City of Paso Robles
Gateway Annexation Project
Plan For Services

Pursuant to Government Code Section 56653 and San Luis Obispo Local Agency Formation Commission (LAFCO) Policy 3.1.3, the following Plan for Services identifies services to be extended to the Gateway Annexation property ("annexation area") by the City of Paso Robles.

Plan for Services for the Gateway Annexation Property

Affordable Housing

The 2019 Regional Housing Needs Allocation for the City of Paso Robles identified the need for 839 Very Low-, Low- and Moderate-income units over the next 10 years.

The project would provide 17 workforce rental apartments and 80 market-rate attached single family residential units that would be consistent with the City's proposed 2019-2028 Housing Element that will meet the City's Regional Housing Needs Allocation (RHNA).

The 17 workforce apartments would be rental units restricted by deed and not available for sale to the occupant of the unit. The units would also be prohibited from short-term rental use. Rental units are more likely to meet the needs of Very Low-, Low- and Moderate-income people than for-sale units and would help the City achieve its RHNA allocation.

Additionally, per the terms of the Development Agreement, the applicant has agreed to pay an affordable housing in-lieu fee. The City does not currently have an affordable housing in-lieu fee program, so the amount of the fee will be assessed based on the County's Affordable Housing Fee, and be payable at time of certificate of occupancy for each structure. The fees due under this agreement are estimated at approximately $500,000. The in-lieu fee commitment from the applicant is in recognition that building those units in a later phase of the development will leave a near-term need for workforce housing that the City will work to fill in partnership with an affordable housing partner using the in-lieu fee funds.

Fire Protection (including emergency medical and hazard response)

The annexation area would be served by City of Paso Robles Department of Emergency Services (PRDES) for fire and emergency services. PRDES provides a variety of services, including emergency medical services (EMS), fire suppression, hazardous conditions, rescue, and other emergency responses. Additionally, the PRDES is part of a countywide team that provides mutual aid response to hazardous materials events throughout the County. PRDES includes a staff of 27 to support fire protection, including: three battalion chiefs, one fire marshal, one fire inspector, one administrative assistant, and one fire chief.

PRDES also has automatic and mutual aid contractual agreements with CAL FIRE and the surrounding municipal departments for emergency response to areas outside, but near, the City. CAL FIRE Station 30 will respond in addition to PRDES to this area. CAL FIRE will assist with needed fire flow requirements and EMS response. Station 30 is located 0.7 miles from the site with a travel time of 2 minutes.

There are currently two fully staffed City-operated fire stations serving the City; there is also an unstaffed fire station at the City's Airport. The City-operated station nearest to the annexation area is Paso Robles Fire Station Number 1, located approximately 2.8 miles north of the site. Fire Station 1 is staffed with one fire engine and one paramedic squad, with a total of 5 people per shift.

The City's General Plan calls for a ratio of 0.8 to 1.3 firefighters per 1,000 residents. Based on the City's 2019 population of 32,212 people, approximately 26 firefighters are needed to provide at least 0.8 firefighters for each 1,000 residents, and approximately 42 firefighters are needed to provide 1.3 firefighters for each 1,000 residents. With 27 firefighters currently on staff with the City, the City's existing service ratio is approximately 0.84 firefighters per 1,000 residents.

The Project includes up to 80 new resort residential units and 17 workforce housing units, resulting in a total of 97 new dwelling units. The 80 potential resort residential units would likely be used as vacation properties, not full-time residents that would generate new population in the city. However, as a conservative estimate, all 97 potential dwelling units on the Project site are considered as potentially population generating. Accordingly, these dwelling units could generate up to 263 new residents in the city. The Project also includes additional structural development, including hotel and commercial uses, and associated amenities, which will require fire protection response and services in the event of an emergency.

Even at full build-out, his project is expected to have minimal impacts to PRDES. Current metrics indicate that this project will generate 62 emergency responses a year, or an average of approximately 1 call per week. PRDES has the capacity for this additional call load.

