

TO: HONORABLE CHAIRMAN AND PLANNING COMMISSION

FROM: ED GALLAGHER, COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: PLANNED DEVELOPMENT 13-003 (OXFORD SUITES)

DATE: JANUARY 14, 2014

Needs: For the Planning Commission to consider an application filed by Mark Smuland on behalf of Oxford Suites to construct a 5-story, 127 room hotel.

Facts:

1. The project is located on the south side of 4th Street, between Spring Street and Pine Street. (see Vicinity Map, Attachment 1).
2. The General Plan designation is Community Commercial (CC). The current zoning designation is TC-2 (Town Center-2) within the Uptown/Town Center Specific Plan (Specific Plan).
3. The Specific Plan provides that the construction of buildings over 10,000 square feet requires approval of a Development Plan (PD).
4. The proposed hotel project consists of a 5-story, 127 room hotel that is approximately 99,000 square feet. The project would be constructed in two phases; Phase I would include 103 guest rooms with 1,848 square feet of meeting space, and Phase II would be 24 rooms and 3,480 square feet of meeting space. The project would include the construction of 117 parking spaces for Phase I with the balance of 30 spaces being constructed with Phase II. See Applicant's project description (Attachment 2).
5. The CC General Plan land use designation along with the TC-2 zoning provides for hotels as a permitted use. The applicants have provided a memo outlining how they have designed their project to comply with the Specific Plan. (Attachment 3)
6. With the most recent amendment to the Uptown Town Center Specific Plan, the Commission and Council approved an amendment that would allow the City to approve 5-story hotel buildings on the south side of 4th Street, subject to architectural requirements in the Specific Plan.
7. The DRC reviewed the project on December 16, 2013. The DRC was generally in favor of the proposed building, but asked that the applicant clarify the colors and materials. There was discussion on the type of metal roofing material proposed, and whether a tile roof would be a better choice, based on other tile roofs on buildings in the vicinity. The DRC also discussed the proposed 5-story height. While the DRC was not opposed to the height, they asked the applicant to provide a cross section to show the site elevation and building height in relation to the elevation of

Spring Street. See additional analysis on building architecture in the conclusion section of this report.

8. Pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA, an Initial Study and Mitigated Negative Declaration (MND) was prepared and circulated for public review and comment. The Study concluded that the impacts that will need to be mitigated as a result of this project are related to air quality, greenhouse gas and traffic. All mitigation is generally associated with the traffic trips generated by the project.

Analysis and Conclusion:

Zoning/Site Development/Building Type

The Specific Plan allows for multi-story hotels in the TC-2 zone. The proposed hotel project has been designed as a 5-story, 67.5 feet tall (to the highest point) building, which exceeds the 4-story, 50-foot height maximum for Flex Block type buildings.

Section 5.5.1.F of the Specific Plan, gives the City (and in the case of a Development Plan, the Planning Commission) the ability to grant exceptions to building height, as described below:

In the TC-2 Zone, south of 4th Street, the City may grant exceptions from the height, building length, upper floor area, and frontage type requirements for Flex Block and Flex Shed buildings as stated in Subsections F.13.b and F.14.b, for hotel buildings, provided that an architectural quality of similar or better than that specified in the Architectural Design Guidelines in Section 5.5.3 is provided.

Architecture

The Planning Commission will need to evaluate the project including the proposed architecture and make a determination that what is being proposed meets the purpose of the Specific Plan guidelines for architectural quality.

Section 5.5.3 of the Specific Plan provides for nine architectural styles that are guidelines for each building type. Since they are guidelines they are not mandatory. The Specific Plan is designed to provide development standards for buildings that fit into the listed building types (i.e. flex block, flex shed). A multi-story hotel building on a 2.5 acre site is not the typical type of development that the Specific Plan is designed to address and as a result, the hotel does not easily fit into a specific building type.

