directly support any mapped surface water resources. However, the project site supports at least one unnamed surface drainage feature and would include off-site improvements, including construction of a storm drain pipe and outfall near Huer Huero Creek. Huer Huero Creek has the potential to support riparian habitat, and proposed activities near the creek have the potential to disturb existing riparian communities. According to the USFWS, the project site is located within the critical habitat range for the vernal pool fairy shrimp and project development has the potential to impact these species and habitat (USFWS 2021b). Therefore, potential impacts related to riparian and other sensitive natural communities will be further evaluated in the project EIR.

***c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

According to the USFWS, the project site does not directly support any potential wetland areas and is not located within a coastal zone. However, the project site is located within a vernal pool region. Project activities would have the potential to adversely affect vernal pools and associated special-status plant and animal species. In addition, there are potential wetland features located within the southwestern portion and adjacent to the southwestern parcel boundary and within an unnamed drainage across the western portion of the site (USFWS 2020a). Potential impacts to vernal pools and wetlands will be further evaluated in the EIR.

***d) Would the project 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?***

According to the CNDDB, the project site is not located within a migratory wildlife corridor (CDFW 2021). Also, a large portion of the site is fenced which deters some wildlife movement through the property. Additionally, the project site does not directly support any surface water features deep enough to support aquatic wildlife; however, Huer Huero Creek is located 0.28 mile from the southwestern parcel boundary and adjacent to proposed road improvement areas. Proposed development would have the potential to result in increased erosion and sedimentation that may indirectly affect the movement of native resident or migratory fish or

other wildlife species. Potential impacts related to wildlife movement corridors will be further evaluated in the project EIR.

***e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

The project site supports approximately 70-75 mature native oaks and additional smaller native oak trees and other native and nonnative tree species. The City's Municipal Code (10.01) calls for the preservation of native oak trees. The project proposes to preserve oak trees where feasible; however, proposed construction activities would likely result in removal and impact of a number of native oak trees. Potential impacts related to oak trees will be further evaluated in the project EIR.

***f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

The project site is not located in an area with an adopted habitat conservation plan; therefore, no impacts would occur.

### Conclusion

Proposed construction activities have the potential to adversely affect biological resources located within or adjacent to the project area. Potential impacts to biological resources will be further evaluated in the project EIR.

# V. Cultural Resources

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? | ☐ | ☒ | ☐ | ☐ |
| (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | ☐ | ☒ | ☐ | ☐ |
| (c) Disturb any human remains, including those interred outside of dedicated cemeteries? | ☐ | ☐ | ☒ | ☐ |

### Setting

The *City of El Paso de Robles General Plan 2003 Conservation Element* establishes goals, policies, and action items to preserve and restore important historical and archaeological resources. In order to do so, the Conservation Element requires the preparation of archaeological studies for all new development projects that are subject to environmental review (City of El Paso de Robles 2014a).

## Environmental Evaluation

***a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?***

The project proposes to demolish the existing structures on-site associated with the Paso Robles Boys School, which were developed over 60 years ago. Buildings and structures of the Paso Robles Boys School have the potential to be eligible for listing as historic resources on federal, State, and/or local registers and would need to be further evaluated for potential impacts caused by demolition. Therefore, potential impacts related to adverse changes in significance of a historical resource will be further evaluated in the project EIR.

***b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

Previous earthwork and development activities for the Paso Robles Boy School did not uncover any unknown cultural resources sites; therefore, it is unlikely that proposed development activities would disturb or uncover unknown archaeological resource sites. However, based on the scale of proposed development, there is still potential for unknown archaeological resources to occur within the project area that may be disturbed by proposed construction activities. Based on the potential for unknown archaeological resources to occur within the project area, impacts related to adverse change in significance of an archaeological resource will be further evaluated in the project EIR.

***c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?***

The project site is located on previously disturbed land, which reduces the potential for unknown human remains to occur on-site. The project would be required to comply with State of California Health and Safety Code Section 7050.5, which identifies the proper protocol in the event human remains are discovered. The California Health and Safety Code requires that no further disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the County of San Luis Obispo (County) Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. Compliance with the California Health and Safety Code would ensure the project would not result in significant adverse effects to human remains; therefore, impacts would be less than significant with mandatory regulatory compliance.

## Conclusion

The significance of historical resources located on-site will need be evaluated in the project EIR. In addition, there is potential for unknown subsurface archaeological resources to occur within proposed areas of disturbance during the project's ground-disturbing construction activities, which will be evaluated in the project EIR. California Health and Safety Code requirements would be required in the event of human remain discovery and will not be evaluated further in the EIR.

# VI. Energy

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☒ | ☐ | ☐ | ☐ |
| (b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☒ | ☐ | ☐ | ☐ |

## Setting

The 2013 *City of Paso Robles Climate Action Plan* (2013 CAP) is a long-range plan to reduce greenhouse gas (GHG) emissions from City government operations and community activities within Paso Robles (City of El Paso de Robles 2013). The 2013 CAP seeks to achieve multiple community goals, such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life. All standards presented in the 2013 CAP respond to the needs of development through achieving more efficient and sustainable use of resources, including energy.

The energy provider for the city of Paso Robles is Central Coast Community Energy (3CE), formerly Monterey Bay Community Power. 3CE will provide 100% carbon-free electricity by the year 2030, which is 15 years ahead of California's Senate Bill (SB) 100 requirement of zero-carbon energy by 2045 (3CE 2021).

## Environmental Evaluation

### *a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Proposed demolition and construction activities would require the use of energy in the form of diesel fuel, gasoline, electricity for worker and construction vehicles and equipment. Demolition and construction activities would be subject to State and local diesel idling restrictions and other equipment standards.

Implementation of the project would result in the construction and operation of a distribution and warehousing center, business park uses, a business hotel, visitor-serving uses, and a commercial and office space. While future development on-site would be subject to applicable green building standards, operation of the project would potentially result in a substantial increase in the use of electricity and other energy sources on-site, which could have the potential to result in wasteful, inefficient, or unnecessary energy consumption. Impacts related to energy inefficiency will be further evaluated in the EIR.