The potential 263 new residents generated by the Project would not result in the need for additional firefighters to maintain the city's minimum service ratio of 0.8 firefighters for each 1,000 residents. The addition of 263 residents to the city's 2020 population of 32,212 people generates a service ratio of 0.83 firefighters per 1,000 population, which continues to meet the City's established service ratio standard.

The City's Emergency Services Growth Management Plan includes an adopted response time goal of 4-minutes or less 90 percent of the time. In 2018, this goal was achieved 34.4 percent of the time with an average response time of five-minutes and 25 seconds. In 2018, PRDES received 3,893 calls, with 114 calls for a fire emergency, 1,246 service calls, 98 calls for hazardous conditions, and 2,435 medical calls. In 2018, PRDES experienced 676 instances of simultaneous calls. When simultaneous calls are received, the 911 caller has to wait for the current emergency to be cleared or wait for another fire department to respond into the City. Mutual aid from another fire department was requested 106 times in the year 2018, or on average approximately 2 times per week. The average response time for a mutual aid fire engine in 2018 was approximately 16 minutes for EMS and approximately 13 minutes for fire calls.

As a result, a third fire station is currently being developed in the City of Paso Robles to redistribute call volume and improve response times. The new station would be approximately 11,500 square feet and would include an engine bay, offices, and living quarters. At this time, the property intended for this facility, which is approximately 4.5 miles northeast of the annexation area, has been purchased. Three additional staff members will be needed to fully staff Fire Station 3. The three additional staff will bring total response personnel to 30 and increase the number of firefighters per 1,000 population to .92. The programming and conceptual design of the fire station was authorized by the City Council to begin in 2020.

The level of service provided to the annexation area will be the same as is provided to the rest of the City.

Any development in the annexation area would require the applicant to prepare and submit water distribution plans that identify the locations of all services, gate valves, air vacuum release valves, blow-offs, and fire hydrants as approved by the City Engineer and PRDES.

In order to mitigate the impacts of the project on the City, the City and Applicant have included provisions in the Development Agreement that establish the basis for annexing into the existing City-wide Community Facilities District (CFD 2005-1) and imposing special taxes to offset of the cost of general City services. In order to pay its own way, each residence in the CFD will pay an additional property tax at a rate determined by the Citywide Services Fiscal Impact Report to offset its contribution to this impact by providing funding

for additional firefighters, equipment, and a new fire station facility to serve the City. Payment of the required CFD Special Tax would ensure the City has available funds to maintain and develop fire protection services to support future development in the City, including the proposed annexation area. When the CFD special taxes are added to General Fund revenues, the overall impact to the City of the Project is fiscal neutrality.

The proposed project is estimated to generate $2 million dollars in annual Transient Occupancy Tax (TOT) revenue. TOT revenue is unrestricted revenue, available for general governmental purposes, including additional staffing for PRDES. The City Council has recently reaffirmed the priority for staffing in the City's police and fire services.

Government Services

The annexation area would be served by the City of Paso Robles for most government services including: elections, public notices, planning and zoning review, engineering, building permits and inspections, and code enforcement.

The level of service provided to the annexation area will be the same as is provided to the rest of the City and future development will be subject to applicable service fees. City services are located at City Hall, 1000 Spring Street, Paso Robles.

The annexation area would continue to be served by the following County of San Luis Obispo Departments for specific regional services: Agriculture/Weights and Measures, Animal Services, Assessor, Child Support Services, Clerk-Recorder, Coroner, District Attorney, Drug and Alcohol Services, Grand Jury, Health Department, Probation, Social Services, Tax Collector, and Veterans Services