The applicants have worked with staff to provide additional elements to the building to help improve the architecture of the building. Elements such as awnings over windows, and mixture of materials and colors have been designed into the building architecture. The building has also been designed to provide wall elements that step in and out to eliminate one solid wall plane.

The DRC reviewed the project and discussed the proposed architecture. While the DRC was generally in favor of the project, they did suggest that the Planning Commission will need to discuss further the proposed colors and materials. The color/material board provided for the project did not specifically show what color went to what portion of the building. Also, the type of metal roof, awning and canopy materials were not specific as to what type of metal roofing is being proposed (e.g. cor-tin, standing seam, corrugated).

Since the DRC meeting the applicants have indicated that the metal for the roofing would be standing seam metal. The applicants will be prepared to go over the specific colors and materials as part of their presentation to the Planning Commission on January 14th.

The 5-story height (67.5 feet) of the building was also discussed at the DRC meeting. The applicants indicated that the site is significantly lower than Spring Street, and when viewed from Spring Street, the 5-story building height should not appear out of character when taking in to consideration the lower site elevation. The DRC requested that the applicants provide a site cross section that graphically shows the elevation difference between Spring Street and the project site. The cross sections will be presented to the Commission at the hearing on January 14th.

The following are heights of other buildings in the vicinity of the project site:

- 416 Spring (PM&D) 3 stories – 48 feet
- Marriot Courtyard, 4 stories – 65 feet (to tallest point)
- Derby/Farmer’s Alliance Tower – 68 feet

Conclusion

The addition of the 5-story building would be a substantial change to this area of the City. This building on this vacant lot is the first of additional buildings that will be built on the south side of 4th Street. Given the lower elevation of the site and the mix of architecture and uses of other building in the area, it is anticipated that the Oxford Suites Hotel could be a good addition to the area and set the tone for future development in the vicinity of the project.

Policy

Reference: General Plan Land Use and Noise Elements, Uptown Town Centre Specific Plan, and 2006 Economic Strategy.

Fiscal

Impact: There are no specific fiscal impacts associated with approval of this Planned Development.

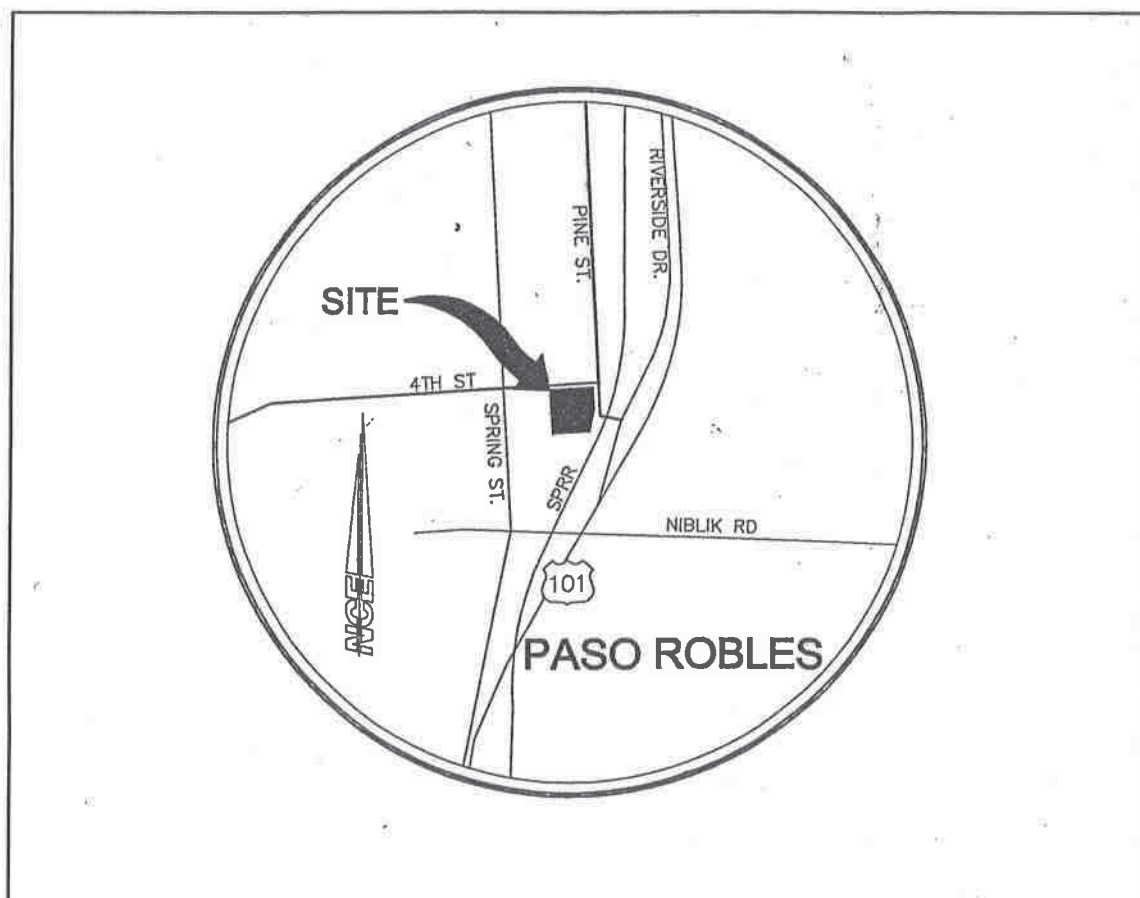
Options: After consideration of all public testimony, that the Planning Commission may choose the following options:

- A.
 1. Adopt a Resolution approving a Mitigated Negative Declaration for the project;
 2. Adopt the attached Resolution approving Planned Development 13-003, allowing for the construction of the 5-story 127 room hotel, subject to standard and site specific conditions of approval.
- B. Amend, modify, or reject the above-listed action;

Attachments:

1. Vicinity Map
2. Project Description
3. Mark Smuland Memo
4. City Engineer's Memo
5. Draft Resolution to approve a Mitigated Negative Declaration
6. Draft Resolution to approve PD 13-003
7. Mail and Newspaper Affidavits

VICINITY MAP



Attachment 1
Vicinity Map
(Oxford Suites)

RECEIVED

NOV 05 2013

City of Paso Robles
Community Development Dept.

OXFORD SUITES, PASO ROBLES, CA
Development Plan Application-Project Description
11/5/13

1. Executive Summary

The Oxford Suites hotel is envisioned to be the preeminent hotel in the Paso Robles region serving business travelers as well as tourists who want easy access to regional transportation corridors as well as the amenities of downtown Paso Robles and the region's world-class wineries.

The project will be located on the south side of 4th Street, between Spring and Pine Streets on bare land that was previously an almond processing facility. The site includes 2.45 acres of land of a larger 8.23 acre site which was previously approved as the 4th Street Master Plan project.

The hotel is proposed to be a 2-phase, 5-story, 127 guest room hotel with approximately 5,328 sf of meeting space. Our design utilizes a variety of architectural tools to minimize the mass of the building and utilizes colors and materials that have historically been used in the region. The project will be built with minimal setbacks from the 4th Street right of way to ensure an active and dynamic streetscape. On the west side of the hotel, a covered porte cochere entrance will provide automobile access to the hotel and a strong architectural statement as viewed from Spring Street. The majority of our parking will be located behind the hotel as specified in the Uptown/Town Center Specific Plan.

The first phase of the project is expected to start construction in 2014 and open in 2015. Phase 2 of the project is anticipated to be built within 5 years of the first phase but could be built earlier based upon market demand and economic conditions.

2. Oxford Suites

The Baney Family, founders of Oxford Suites, has been in the hospitality business since 1955. Led by second generation family member Curt Baney, the company's CEO and President, the company is privately held and now includes a third generation of family members in its management ranks. Oxford Suites currently owns and operates 18 properties in 14 different cities throughout Idaho, Washington, Oregon and California including one in Pismo Beach.

