

California Department of Transportation

CALTRANS DISTRICT 5
50 HIGUERA STREET | SAN LUIS OBISPO, CA 93401-5415
(805) 549-3101 | FAX (805) 549-3329 TTY 711
www.dot.ca.gov



July 19, 2023

SCH# 2021050487
SLO SR46E PM32.14

Warren Frace, Director
City of Paso Robles
Community Development Department
1000 Spring Street
Paso Robles, CA 93446

Governor's Office of Planning & Research

Jul 19 2023

STATE CLEARINGHOUSE

COMMENTS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE LANDING PASO ROBLES PROJECT

Dear Warren Frace:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the DEIR for The Landing Paso Robles Project. The project proposes to redevelop the site of the former Paso Robles Boys School across Airport Road from the Paso Robles Municipal Airport. The project would be built in two phases, totaling approximately 2 million square feet gross floor area and a 120-room hotel. Phase 1 proposes to develop the western 76.87 acres and would primarily consists of a warehouse facility with a maximum of 1,330,556 square feet of floor space. Phase 2 would include development on the eastern 63.88 acres of the project site of up to 630,900 square feet of commercial, light industrial, office, and other uses with an emphasis on visitor-serving uses, and up to 120-room hotel. The project as proposed, is estimated to generate approximately 17,206 new vehicle trips per day with 676 new truck trips (2,028 passenger vehicle equivalent) and 15,178 passenger vehicle trips. At this time, we offer the following comments in response to the DEIR:

Caltrans supports development that is consistent with State and Federal planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local agencies to achieve a shared vision of how the transportation system can and should accommodate interregional and local travel and

development. Caltrans believes that continued coordination with your agency is imperative to achieve overall network connectivity.

We appreciate the City of Paso Robles' continued partnership on efforts in the area to improve our shared regional transportation network. The short- and long-term solutions we envision for this area are focused on the City continuing to pursue and implement parallel route development along State Route (SR) 46 East, the implementation of the Huer Huero Creek Bridge Project, and the further development and completion of the SR 46 /Union Road Improvement project.

Our primary interest with this project is the potential addition of a considerable number of trucks making left turns onto SR 46 at an unprotected at-grade intersection. New trips must be directed to either a signalized or grade separated intersection. The construction of the Huer Huero Creek Bridge will provide a route for trucks to access the Golden Hill Road signalized intersection to make left turns onto SR46 and the future SR46/ Union Road Improvement Project will provide grade separated access.

The DEIR for this project provides several recommendations to mitigate the traffic impacts. Caltrans supports the recommendation to prohibit inbound and outbound trucks during certain peak traffic hours (AQ MM 1.1). Also supported is the recommendation for the City to ensure construction of the Huer Huero Creek Bridge, or functional equivalent, prior to occupancy of any use on the project site to facilitate truck trip access to the Golden Hill Road intersection and restricting southbound left turns at SR 46 and Airport Road (TR MM 3.1). Additionally, we support the recommendations for the applicant to analyze and implement improvements at various locations on SR 46 as mentioned in TR MM 3.2 and TR MM 4.1.

In addition to the above-mentioned mitigations, we believe a robust Transportation Demand Management Plan (TDMP) needs to be developed to help mitigate for both high vehicle miles traveled (VMT) and trips generated from this project. Per the DEIR, approximately 69% of daily trips generated by this project will stem from the second phase of the project, which is intended to serve visitor uses. The Summary of Impact and Mitigation Measures mentions a TDMP shall be prepared and implemented for this project and includes several strategies to be developed in greater detail (AQ MM 1.1). A key component to this TDMP must be working closely with the local transit provider to coordinate planning, funding, and implementing new transit to and from the site and/or creating a shuttle service to the train station and other local transit centers and attractions. Other strategies that should be considered include: creation of on-site daycare for employees, reduction of total parking spaces, a strong carpool

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/vanpool incentives program, provide abundant onsite bicycle amenities, and a dedicated TDMP coordinator to manage and monitor implementation of the TDMP.

We look forward to continued coordination with the City on this project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6432 or Jenna.Schudson@dot.ca.gov

Sincerely,

A handwritten signature in black ink, appearing to read 'Jenna Schudson', written in a cursive style.

Jenna Schudson
Development Review Coordinator
Caltrans District 5, LDR South Branch

Cc: Brandi Cummings
OPR State Clearinghouse