Law Enforcement

The annexation area would be served by City of Paso Robles Police Department (PRPD) for law enforcement services. The PRPD current service area consists of over 19.9 square miles with a service population of approximately 31,244. PRPD's police station is located approximately two miles northeast of the annexation area at 900 Park Street. In 2019, the PRPD authorized 54.5 sworn and non-sworn staff. The number of employees working varies depending on the time of day and day of the week. PRPD has a current citywide staffing level of 1.1 sworn police personnel per 1,000 residents. The City's General Plan calls for a ratio of 1.4 to 1.6 sworn police personnel per 1,000 residents. Based on the City's 2019 population of 31,244 people approximately 44 police personnel are needed to provide at least 1.4 sworn police personnel for each 1,000 residents, and approximately 50 police personnel are needed to provide 1.6 sworn police personnel for each 1,000 residents. The current ratio is 1.1 and the PRPD is not maintaining the established ratio goal established in the General Plan with existing staffing. The PRPD measures levels of service based on response times to the location of a call.

The City has an adopted response time goal of four minutes. The PRPD has an average of approximately 13 minutes response time for high priority calls. Additional PRPD staff are needed to meet the established ratio, but additional facilities are not required or currently anticipated.

The Project includes up to 80 new resort residential units and 17 workforce housing units, resulting in a total of 97 new dwelling units. The 80 potential resort residential units would likely be used as vacation properties, not full-time residents that would generate new population in the city. However, as a conservative estimate, all 97 potential dwelling units on the Project site are considered as potentially population generating. Accordingly, these dwelling units could generate up to 263 new residents in the city. The Project also includes additional structural development, including hotel and commercial uses, and associated amenities, which may require fire protection response and services in the event of an emergency. In combination with the increased population generated by the project, the hotel and commercial development would potentially increase demand on city Emergency Services. The potential 263 new residents generated by the Project would not directly result in the need for additional police personnel, to provide the city's minimum service ratio of 1.4

sworn police personnel for each 1,000 residents. However, because the Project includes the development of up to 97 dwelling units, as well as hotel and commercial uses, the project would exacerbate the existing, insufficient police service ratio identified for the city.

Project development in the annexation area would be required to pay the CFD Special Tax at a rate determined by the Citywide Services Fiscal Impact Report, which funds additional staff and facilities as needed. Payment of the required CFD Special Tax would offset the increased demand for police services by providing funding for additional police officers to serve development in the annexation area, ensuring the City has available funds to maintain and develop police protection services to support future development in the City, including the proposed annexation area. When the CFD special taxes are added to General Fund revenues, the overall impact to the City of the Project is fiscal neutrality.

Additionally, the County has law enforcement services available in Templeton that could provide mutual aid response in an emergency, if needed.

The level of service provided to the annexation area will be the same as is provided to the rest of the City.

Parks and Recreation

The annexation area would be served by City of Paso Robles for park and recreation services. The City of Paso Robles includes 13 parks: one regional park, a community park, three district parks, five neighborhood parks, and three mini parks, as well as four recreation centers. These facilities total approximately 105 acres of parkland in the city, of which approximately 17 acres are neighborhood parks. The City owns and/or manages a total of approximately 1,630 acres combined of parks and open space within and adjacent to the City. There is no existing parkland on the annexation site, and the closest recreation facility to the annexation area is Larry Moore Park. This two-acre neighborhood park is located approximately one-mile northeast of the annexation area. The proposed future subdivision in the annexation area would require the applicant to pay City parkland development fees (Quimby Act fees) in accordance with the City's Development Impact Fee program.

The level of service provided to the annexation area will be the same as is provided to the rest of the City.

Public Areas Maintenance

Infrastructure within the proposed annexation area would be maintained by the landowner/project applicant. The City would maintain South Vine Street, including roadway pavement and markings, curbs, gutters, sidewalks, signs, street lighting, and signals. The City would also maintain the adjacent bicycle lanes and pedestrian paths. Existing City policy requires that curb strips, including landscaping be maintained by the landowner of the parcel adjacent to such improvements.

All other streets within the proposed annexation area would be the responsibility of the landowner/project applicant.