***b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

New development would be required to comply with the 2013 CAP and implement energy efficient building and other design features in order to achieve more efficient and sustainable use of energy resources. However, based on the scope and scale of proposed land uses, there is potential for operation of the project to result in inefficient or wasteful use of energy resulting in a conflict with the 2013 CAP. Therefore, the impacts related to inefficient energy consumption and consistency with applicable energy-reduction measures will be further evaluated in the project EIR.

### Conclusion

The project would require the use of energy during all project phases. Energy-related impacts will be further evaluated in the project EIR.

# VII. Geology and Soils

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Directly or indirectly cause 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. | ☐ | ☒ | ☐ | ☐ |
| (ii) Strong seismic ground shaking? | ☐ | ☒ | ☐ | ☐ |
| (iii) Seismic-related ground failure, including liquefaction? | ☐ | ☒ | ☐ | ☐ |
| (iv) Landslides? | ☐ | ☒ | ☐ | ☐ |
| (b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☒ | ☐ | ☐ |
| (c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☒ | ☐ | ☐ |
| (d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | ☐ | ☒ | ☐ | ☐ |
| (e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☒ |
| (f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☒ | ☐ | ☐ | ☐ |

## Setting

According to the NRCS Web Soil Survey, the project site is underlain by the following soil types:

- Arbuckle-San Ysidro complex, 2 to 9 percent slopes: This well-drained soil has a low runoff class with a depth to water table of more than 80 inches. The soil profile consists of fine sandy loam, sandy clay loam, and stratified sandy loam to very gravelly sandy clay loam.
- Hanford and Greenfield gravelly sandy loams, 0 to 2 percent slopes: This well-drained soil has a very low runoff class and a depth to water table of more than 80 inches. The soil profile consists of gravelly sandy loam.
- Hanford and Greenfield gravelly sandy loams, 2 to 9 percent slopes: This well-drained soil has a very low runoff class and a depth to water table of more than 80 inches. The soil profile consists of gravelly sandy loam.
- San Ysidro loam, 0 to 2 percent slopes, MLRA 14: This moderately well-drained soil has a low runoff class and a depth to water table of more than 80 inches. The soil profile consists of loam and clay loam.

According to the *City of El Paso de Robles General Plan 2003 Safety Element*, the project site is located in an area with moderate potential for liquefaction and low potential for landslide risk (City of El Paso de Robles 2014c). The project site is located approximately 3 miles northeast from the Rinconada fault zone, which is not considered an Alquist-Priolo fault by the State of California Alquist-Priolo Earthquake Fault Zone Act (USGS 2021).

## Environmental Evaluation

***a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

***a-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.***

***a-ii) Strong seismic ground shaking?***

***a-iii) Seismic-related ground failure, including liquefaction?***

***a-iv) Landslides?***

The project site is located in the seismically active region of the Central Coast and is located approximately 2.7 miles northeast of the Rinconada fault zone. Therefore, there is potential for seismic ground shaking to occur within the project region. According to the Safety Element, the project site is located in an area with low potential for liquefaction and on relatively flat topography in an area with low potential for landslides. Potential impacts associated with rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, and landslides will be evaluated in the project EIR.

***b) Result in substantial soil erosion or the loss of topsoil?***

The project would result in the demolition of the existing Paso Robles Boys School facilities and construction of a distribution warehousing center, business park uses, a business hotel, visitor-serving uses, and a commercial and office space within the 136.3-acre project site. The project also includes various off-site and on-site improvements,. Projects that disturb more than 1 acre of soils are required to prepare and implement a stormwater pollution prevention plan (SWPPP) pursuant to the State Water Resources Control Board (SWRCB) General Construction Permit. The SWPPP is required to include best management practices (BMPs) to reduce or avoid the release of erosion and other pollutants during project activities. According to the City's Municipal Code (20.20.010), a SWPPP may be substituted for a site-specific erosion and sedimentation control plan (ESCP) so long as it is reviewed and approved by the City. Additionally, the project would be required to incorporate specific BMPs during work near Huer Huero Creek. Potential impacts related to increased erosion and sedimentation will be further evaluated in the project EIR.

***c) Would the project 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?***

According to the USGS Areas of Land Subsidence in California Map, the project site is not located on land with previously recorded land subsidence (USGS 2021). The project would result in the demolition and removal of the existing Paso Robles Boys School facilities and construction of a distribution and warehousing center, business park uses, a business hotel, visitor-serving uses, and a commercial and office space within the 136.3-acre project site. Potential impacts associated with location of the project on a geologic unit or soil that is unstable or would become unstable as a result of the project will be evaluated in the project EIR.

***d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Typically, expansive soils are comprised of soils with a high clay content. Potential impacts associated with location on expansive soil will be evaluated in the project EIR.

***e) Would the project 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?***

New development would connect to the City's existing wastewater treatment facility. Existing sewer lines that cross and serve the project site would be abandoned in place and replaced with a new network of sewers. The project would not use septic or alternative wastewater disposal systems and there would be no impact; this topic area will not be further analyzed in the project EIR.

***f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

The project area is underlain by Holocene age alluvium and Paso Robles Formation geologic resources (California Department of Water Resources [DWR] 2004). The Paso Robles Formation has a high potential fossil yield, and the Holocene age alluvium has a low potential

fossil yield (SWCA Environmental Consultants [SWCA] 2017). The project site has been previously disturbed during development of the Paso Robles Boy School, which reduces the potential for unknown paleontological resources to occur beneath the site. However, based on the scale of proposed development and proposed depth of excavations, there is potential for construction activities to uncover subsurface paleontological resources. The potential impacts associated with paleontological resources will be further evaluated in the project EIR.

### Conclusion

The project would result in demolition of existing buildings on-site and development of new warehousing, commercial, hotel, and office uses on a 136.3-acre parcel. Implementation of the project has the potential to result in impacts related to seismic ground shaking and ground-failure events. In addition, the project has the potential to result in an increase in erosion and sedimentation during project activities and to uncover subsurface paleontological resources. Potential impacts related to seismic shaking, ground failure, erosion, and paleontological resources will be further evaluated in the project EIR.