Oxford Suites hotels are located in high visibility, high traffic areas with eating establishments and shopping nearby. All of our properties are non-smoking, pet-friendly and include sustainable business practices. With our spacious living areas and bathrooms that are larger than those of our competitors, Oxford Suites has generated a loyal customer base that returns to our properties time and time again. The Oxford brand combines comfort, convenience, quality and amenities all at an affordable price.

3. The Site and Infrastructure

a. Property Description

The project site includes 2.45 acres of land south of 4th Street between Spring and Pine Streets. The site slopes gently to the southeast and is currently void of any structures or vegetation. There are no critical areas or wildlife habitat on the site. With easy access to highway 101 via Pine Street and Spring Street/Niblick Road, the property is ideally located for its proposed hotel use.

b. Specific Plan/Zoning

The project site is zoned TC-2 Town Center in the Uptown/Town Center Specific Plan. In order to allow larger hotel projects such as Oxford Suites to be developed in the Specific Plan area, the Planning Commission and City Council recently approved a code amendment to allow the development of hotels similar in size to those that have already been built in other areas of Paso Robles.

c. New Private Road

In conjunction with the neighboring property owner, we will build a shared private road perpendicular to 4th Street. This road will provide access to the Oxford Suites parcel as well as the remaining vacant land in the area. The new private road is located directly across from the entrance to the existing medical office complex on the north side of 4th Street. This road will be constructed, owned and managed by the private land owners.

d. Public Road/Infrastructure Improvements

At the request of the City of Paso Robles, the 4th Street right of way will be widened and a turn lane added on westbound 4th Street to serve the larger 8.23 acre site. This change will match the eastbound turn lane on 4th Street that has already been built. Concurrent with this improvement, the existing regional storm water swale along 4th Street will be piped to the corner of 4th and Pine Streets. This change will provide a safe and attractive streetscape on the north side of the hotel and ensure that storm water infiltration from the existing swale does not impact the hotel foundation. All utilities on the Oxford Suites site will be located underground.

e. Low Impact Design (LID) for Storm Water Management

LID principles and practices have been incorporated into the planning and design of the project to maintain the existing hydrologic function of the site and the water quality of runoff leaving the site by reducing impervious surface and promoting ground water recharge. The primary LID features employed on the project include:

- Bioretention swales are employed throughout the site. These vegetated areas retain a maximum of 6" of runoff before discharging to the storm drain system to improve water quality and reduce runoff.

- Impervious surfaces are disconnected from the storm drain system by directing runoff from paving and roof down spouts to vegetated areas. Runoff is then conveyed to bioswales instead of in storm drain pipes as much as possible.
- Storm water retention piping will be installed below the parking lot to ensure that all storm water is controlled on the project site. Perforations in this pipe will allow water to infiltrate into the ground over time. This storm water system is designed to infiltrate in seven days or less during the 100-year design storm.

The on-site storm drain system was designed to meet or exceed all Regional Water Quality Control Board (RWQCB) requirements as listed in the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, Resolution No. R3-2012-0025. Because Caltrans has indicated that their drainage infrastructure downstream from the project does not have adequate capacity, site runoff will be limited to the 100-year pre-developed runoff volume and peak flow rate, exceeding the RWQCB retention and detention requirements.

f. Landscape Architecture

The theme of the landscape design ties in closely with the hotel's architecture as well as the aesthetics of the region. Enhanced paving at building entries and courtyards with seating and landscape pots offers a comfortable experience for the user. On the 4th Street side of the hotel, the streetscape and public right of way will be improved with street trees, lighting, benches and a serpentine sidewalk to create public spaces for gathering.