Public Library

There is one library, Paso Robles City Library, in the city. Paso Robles City Library provides reading materials, online resource databases, a study center for children after school, computer use services, and various reading programs and related events. The 18,678 square-foot library building is approximately 22 years old and is still in the beginning of its projected 120-year life cycle. Based on the library's square footage and an existing service population of 31,559, the ratio of square feet of library space per capita is 0.6, which meets the City standard of 0.5 square feet per capita. The Paso Robles Library Five Year Plan established a goal for the year 2025 to expand the library to meet the needs for the projected city population of 44,000.

Public Transit

The City of Paso Robles is served by the San Luis Obispo Regional Transit Authority (SLORTA), which provides fixed-route service (Route 9) from San Luis Obispo to Paso Robles and from Paso Robles to San Miguel. Route 9 includes seven stops in the City, including two stops in the Target Center to the south of the annexation area, with the closest stop being approximately 0.26 miles from the intersection of SR 46 W and Theater Drive (South Vine Street realignment). SLORTA also operates the Paso Express transit system. The Paso Express system includes fixed-routes Routes A and B that run throughout the city; however, these routes do not extend to the annexation area. EIR Mitigation Measure AQ-1 requires expansion of the Paso Express routes with new stops in the annexation area or along South Vine Street to ensure the annexation area is within ¼ mile of a transit stop. Transit stops would be required to be implemented in compliance with all applicable safety regulations for such facilities as to not result in safety issues or design hazards.

Schools

The annexation area would continue to be served by the Paso Robles Joint Unified School District (PRJUSD). The PRJUSD provides public school facilities and services to the City of Paso Robles and nearby unincorporated areas. There are 11 schools in PRJUSD including six elementary schools, two middle schools, one comprehensive high school, and one alternative high school. Private schools are not included in this analysis because they are not funded by the state and are optional sources of education. PRJUSD provides public education to over 6,900 students in 11 school sites.

New development in the annexation area would be required to pay state-mandated impact mitigation fees. At the time of issuance of building permits developers are required to pay the PRJUSD rate in effect at the time, currently $2.63 per square foot of residence. This rate is not the same as the current state maximum fee and the PRJUSD may raise its fees in the future in conjunction with a facility fee justification study. (At its January 22, 2020, meeting, the State Allocation Board increased the maximum amount of the fees to $4.08 per square foot of residential construction described in Government Code Section 65995(b)(l) and to $0.66 per square foot against commercial and industrial construction described in Government Code Section 65995(b)(2), pursuant to Government Code Section 65995(b)(3)) These fees would offset the increased demand for school services by providing funding for additional facilities to serve the area.

Solid Waste and Recycling

Solid waste services for the City of Paso Robles are provided by contract with private firms. Paso Robles Waste Disposal provides solid waste collection service to the City and Pacific Waste Services operates the City-owned landfill. The Paso Robles Landfill located approximately 13 miles east of the Project site. The landfill is classified as a Class III waste management unit, approved for discharge of Nonhazardous Municipal Solid Waste. Paso Robles Landfill's total permitted operation area is 80 acres, with an approved and permitted waste disposal footprint of 65 acres. The landfill has a maximum permitted capacity of 6,495,000 cubic yards and a maximum permitted throughput of 450 tons of solid waste per day and 75,000 tons per year, through October 1, 2051. As of December 31, 2017, the landfill had a remaining capacity of 4,216,402 cubic yards or approximately 65 percent of the maximum permitted capacity. The recent 2016/2017 average gate acceptance rate was approximately 152 tons per day on a six-day per week basis and accounting for being closed on Christmas day. There have been no exceedances of the 450 ton per day or 75,000 tons per year limits at the landfill since the Solid Waste Facility Permit was issued in January 2008.