## VIII. Greenhouse Gas Emissions

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☒ | ☐ | ☐ | ☐ |
| (b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☒ | ☐ | ☐ | ☐ |

### Setting

In November 2013, the City adopted the 2013 CAP (City of El Paso de Robles 2013), which included a GHG inventory for the city. In 2005 the Paso Robles community emitted approximately 169,557 metric tons of carbon monoxide equivalent ($CO_2e$) GHG emissions as a result of transportation activities that took place within the transportation, residential energy use, commercial and industrial energy use, off-road vehicles and equipment, solid waste, aircraft, and wastewater sectors. The largest contributors of GHG emissions were the transportation (40%), residential energy use (24%), and commercial/industrial energy use (20%) sectors. The remainder of emissions resulted from the solid waste (8%), off-road vehicles and equipment (8%), aircraft (less than 1%), and wastewater (less than 1%) sectors.

The 2013 CAP is a long-range plan to reduce GHG emissions from City government operations and community activities within Paso Robles. The 2013 CAP seeks to achieve multiple community goals, such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life. To achieve compliance with statewide GHG reduction targets, the City has put into effect local policy provisions that would reduce City and community-wide GHG emissions. Both the existing and projected GHG inventories in the 2013 CAP were derived based on the land use designations and associated designations defined in the City's General Plan.

### Environmental Evaluation

***a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

The project proposes to develop a distribution warehousing center, business park uses, a business hotel, visitor-serving uses, and a commercial and office space. Construction activity would result in construction vehicle and equipment use, earthwork, and worker and equipment trips that would result in the generation of GHG emissions.

Operational features of the project would have the potential to generate considerable long-term GHG emissions due to increased truck and passenger vehicle trips to and from the site. The potential construction and operational impacts related to GHG emissions will be further evaluated in the project EIR.

***b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

The project would include a GPA and Zoning Text and Map Change to change the land use and zoning designations of the 136.3-acre project site from PF to AP. Because the 2013 CAP GHG baseline and projected future GHG inventory was based on land use designations defined in the City's General Plan, future uses allowed by this GPA and Zoning Map Amendment would warrant further study to determine consistency with the 2013 CAP and its policies.

The project also includes a conceptual master development plan, which includes a distribution warehousing center, business park uses, a business hotel, visitor-serving uses, and commercial and office space. Project demolition and construction activities would have the potential to contribute GHG emissions through heavy equipment and construction employee vehicle use. Operational features of the project would have the potential to result in increased truck and passenger vehicle trips to and from the site, which would have the potential to increase long-term GHG emissions and be inconsistent with applicable GHG reduction plans. Therefore, the impacts related to consistency with the 2013 CAP will be further evaluated in the project EIR.

### Conclusion

Project construction and operation have the potential to increase GHG emissions, which may be inconsistent with the 2013 CAP. Therefore, potential impacts related to GHG emissions will be further evaluated in the project EIR.

# IX. Hazards and Hazardous Materials

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☒ | ☐ | ☐ | ☐ |

| | Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| (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? | ☒ | ☐ | ☐ | ☐ |
| (c) | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☒ | ☐ | ☐ |
| (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 or excessive noise for people residing or working in the project area? | ☐ | ☒ | ☐ | ☐ |
| (f) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| (g) | Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☐ | ☒ | ☐ |

## Setting

The County Division of Environmental Health (SLODEH) conducts inspections to ensure proper handling, storage, and disposal of hazardous materials and proper remediation of contaminated sites. In addition, the Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles or stores hazardous materials prepare a Hazardous Materials Business Plan. Under this law, businesses are required to submit inventories of on-site hazardous materials and wastes and locations where these materials are stored and handled. This information is collected and reviewed by the SLODEH for emergency response planning.

According to the Department of Toxic Substance Control (DTCS) EnviroStor database, the nearest documented hazardous materials site is a Military Evaluation site located within the Paso Robles Municipal Airport across the street from the project area (DTSC 2021). According to the State Water Resources Control Board (SWRCB) GeoTracker database, there are two closed Leaking Underground Storage Tank (LUST) clean-up sites within the project site (SWRCB 2021).

The *City of El Paso de Robles General Plan 2003 Safety Element* identifies goals and policies for potential hazards within the city including geologic hazards, flood hazards, and fire hazards (City of El Paso de Robles 2014c).

## Environmental Evaluation

***a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

The project includes the demolition of the existing Paso Robles Boys School facilities and development of a new distribution warehousing center, business park uses, commercial and office complex, and business hotel. Potential impacts associated with the routine transport, use, or disposal of hazardous materials that may result from the operation of proposed industrial-type land uses will be evaluated in the project EIR.

***b) Would the project 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?***

The project includes the demolition of the existing Paso Robles Boys School facilities and development of a new distribution warehousing center, business park uses, commercial and office complex, and business hotel. Based on the age of existing Paso Robles Boys School facilities, demolition activities may have the potential to release asbestos-containing materials, lead-based paint, and/or other hazardous materials. Potential impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials will be evaluated in the project EIR.

***c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

The project site is not located within 0.25 mile of an existing or proposed school; therefore, no impacts would occur, and this topic area will not be evaluated in the EIR.

***d) Would the project 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?***

According to the California Department of Toxic Substances Control (DTSC) EnviroStor database, there are two military evaluation sites located 0.5 mile northeast (Paso Robles Municipal Airport) and 0.9 mile east (Estrella Marine CAB) of the project site (DTSC 2021). According to the SWRCB GeoTracker database, there are two closed LUST cleanup sites located within the project site and a military cleanup site located 0.5 mile northeast of the project site (SWRCB 2021). Potential impacts associated with these documented hazardous materials sites will be evaluated in the project EIR.