Based on the CalRecycle waste generation rate of 1.31 tons per guest room per year for Hotels and Lodging uses, the approximately 425 rooms included in the Project would generate approximately 556 tons of solid waste per year. Based on the conservative CalRecycle commercial sector waste generation rate of 13 pounds per 1,000 square feet per day, the approximately 83,100 square feet of commercial development proposed for the Project would generate an estimated 1,080 pounds per day, or 197 tons per year, of solid waste. In total, the Project would result in an approximate increase in the City's solid waste stream of 753 tons per year. The Project's waste generation would increase the recent average gate acceptance rate at the Paso Robles Landfill

by approximately 2.4 tons per day. This amount would not create a significant impact on the permitted daily throughput or permitted total capacity of the landfill.

Stormwater Facilities

The City uses storm drainage facilities maintained by the City Public Works Department to accommodate stormwater runoff. These lines empty into storm drains or natural drainage courses. The annexation area does not currently contain stormwater drainage facilities. In the current state, stormwater flows from the annexation area naturally run from west to east towards South Vine Street through several ephemeral streams that occur during heavy rains. In the general vicinity of the annexation area, stormwater flows toward the Salinas River through a network of storm drainage pipes and culverts, and ultimately discharges to the river.

Proposed development in the annexation area would increase the on-site impervious surface area by approximately 1,229,600 square feet associated with the proposed buildings, asphalt paving for parking and internal roadways, and concrete walks and pads. This establishment of impervious surfaces on the site would result in an increase in surface runoff from the site. Over 98 acres of agricultural, open space, and landscaped areas of the site would include pervious surfaces that would allow for stormwater infiltration. Project design would be required to comply with all Central Coast RWQCB requirements by implementing a combination of structural stormwater control measures (SCMs) and low impact design (LID) strategies. Wherever possible, the natural drainage system in the annexation area would be preserved and utilized for natural retention and treatment of stormwater flows. Alluvial and sandy soils underlying several portions of the annexation area site facilitate infiltration.

Proposed development in the annexation area would not result in the need for new or expanded City stormwater facilities. Onsite stormwater facilities would include bioretention gardens, pervious pavement, stormdrains with rip-rap outlets, and detention basins.

Transportation

The site is bounded by United States Highway 101 (U.S. 101) and State Route 46 (SR 46) West. South Vine Street is currently located on the southeastern and eastern boundary of the Project site. There are three parcels located between the Project site and the intersection of U.S. 101 and SR 46 West. These parcels are collectively referred to as the "CENCO" property.

U.S. Highway 101/State Route 46 West Interchange

In recent years, the City of Paso Robles and Caltrans have worked cooperatively on the U.S. Highway 101/State Route 46 West Interchange Modification Project to relieve local and regional circulation problems and reduce existing and future congestion by improving the U.S. 101/SR 46 West interchange ramps, and relocating Theatre Drive to a new intersection with SR 46 West. In 2009, an Initial Study with Mitigated Negative Declaration was prepared and approved by Caltrans in coordination with the City, and Caltrans issued a Finding of No Significant Impact (FONSI) for the Interchange Modification Project.

Theater Drive. Phase one of the Interchange Modification Project included the realignment of Theatre Drive to the west of the interchange and was completed by the City 10 years ago, at a cost of $10-12 million.

South Vine Street Realignment. The Interchange Modification Project includes the realignment of South Vine Street through the CENCO property and the Project site as the second phase of improvements. The alignment of South Vine Street will be shifted towards the west in a broad "S" curve to meet SR 46 West at the Theatre Drive intersection. This realignment of South Vine Street is described as Alternative 2 and shown in Figure 1.3-2 in the Initial Study with Mitigated Negative Declaration for the Interchange Modification Project. A final right-of-way alignment and land dedication for the South Vine Street realignment has been certified in the Settlement Agreement entered into by the city, the Gateway Project applicant and property owner (Quorum Realty Fund IV, LLC [Furlotti]), and CENCO Investments on August 2, 2016. The realignment will involve a lot line adjustment (PR/COAL 18-0098) to convey 1.8± acres of the Applicant's

property to CENCO and 2.1± acres of CENCO's property to the Applicant. Phase two will only be financially feasible with the cooperation of the Project and the dedication of public right-of-way for the realignment. The South Vine Street realignment would improve traffic flow to a substantial degree and would offset potential Project traffic congestion impacts that might otherwise be expected at facilities near the site.