***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 or excessive noise for people residing or working in the project area?***

According to the Paso Robles Municipal Airport ALUP, the project site is located in Safety Zone 5, which is located within the 55 decibel (dB) community noise equivalent level (CNEL) airport noise contour (City of El Paso de Robles 2006). According to the Paso Robles Municipal Airport ALUP, so long as sufficient mitigation measures are incorporated to ensure compatibility with airport operations, the proposed land uses would be consistent with the Safety Zone 5 standards of the Paso Robles Municipal Airport ALUP. Land use compatibility and potential

mitigation measures associated with the project's proximity to the Paso Robles Municipal Airport will be further evaluated in the project EIR.

***f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The City has adopted the Safety Element, Circulation Element, and Local Hazard Mitigation Plan (LHMP), which identify goals, policies, and objectives for emergency access, accessible evacuation routes, and mitigation of potential hazards. Neither the County nor the City have adopted emergency response or evacuation plans. As required by the City, a traffic control plan is required for any work in the public ROW requiring an encroachment permit from the City and is required to adhere to the plans and guidance of the California Manual of Traffic Control Devices, Part 6, Temporary Traffic Control. During construction, road closures may result in increased congestion on alternate routes in the vicinity. However, due to the proximity of alternate routes, impacts would be less than significant. In addition, the project would be required to comply with Paso Robles Fire Department specifications and the California Fire Code, which would ensure that the project does not interfere with emergency response or evacuation procedures. Therefore, impacts would be less than significant, and this topic area will not be evaluated in the EIR.

***g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

The city of Paso Robles is located in a Local Responsibility Area (LRA) and surrounded by land designated as a high Fire Hazard Severity Zone (FHSZ) (CAL FIRE 2020). According to the Safety Element, the project site is located within multiple FHSZs, including the urban unzoned, moderate, and high FHSZ within the LRA (City of El Paso de Robles 2014c). Project demolition activities, construction, and operation components would be subject to applicable California Fire Code and local fire standards. New land uses and the introduction of additional human activity in this area would create additional sources and risk of fire. Standard California Fire Code requirements, such as road naming, addressing, hydrant requirements, and review of circulation improvements, would reduce the risk to the people and structures from wildland fires. The 2019 California Building Code Chapter 7A Partial Requirements, which requires certain construction materials and methods to minimize wildfire exposure hazards in High Hazard Severity Zones, including Class A fire-rated roof assemblies, flame and ember intrusion resistant vents, and non-combustible building side materials, would apply and would reduce risk to people and structures from wildfire. Therefore, the project would not result in significant risk of loss, injury, or death involving wildland fires, and impacts would be less than significant. This topic area will not be evaluated in the EIR.

## Conclusion

The project would include demolition of the existing Paso Robles Boys School facilities and development of new warehousing, commercial, office, and other business park uses. The project site is not located within 0.25 mile of an existing or proposed school. The project site is located adjacent to the Paso Robles Municipal Airport and within multiple FHSZs, including the urban unzoned, moderate, and high FHSZ within the LRA. However, compliance with existing regulations would result in less-than-significant impacts from wildfire. Impacts related to hazards and hazardous materials will be further evaluated in the project EIR.

# X. Hydrology and Water Quality

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☒ | ☐ | ☐ | ☐ |
| (b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☒ | ☐ | ☐ | ☐ |
| (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| (i) Result in substantial erosion or siltation on- or off-site; | ☒ | ☐ | ☐ | ☐ |
| (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | ☒ | ☐ | ☐ | ☐ |
| (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☒ | ☐ | ☐ | ☐ |
| (iv) Impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| (d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☐ | ☒ |
| (e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☒ | ☐ | ☐ | ☐ |

## Setting

The city of Paso Robles is located in the Salinas Valley Groundwater Basin (Paso Robles Area Subbasin), which is identified as Basin No. 3-004.06 by the DWR. The Paso Robles Subbasin is under the jurisdiction of the City of Paso Robles Groundwater Sustainability Agency (GSA), which has adopted the Paso Robles Subbasin Groundwater Sustainability Plan (GSP) (City of El Paso de Robles 2019c) and Paso Robles Groundwater Basin Management Plan (City of El Paso de Robles 2011).

The project site consists of a 136.3-acre parcel located in the northeastern portion of Paso Robles. The project site does not directly support any significant surface water or other water features. According to the National Wetland Inventory Surface Waters and Wetlands mapper, Huer Huero Creek is located 0.28 mile (1,50 feet) southwest of the project site. In addition, there are potential wetland features located within the southwestern portion and adjacent to the southwestern parcel boundary and within an unnamed drainage across the western portion of the site (USFWS 2020a).

## Environmental Evaluation

***a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

The project would include demolition of the existing Paso Robles Boys School facilities and development of a distribution and warehousing center, business park uses, a business hotel, visitor-serving uses, and a commercial and office space within the 136.3-acre site. Huer Huero Creek is located approximately 0.28 mile (1,500 feet) from the southwestern parcel boundary, and proposed road improvements and bridge development would occur along and over the creek. Project development activities would have the potential to result in increased sedimentation and erosion that could result in increased runoff to Huer Huero Creek and other surrounding areas. Additionally, the use of construction vehicles and equipment within proximity to Huer Huero Creek would have the potential to increase pollutant runoff to Huer Huero Creek and surrounding areas. Potential impacts related to degradation of water quality will be further evaluated in the project EIR.

***b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

The City's municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. The project is located within the Paso Robles Subbasin and proposes new connections to the City's existing water supply. The existing facilities on-site are supplied by a private, on-site well, which would be inadequate to serve proposed development. As part of the project, the existing well and water system would be abandoned in place and a new water system, which would be connected to the City's water supply, would be installed throughout the project site. The proposed project may have the potential to increase water use within the Paso Robles Subbasin, which is an over drafted basin identified by the DWR; therefore, impacts related to water use will be further evaluated in the project EIR.