The Vine Street realignment is estimated to cost approximately $6 million. Within 60 days after successful annexation, the applicant is required to dedicate the right-of-way necessary for the realignment to the City. The applicant is responsible for paying for all the costs to design, engineer, grade and construct the portion of the Vine Street realignment ("Developer's Vine Street Share"), as shown on the Allocation of Vine Street Realignment Costs, attached as Exhibit "I" of the Developer's Agreement. This includes installation of necessary utilities within the right-of-way. Based on the preliminary plans for the Vine Street Realignment, the parties estimate that the Developer's Utility Infrastructure Costs (and without including the Developer's Vine Street Share or the cost of the Vine Street Bridge) represent approximately 8% of the total Vine Street Realignment costs.

The City is responsible for all of the costs to design, engineer, grade and construct the portion of the Vine Street realignment ("City's Vine Street Share"), as shown on Exhibit "I" of the Development Agreement with the exception of the Developer's Utility Infrastructure Cost. The City is also responsible for the cost to design, engineer, and construct the Vine Street Bridge.

The applicant and the City have agreed to work diligently and cooperatively to identify sources of financing for the City's share of costs, so that the realignment can be completed within seven years after successful annexation. The South Vine Street Realignment must be completed before any portion of the Gateway project can receive certificates of occupancy. Both Caltrans, SLOCOG, and the City agree that the realignment will be a benefit to the region and is an operational improvement that mitigates the impacts of the long-term operation of the project.

Roundabouts. The proposed third and final phase of the Interchange Modification Project is the construction of roundabouts at the U.S. 101/SR 46 West northbound and southbound ramp terminals. Since the 2009 PAED, minor design modifications have been made to the roundabout design. The modification includes a reduction in the build area and change of the roundabout design to single-lane roundabouts, which eliminates the need to widen the undercrossing at U.S. 101. The City of Paso Robles is currently reviewing solicitations from firms to complete an update and reevaluation of the 2009 PAED to reflect this modification.

The roundabouts are estimated to cost $20-35 million, which is substantially reduced from the original $60 million estimate and helps alleviate previous financial constraints. There will be a City, County, Regional, and State share for funding the improvement. The project is high on SLOCOG's priority list, and

The Final EIR assumed the existing signals at the SR 46 West/U.S. 101 interchange would remain under the Existing + Project buildout scenario, which is the worst-case scenario. As discussed in Final EIR Impact T-1 and Impact T-5, all project area intersections, roadway segments, and freeway facilities would operate at pre-project levels under Existing, Cumulative, and General Plan Buildout conditions, with the exception of U.S. 101/Main Street southbound off-ramp intersection and northbound off-ramp intersection, and U.S. 101 northbound, north of SR 46.

U.S. Highway 101/Main Street Interchange
The U.S. 101/Main Street interchange, located in the County area adjacent to the community of Templeton and approximately 1.7 miles south of the Project site, was considered part of the project study area roadway network for the purposes of the transportation/traffic analysis in this EIR. As discussed in the Final EIR Impact T-1, the project would add three trips to the southbound off-ramp and six trips to the northbound off-ramp at the U.S. 101/Main Street interchange, which both currently operate at LOS E during the PM

peak hour and exceed the Caltrans LOS C and County LOS D targets for the interchange. The Project would not change the LOS at these ramps and therefore would not result in a significant impact in accordance with Caltrans criteria. However, the Project would exacerbate existing deficient conditions at these intersections, which would result in a potentially significant impact in accordance with County criteria. Per Final EIR Mitigation Measure T-1 the applicant is required to pay a fair-share contribution for the nine PM peak hour trips prior to occupancy/final inspection of the first building permit for the project.

Utilities

Natural gas, and telecommunications do not currently exist within the annexation area. An existing overhead powerline runs across the property. Pacific Gas and Electric (PG&E) is responsible for providing electric power supply to Paso Robles. The annexation area site is in the natural gas service area of Southern California Gas Company (SoCal Gas), which spans central and southern California. The project would connect to an existing gas line along South Vine Street. The annexation area is located in telephone area codes 805 and 820 and is within AT&T California's carrier of last resort territory. The cost to connect new utility services to the project area would be borne entirely by the applicant.

Wastewater

The City of Paso Robles Wastewater Division owns and operates the wastewater treatment plan (WWTP) and sewer collection infrastructure, which serves a population of approximately 31,000 people. The sewer system includes 126 miles of sewer mains. The sewer system consists of mains, trunk lines, and interceptor pipelines. There are also 14 lift stations to pump or lift the waste stream from low lying areas to higher lying areas, so gravity can carry the flow to the WWTP at the north end of the City, near the Salinas River.

The WWTP is a Publicly Owned Treatment Works. In 2015, the City completed a major upgrade of its treatment facility and an advanced secondary treatment process. In May 2019, the City completed construction and commissioned tertiary treatment facilities. Tertiary treatment facilities include cloth media filtration, ultraviolet (UV) light disinfection, a recycled water pond and pump station, and a new maintenance shop. These tertiary treatment facilities produce recycled water for unrestricted spray irrigation and improve the quality of water discharged to the Salinas River. The City is currently designing a recycled water distribution system, which will be used to deliver recycled water to east Paso Robles for use in irrigation for golf courses, parks, and vineyards.

Proposed development in the annexation area would generate wastewater that would feed into the City of Paso Robles wastewater conveyance system and ultimately flow to the City's WWTP. The WWTP is currently limited to a permitted discharge of 4.9 mgd (average dry weather design capacity; approximately 5,492 AFY or 0.13 AFY per capita) pursuant to Waste Discharge Requirement (WDR) Order No. R3-2011-0002 (National Pollutant Discharge Elimination System [NPDES] Permit No. CA0047953). Wastewater flows at buildout under the General Plan are projected to be 4,946 AFY (0.11 AFY per capita) or approximately 4.4 mgd.

Proposed development in the annexation area is estimated to contribute 75,705 gallons per day or approximately 0.8 mgd (896.7 AFY) to projected wastewater flows, for a total City wastewater flow projection of 3.72 mgd (4,169.7 AFY; 0.13 AFY per capita [2019 + project]). The City's total projected wastewater generation of 4,169.7 AFY or 3.72 mgd, including wastewater generated from buildout of proposed development in the annexation area, would be within the permitted 4.9 mgd capacity of the City's conveyance and treatment facilities.

Two sewer main line segments that would receive flow from the annexation area are identified as capacity deficient under existing and five-year peak flow conditions and must be upsized in order to accommodate any additional wastewater flow from the proposed development. These sewer main lines are at the SR 46 West interchange with U.S. 101 and in Ramada Drive. Per Final EIR Mitigation Measure UTIL-2(a), future development in the annexation area would be required to contribute an equitable share to fund sewer line

improvements along SR 46 W at the SR 46 West interchange with U.S. 101 and along Ramada Drive, or would be required to horizontally bore a new sewer main under U.S. 101 from the eastern edge of the annexation area towards Firestone Walker Brewery.

The City's Salt/Nutrient Management Plan (2015) identifies detrimental salt and nutrient sources in the Paso Robles Groundwater Basin caused by municipal wastewater system discharges to groundwater and the use of regenerative water softeners in the basin. In addition, the City's sewerage system operations ordinance (14.08) sets requirements for discharges from water softening systems, including the limits for discharging water softening-brine for commercial or industrial users. Future development in the annexation area would be prohibited from using self-generating or regenerative water softeners (Final EIR Mitigation Measure UTIL-2(b)).