***c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

***c-i) Result in substantial erosion or siltation on- or off-site?***

***c-ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;***

***c-iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

Implementation of the project would result in new buildings and structures, new interior roads, and improvements to Airport Road that would result in an increase in impervious surface area within the project area. The City is enrolled in the Phase II Municipal Stormwater Program and has developed and implemented a Stormwater Management Plan (SWMP). New development would be required to demonstrate consistency with the provisions of the SWMP, including BMPs, measurable goals, and timetables for implementation of stormwater control measures

(City of El Paso de Robles 2021b). Potential impacts associated with alteration of drainage patters resulting in erosion, siltation, flooding, or exceedance of stormwater drainage systems would be evaluated in the project EIR.

***c-iv) Impede or redirect flood flows?***

The project site is not located within an identified flood hazard zone; therefore, implementation of the project is not anticipated to have an adverse impact on flood flows and no impacts would occur. This topic area will not be discussed in the EIR.

***d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?***

The project site is not located within a designated flood hazard zone, tsunami zone, or seiche zone that could result in release of pollutants due to project inundation; therefore, no impacts would occur, and this topic area will not be discussed in the EIR.

***e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

As discussed above, project demolition and construction activities may result in an increased potential for polluted stormwater runoff, erosion, siltation, or other water quality concerns. The project also has the potential to increase groundwater use within an over drafted groundwater basin, which may be inconsistent with the GSP and Paso Robles Groundwater Basin Management Plan. Therefore, impacts will be further evaluated in the project EIR.

### Conclusion

Proposed construction activities have the potential to increase erosion, sedimentation, and pollution that could runoff and degrade the water quality of Huer Huero Creek. The project site is not located in an area with risk of flooding, tsunami, or seiche. Impacts related to hydrology and water quality will be further evaluated in the project EIR.

# XI. Land Use and Planning

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| (b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☒ | ☐ | ☐ |

### Setting

The *City of El Paso de Robles General Plan 2003 Land Use Element* provides for the opportunity for infill development within the City's limits and expansion of the City limits to incorporate potential annexation areas. The project site is currently zoned PF, which provides a

land use category for facilities owned and operated by public agencies. The project includes a request for a land use designation change to BP and a zoning change to AP, which provides an area for clean and attractive businesses and industries with mostly indoor activities. The BP land use designation is established for the Airport and surrounding areas, Commerce Way, and Ramada Drive, north of SR 46W (City of El Paso de Robles 2014b).

### Environmental Evaluation

***a) Would the project physically divide an established community?***

The project would result in the demolition of the existing Paso Robles Boys School facilities and development of a new distribution warehousing center, business park, business hotel, and commercial and office complex. The project would not result in the removal or blockage of existing public roadways or other circulation paths and would not otherwise include any features that would physically divide an established community; therefore, there would be no impact and this topic area will not be discussed in the EIR.

***b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

The project site is currently located within the PF zoning designation in Safety Zone 5 of the Paso Robles Municipal Airport ALUP. A detailed analysis of project consistency with applicable land use plans, including, but not limited to, the Paso Robles Municipal Airport ALUP and the City's General Plan, and associated impacts will be evaluated in the project EIR.

### Conclusion

Implementation of the project would not physically divide an established community. Potential environmental impacts associated with consistency with applicable land use plans and policies will be evaluated in the project EIR.

## XII. Mineral Resources

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☒ | ☐ |
| (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? | ☐ | ☐ | ☒ | ☐ |

### Setting

The California Surface Mining and Reclamation Act (SMARA) of 1975 requires that the State Geologist classify land into mineral resource zones (MRZ) according to the known or inferred mineral potential of the land (PRC Sections 2710–2796).

The three MRZs used in the SMARA classification-designation process in the San Luis Obispo-Santa Barbara Production-Consumption Region are defined below (CDOC 2015):

- **MRZ-1:** Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high.
- **MRZ-3:** Areas containing known or inferred aggregate resources of undetermined significance.

The *City of El Paso de Robles General Plan 2003 Conservation Element* identifies goals, policies, and action items for mineral resources within the city. The goals and policies include managing the extraction of mineral resources to protect and conserve Portland cement concrete congregate mineral resources classified by the State Geologist as MRZ-2 and to protect other properties and mineral resources from adverse impacts associated with mining operations. In order to protect mineral resources, the City will continue to permit surface mining of sand and gravel as a conditional use within the Salinas River and Huer Huero Creek and review new development projects involving areas within or adjacent to areas designated as MRZ-2 (City of El Paso de Robles 2014a). The project site is not located within or adjacent to an area mapped as MRZ-2 (Busch 2011).

## Environmental Evaluation

***a) Would the project 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?***

***b) Would the project 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?***

The project site is not located within or adjacent to an area mapped as MRZ-2. The nearest mining operations are located approximately 2.5 miles west in the Salinas River bed. The proposed land use and zoning designations for the project would not allow for mining activities. There are no known mineral resources on the project site; therefore, potential impacts would be less than significant, and this topic area will not be discussed in the EIR.

## Conclusion

The project site is not located within or adjacent to an area mapped as MRZ-2 and the previously developed condition of the project site would not likely be a feasible location for future mining activities; therefore, impacts would be less than significant, and this topic area will not be discussed in the EIR.

# XIII. Noise

| | Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| *Would the project result in:* | | | | | |
| (a) | Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☒ | ☐ | ☐ | ☐ |
| (b) | Generation of excessive groundborne vibration or groundborne noise levels? | ☒ | ☐ | ☐ | ☐ |
| (c) | For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☒ | ☐ | ☐ |

## Setting

The City adopted the *City of El Paso de Robles General Plan 2003 Noise Element* in 2019, which provides goals, policies, and action items for noise compatible land uses within the city (City of El Paso de Robles 2019b). The project site is located adjacent to the Paso Robles Municipal Airport and is located within Safety Zone 5, which lies within the 55 dB CNEL airport noise contour. Hotel and office buildings are considered moderately noise-sensitive land uses (City of El Paso de Robles 2007).

The Paso Robles Municipal Airport ALUP identifies an objective to minimize the number of people exposed to frequent and/or high cumulative noise levels. The basic strategy for achieving noise compatibility is to limit the development of land uses that are particularly sensitive to noise in proximity to airport operations that generate a substantial amount of noise. Extremely noise-sensitive land uses (land uses for which customary or anticipated activities may be disrupted to a significant degree by aviation noise impacts for which sufficient mitigation to ensure compatibility with current or future airport operations is not feasible) include the following:

- Outdoor theatres, amphitheaters, and public assembly areas (not including sports stadiums, athletic fields, playgrounds, public swimming pools, tennis courts, golf courses, or small picnic areas);
- Restaurants, bars, taverns, food takeout, wine and tasting rooms, and similar businesses, if such business includes outdoor eating or drinking areas; and
- Campgrounds (with overnight sleeping facilities).

Moderately noise-sensitive land uses (land uses for which customary or anticipated activities may be disrupted to a significant degree by aviation noise impacts, but for which sufficient mitigation to ensure compatibility with current or future airport operations is feasible) include the following:

- Hotels and motels;

- Restaurants, bars, taverns, food takeout, wine tasting rooms, and similar business, without outdoor eating or drinking areas;
- Temporary sleeping quarters for air crews and other employees in transit;
- Offices and office buildings;
- Hospitals, nursing homes, residential care facilities, and other medical facilities offering 24-hour care;
- Churches, synagogues, temples, monasteries, and convents;
- Mortuaries and funeral parlors;
- Indoor theatres, music halls, meeting halls, and other indoor public assembly facilities (but not including facilities utilized exclusively by pilot organizations, airport or airline employees, or other airport-related groups);
- Studios, radio, television, recording, rehearsal, and performance facilities;
- Schools and day care centers (but not including flight schools, aviation mechanics training schools, airline orientation facilities, or other institutions offering instruction only in aviation-related fields);
- Libraries (excluding aviation-oriented libraries); and
- Museums (excluding air museums).

## Environmental Evaluation

***a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

The project would include demolition of the existing Paso Robles Boys School facilities and development of a distribution and warehousing center, business park uses, a business hotel, visitor-serving uses, and a commercial and office space within the 136.3-acre site. Project demolition, construction, and operation activities would have the potential to result in increases in the ambient noise levels in the vicinity of the project. Potential impacts associated with generation of substantial temporary or permanent increases in noise levels would be evaluated in the project EIR.

***b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?***

The project would include demolition of the existing Paso Robles Boys School facilities and development of a distribution warehousing center, business park uses, a business hotel, visitor-serving uses, and a commercial and office space within the 136.3-acre site. Project demolition and construction activities would have the potential to generate of groundborne vibration and/or groundborne noise in the vicinity of the project. Potential impacts associated with generation of groundborne vibration and groundborne noise would be evaluated in the project EIR.

***c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

According to the Paso Robles Municipal Airport ALUP, the project site is located in Safety Zone 5, which is located within the 55 dB CNEL airport noise contour (City of El Paso de Robles 2006). The project would include demolition of the existing Paso Robles Boys School facilities and development of a distribution and warehousing center, business park uses, a business hotel, visitor-serving uses, and a commercial and office space within the 136.3-acre site. Potential impacts associated with airport noise exposure will be further evaluated in the project EIR.

### Conclusion

Implementation of the project would result in temporary construction-related noise and vehicle-related operational noise. Additionally, new development would be located adjacent to the Paso Robles Municipal Airport. Impacts related to construction and operational noise and airport noise exposure will be further analyzed in the project EIR.

## XIV. Population and Housing

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☒ | ☐ | ☐ | ☐ |
| (b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☒ | ☐ |

### Setting

The City's General Plan Land Use Element was adopted in 2003 and established a population planning threshold of 44,000 persons based on the existing dwelling units and the maximum number of potential dwelling units authorized by the LUE and assumption of 2.7 persons per household. The 2012 Land Use Element update projects that the population of the city will be approximately 34,400 persons in 2025, 37,700 persons in 2030, 41,900 persons in 2040, and 42,800 persons in 2045. The General Plan Land Use Element projects the number of dwelling units within the city will be approximately 13,602 in 2025, 14,993 in 2030, 16,586 in 2040, and 16,924 in 2045 (City of El Paso de Robles 2014b).

### Environmental Evaluation

***a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

The project would include demolition of the existing Paso Robles Boys School facilities and development of a distribution and warehousing center, business park uses, a business hotel, visitor-serving uses, and a commercial and office space within the 136.3-acre site. Based on the scale of proposed land uses, the project has the potential to induce substantial population growth in the project area through the establishment of new business that would create a considerable new source of employment. Potential impacts associated with changes to housing supply or population as a result of the proposed project would be assessed in the project EIR in relation to housing demand.

***b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

The project proposes to demolish the existing Paso Robles Boy School facilities, which have been closed since 2008. There are six existing single-family residences located near the southeast corner of the project site, which were formerly occupied by Paso Robles Boys School staff members but are currently unoccupied. Therefore, the project would not result in the displacement of substantial numbers of housing or people and would not result in the need for construction of replacement housing elsewhere. Therefore, potential impacts would be *less than significant.*

### Conclusion

Implementation of the project would result in new warehousing, commercial and office spaces, and other features that could indirectly induce population growth in the area. The project would not result in the displacement of a substantial amount of existing people or housing that would require construction of replacement housing elsewhere. Impacts related to population growth will be further evaluated in the project EIR.

# XV. Public Services

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| Fire protection? | ☐ | ☒ | ☐ | ☐ |
| Police protection? | ☐ | ☒ | ☐ | ☐ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Schools? | ☐ | ☒ | ☐ | ☐ |
| Parks? | ☐ | ☒ | ☐ | ☐ |
| Other public facilities? | ☐ | ☒ | ☐ | ☐ |

## Setting

The project would be served by the City of Paso Robles Fire Department (PRFD), City of Paso Robles Police Department (PRPD), and Paso Robles Joint Unified School District (PRJUSD). The PRFD and PRPD are located approximately 4 miles southwest at 900 Park Street in downtown Paso Robles. Response times to the project area are approximately 5 to 10 minutes. According to the City's website, there are nine public recreational facilities, numerous neighborhood parks, and public trails within the city (City of El Paso de Robles 2021a).