Water and Recycled Water

Currently, the annexation area is undeveloped and does not utilize water from the City of Paso Robles. According to the Water Supply Assessment (WSA) for the annexation area, there are currently seven private wells on the property (see Exhibit A – Water Supply Assessment). Only two wells remain active, which are used to provide irrigation for 95.2 acres of off-site vineyards and on-site pasture for cattle grazing. In 2017, these two wells supplied a total of 48.38 AFY for onsite pasture irrigation and off-site vineyard irrigation.

Future development in the annexation area would be served by the City of Paso Robles Water Division. The Water Division provides potable water to over 10,000 residential and non-residential service connections in the City of Paso Robles. The City's water service area is generally coterminous with the City boundaries. The Water Division is responsible for water supply, treatment, distribution, and resource planning.

Water demand projections for the City in the 2015 Urban Water Management Plan (UWMP) were developed using representative water demand factors, anticipated future conservation and projected water savings, and City General Plan growth assumptions and buildout conditions. Table 1 below shows the City's projected population and water demands to buildout in 2045.

According to the WSA prepared for the project, proposed development in the annexation area would result in an estimated water use of 138.5 to 144 AFY for commercial and transient lodging uses, and 16 AFY for agricultural uses. The proposed development in the annexation area would use City-supplied water for the commercial and transient lodging uses. The development of the annexation area was not considered in the water demand and supply projections in the City's 2015 UWMP. The estimated maximum water use of the annexation area of 144 AFY would increase the projected demand at buildout in 2045, and necessary water supply to meet the projected demand, to 9,663 AFY.

The two existing active water wells would supply water to the proposed vineyards, orchards, and other potential agricultural uses. According to the WSA, the total proposed future water use of the two existing wells for on-site irrigation and off-site irrigation is 28.38 to 31.48 AFY, which includes 16 AFY for on-site agricultural uses included in the annexation area, including vineyards and other agricultural uses that would be located in the permanent agricultural/conservation easement area required by Final EIR Mitigation Measure AG-1.

This projected water use from on-site private wells would be reduced by approximately 16.9 to 20 AFY from the recorded 2017 water use from these wells of 48.38 AFY. In 2017, water use in the annexation area consisted primarily of on-site pasture irrigation. As described in the WSA, the project is located within the Atascadero Subbasin, which is not in overdraft and can sustain the continued use of the on-site wells to supply projected future irrigation of off-site vineyards and on-site vineyards, orchards, and other potential agricultural uses.

Table 1. City of Paso Robles Supply and Demand Projections

	2020	2025	2030	2035	2040	Buildout (2045 or later)[1]	Total Available Supply
Population	**32,300**	**34,400**	**37,700**	**39,900**	**41,900**	**44,000**	**-**
Water Demands (AFY)	**7,089**	**7,575**	**8,061**	**8,546**	**9,032**	**9,519** ***[9,663 w/project]***	**-**
Water Supply Sources to Meet Demands (AFY)							
Paso Robles Groundwater Basin - Basin Wells	**2,600**	**2,506**	**2,602**	**2,124**	**2,610**	**2,200**	**4,000**
Salinas River - River Wells	**3,100**	**3,500**	**3,800**	**4,558**	**4,558**	**4,558**	**4,558**
Nacimiento Water from Water Treatment Plant	**1,120**	**1,120**	**1,120**	**1,120**	**1,120**	**2,017**	**6,488**
Nacimiento Water from the Recovery Well	**269**	**269**	**269**	**269**	**269**	**269**	
Recycled Water for Potable Offset	**0**	**180**	**270**	**475**	**475**	**475**	**2,200**
Total Supply	7,089	7,575	8,061	8,546	9,032	9,519 *[9,663 w/project]*	**17,246**

[1] Supply amounts shown above do not reflect total supply available to the City from each source, nor do they reflect any limits on the City's groundwater rights, but instead represent the water planned to supply projected demands.

Source: City of Paso Robles 2016