## Environmental Evaluation

***a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

***Fire protection?***

***Police protection?***

***Schools?***

***Parks?***

***Other public facilities?***

The project would generate increased demand on public services, including fire protection, police protection, and emergency services, and potentially and indirectly also schools, parks, and recreational facilities. Potential impacts associated with physical impacts associated with provision of public services will be evaluated in the project EIR.

## Conclusion

Implementation of the proposed project would result in increased demand on public services, including fire protection, police protection, emergency services, schools, parks, and recreational facilities. Impacts related to an increased demand on public services will be further analyzed in the project EIR.

# XVI. Recreation

| | Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| (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? | ☐ | ☒ | ☐ | ☐ |
| (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? | ☐ | ☒ | ☐ | ☐ |

## Setting

The City provides and maintains nine public recreational facilities, numerous neighborhood parks, and public trails, including the following (City of El Paso de Robles 2021a):

- Barney Schwartz Park
- Centennial Park and Pool
- Downtown City Park
- Larry Moore Park
- Municipal Pool
- Pioneer Park and Skate Park
- Robbins Field
- Sherwood Park and Dog Park
- Uptown Family Park

The project site is located approximately 1.5 miles north of Barney Schwartz Park.

## Environmental Evaluation

***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?***

***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?***

Implementation of the proposed project would have the potential to result in population growth, which may result in increased demand on public infrastructure, including recreational facilities. Impacts related to an increased demand on public services will be further analyzed in the project EIR.

### Conclusion

Implementation of the project may indirectly result in an increased demand on recreational facilities because it proposes features that could induce population growth; therefore, impacts will be further analyzed in the project EIR.

# XVII. Transportation

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | ☒ | ☐ | ☐ | ☐ |
| (b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☒ | ☐ | ☐ | ☐ |
| (c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☒ | ☐ | ☐ |
| (d) Result in inadequate emergency access? | ☐ | ☒ | ☐ | ☐ |

### Setting

The *City of El Paso de Robles General Plan 2003 Circulation Element* was developed with the goal of providing mobility to people. The Circulation Element supports the development of an efficient system that allows multi-modal travel throughout the city (City of El Paso de Robles 2019a).

The project site is accessed from Airport Road to the east, which is an undivided arterial two-lane street. There are future offsite improvements planned by the City for Airport Road, including a roundabout and a bridge (City of El Paso de Robles 2019a).

In 2013 SB 743 was signed into law with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions" and required the California Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. As a result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of SB 743 and identified vehicle miles traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA (as detailed in Section 15064.3[b]). Beginning July 1, 2020, the newly adopted VMT criteria for determining significance of transportation impacts were implemented statewide to serve as the significance criterion for transportation impacts.

## Environmental Evaluation

***a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

The project's consistency with the Circulation Element will be further evaluated in the project EIR.

***b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

The project would include the development of a new distribution warehousing center, business park, business hotel, and a commercial and office complex. Implementation of the project has the potential to increase vehicle trips to and from the site, which may be inconsistent with CEQA Guidelines Section 15064.3(b). The potential increase in VMT due to implementation of the project will be further evaluated in the project EIR.

***c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

The project proposes improvements to Airport Road, Old Dry Creek Road, and a potential future extension of Rollie Gates Drive that would extend west of Airport Road to provide access to the proposed warehouse building. Additionally, the project proposes the development of interior roads. Potential impacts associated with geometric design standards of proposed circulation components will be evaluated in the project EIR.

***d) Would the project result in inadequate emergency access?***

The project proposes improvements to Airport Road, Old Dry Creek Road, and a potential future extension of Rollie Gates Drive that would extend west of Airport Road to provide access to the proposed warehouse building. Additionally, the project proposes the development of interior roads. Potential impacts associated with inadequate emergency access will be evaluated in the project EIR.

## Conclusion

The project proposes to develop new internal roads and implement road improvements to Airport Road, Old Dry Creek Road, and a potential future extension of Rollie Gates Drive. Additionally, the project would result in increased circulation to and from the project site that would increase VMT. Impacts related to traffic and transportation will be further analyzed in the project EIR.

# XVIII. Tribal Cultural Resources

| | Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| (a) | Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| | (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | ☒ | ☐ | ☐ | ☐ |
| | (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☒ | ☐ | ☐ | ☐ |

## Setting

The *City of El Paso de Robles General Plan 2003 Conservation Element* establishes goals, policies, and action items to preserve and restore important historical and archaeological resources. In order to do so, the Conservation Element requires new development to prepare archaeological studies subject to environmental review (City of El Paso de Robles 2014a).

## Environmental Evaluation

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

***a-i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

***a-ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

There is potential for tribal cultural resources to occur within the project area that may be disturbed by proposed project-related construction activities. Potential impacts related to tribal

cultural resources will be further evaluated in the project EIR.

### Conclusion

Further evaluation is necessary to determine potential impacts to tribal cultural resources and conduct necessary consultation with Native American tribes having cultural affiliation to the project site. Potential impacts associated with tribal cultural resources will be evaluated in the project EIR.

## XIX. Utilities and Service Systems

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☒ | ☐ | ☐ | ☐ |
| (b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | ☒ | ☐ | ☐ | ☐ |
| (c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| (d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☒ | ☐ |
| (e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

### Setting

The City's municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. The city of Paso Robles is located in the Salinas Valley Groundwater Basin (Paso Robles Area Subbasin), which is identified as Basin No. 3-004.06 by the DWR. The Paso Robles Subbasin is under the jurisdiction of the City of Paso Robles GSA, which has adopted the Paso Robles Subbasin GSP (City of El Paso de Robles 2019c) and Paso Robles Groundwater Basin Management Plan (City of El Paso de Robles 2011).

The City is enrolled in the Phase II Municipal Stormwater Program, as required by the SWRCB. The program requires the City to develop and implement a SWMP in order to reduce or eliminate pollutants in stormwater runoff and non-stormwater discharges (City of El Paso de Robles 2021b).

The City Wastewater Division owns and operates 126 miles of sewers and 14 lift stations to collect wastewater from the entire city and transport it to the City's Wastewater Treatment Plant (WWTP). The WWTP currently treats and discharges 2.1 million gallons of wastewater to the Salinas River per day (City of El Paso de Robles 2021c). The city of Paso Robles is serviced by Paso Robles Waste and Recycle and the Paso Robles Landfill. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Paso Robles Landfill has a maximum capacity of 6,495,000 cubic yards of solid waste. As of December 31, 2017, the landfill had approximately 4,216,402 cubic yards of remaining capacity with an expected fill date of October 2051 (CalRecycle 2019).

## Environmental Evaluation

***a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Development of the project would result in increased demands on City utilities and service system infrastructure, including water, wastewater, and stormwater facilities. It is anticipated that water for the proposed project would be supplied through the City's municipal supplies and connected to the City's wastewater system. Potential impacts associated with the potential construction or expansion of utility systems resulting from the increased demands of the project would be evaluated in the project EIR.

***b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

The City's municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. It is anticipated that water for the proposed project would be supplied through the City's municipal supplies. The proposed project has the potential to increase water demand on the City's water resources, including the Paso Robles Subbasin, which is an overdrafted basin identified by the DWR; therefore, impacts related to having sufficient available water supplies during normal, dry, and multiple dry years will be further evaluated in the project EIR.

***c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

The city is served by the City's WWTP. According to the National Pollutant Discharge Elimination System (NPDES) Permit, the WWTP is designed to treat up to 4.9 million gallons per day (MGD) of wastewater during average dry weather and 10 MGD during peak wet weather (Regional Water Quality Control Board [RWQCB] 2011). According to the 2020 Annual Report, the WWTP treated a total of 773 million gallons of influent wastewater, with an average daily influent flow of 2.11 MGD (City of El Paso de Robles 2021d). Development of the project would result in an increased demand on City WWTP infrastructure. Potential impacts associated with wastewater treatment capacity will be evaluated in the project EIR.

***d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

The project would be served by the Paso Robles Landfill. According to CalRecycle, the Paso Robles Landfill has a maximum capacity of 6,495,000 cubic yards of solid waste. As of December 31, 2017, the landfill had approximately 4,216,402 cubic yards of remaining capacity, with an expected fill date of October 2051 (CalRecycle 2019). The project would result in an increased volume of solid waste being disposed of at the Paso Robles Landfill. Potential impacts associated with solid waste capacity will be evaluated in the project EIR.

***e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Construction activities include demolition of the existing Paso Robles Boy School facilities, which would result in increased solid waste volumes to be disposed of at the Paso Robles Landfill. Potential impacts associated with compliance with federal, state, and local management and reduction regulations related to solid waste would be evaluated in the project EIR.

### Conclusion

The project would require connections to utility infrastructure. New development has the potential to increase water demand, wastewater, and solid waste. Impacts related to utilities and service systems will be further analyzed in the project EIR.

# XX. Wildfire

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:* | | | | |
| (a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| (b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | ☐ | ☒ |
| (c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | ☐ | ☐ | ☐ | ☒ |
| (d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | ☐ | ☐ | ☐ | ☒ |

### Setting

According to CAL FIRE's FHSZ Viewer, the entire city of Paso Robles is located within an LRA and the land surrounding the LRA is designated as a high FHSZ (CAL FIRE 2021). The *City of*

*El Paso de Robles General Plan 2003 Safety Element* identifies the project site as urban unzoned, moderated, and high fire hazard.

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

The Safety Element and LHMP identify goals, policies, and objectives for implementing wildfire reduction measures and emergency response and preparedness plans. The City is responsible for fire protection and management within the city's boundaries. The LHMP outlined agencies and technical resources available for emergency services in the event of a natural or manmade disaster (City of El Paso de Robles 2014c).

## Environmental Evaluation

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

***a) Substantially impair an adopted emergency response plan or emergency evacuation plan?***

***b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

***c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

***d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

The project is located within an LRA and is not adjacent to a State Responsibility Area (SRA) or lands classified as a very high FHSZ. Additionally, temporary construction activities and staging would not substantially alter existing circulation patterns or trips. There are adequate alternative routes available to accommodate any rerouted trips through the project area for the short-term construction period. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

The project site is generally flat and would not be located near a hillslope or in an area subject to downstream flooding or landslides.

The project does not propose any design elements that would expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire.

## Conclusion

The project is not located within an SRA or within a very high FHSZ; therefore, no impacts would occur, and further evaluation in the EIR is not necessary.

# XXI. Mandatory Findings of Significance

| | Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| (a) | Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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? | ☒ | ☐ | ☐ | ☐ |
| (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)? | ☒ | ☐ | ☐ | ☐ |
| (c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☒ | ☐ | ☐ | ☐ |

## Environmental Evaluation

***a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?***

The project proposes the redevelopment of the former Paso Robles Boys School and would include demolition of existing structures and development of a new warehousing, commercial, office, and visitor-serving land uses. Construction activities have the potential to disturb biological resources, cultural and tribal resources, and paleontological resources if present within the footprint of the proposed project. Therefore, impacts to these resources will be further analyzed in the project EIR.

***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)?***

State CEQA Guidelines Section 15065(c) states that "cumulatively considerable" environmental impacts pertain to the incremental effects of an individual project that 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 (e.g., the recently adopted specific plans, the proposed Air Museum, the pending Estrella substation and 70 kilovolt lines, potential development at Hunter Ranch Golf Course). Cumulative effects of the project that are deemed "considerable" will be evaluated in the project EIR.

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

The project would result in construction activities and long-term land uses that would increase pollutant emissions and GHG emissions that may have an impact on human beings. Other project components may have direct or indirect impacts on human beings; therefore, impacts will be further analyzed in the project EIR.

## Conclusion

The project has the potential to result in cumulatively considerable environmental impacts, and these impacts will be discussed further in the EIR.

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