Native and drought tolerant plant material have been chosen to either screen elements, frame views or accentuate architectural features. Trees have been placed to maximize solar exposure where desired, screen undesirable views and provide shade to common areas and parking lots. The irrigation system will be designed for maximum water efficiency and shall include an automatic controller, back flow preventer, flow sensor, rain sensor and high efficiency sprinkler heads. A drip-type system will be used where appropriate.

Since the hotel will be built in two phases, a portion of the phase 2 building pad will receive temporary site improvements to provide an outdoor gathering area for our guests and to improve the streetscape until the second building is constructed. The center of the building pad will be improved with crushed granite surfacing and the perimeter will receive ornamental plantings with a regional theme.

4. Hotel Design

a. Hotel Program

The proposed hotel includes 127 standard guest suites and approximately 99,820 sf of total enclosed space including 5,328 sf of meeting space. Phase 1, the larger of the buildings with the porte cochere entrance, will contain 72,874 sf of enclosed space including 103 standard suites, a breakfast/reception room and 1,848 sf of meeting space. The second phase, with its primary elevation facing 4th Street, will contain 26,947 sf of enclosed space including 6 standard guest suites, 18 long-term guest rooms and 3,480 sf of meeting space.

b. Phase 2 Program Alternative

As acknowledged by city planning staff, the Parking Demand Management (PDM) policies that exist in section 21.22 (Off-Street Parking Regulations) of the City of Paso Robles Zoning Ordinance have not yet been included in the Uptown/Town Center Specific Plan. Planning staff has indicated to Oxford that they support adding these PDM policies to the Uptown/Town Center Specific Plan and may propose adopting them in the future.

The number of suites currently proposed in this application is limited by the amount of parking that can fit on the site. If a future code amendment is approved that includes PDM policies, some of the larger long-term suites with kitchen/living areas proposed in phase 2 may be converted to a larger number of our smaller, standard suites. Based upon our submitted building design, the maximum number of suites in both phases would never exceed 145.

c. Parking

Oxford Suites' operating policies and hiring practices ensure that our parking will be utilized in a highly efficient manner. While each hotel includes a breakfast room, meals are not served to outside guests. The same is true for our meeting rooms which are not rented to outside parties. This ensures that our hotel will not generate parking requirements beyond that required for our guest suites.

At build-out of both phases, our development plan meets current Specific Plan parking requirements as follows:

- 127 guest rooms at 1 space/room: 127 spaces required
- 5,328 sf of meeting space @ 1 space/400 sf: 13 spaces required
- 1 space per employee on max. shift: 6 spaces required
- Total On-Site Spaces Required: 146 spaces required

- Total On-Site Spaces Provided: 147 spaces provided

During phase 1 of the project, our development plan meets current Specific Plan parking requirements as follows:

- 103 guest rooms at 1 space/room: 103 spaces required
- 1,848 sf of meeting space @ 1 space/400 sf: 5 spaces required
- 1 space per employee on max. shift: 6 spaces required
- Total Ph. 1 On-Site Spaces Required: 114 spaces required

- Total Ph. 1 & 2 On-Site Spaces: 147 spaces provided
- Spaces not built in phase 1: -30 spaces removed
- Total Ph. 1 On-Site Spaces Provided 117 spaces provided

As part of our phasing plan, (19) parking spaces planned for the northeast corner of the site and (11) spaces on the south side of the phase 2 building will not be built in phase 1 of the project. This area will serve as a staging area during the construction of our second building. A temporary construction entrance is planned from Pine Street in order to reduce construction impacts on our hotel guests.

d. Architecture

Our proposed hotel includes a unique architectural design that meets the goals and requirements of the Specific Plan and also integrates many of the materials, details and colors of the Paso Robles region.

The design includes a traditional brick base with broad storefront glazing to address the street. The upper elevations of the building include high quality, 3-coat stucco and painted siding. The design is topped by parapet and standing-seam metal sloped roof forms to hide rooftop mechanical equipment. Additional details such as louvered window shades and timber accents will set a high standard for new development in the Specific Plan area.

The colors and textures of the design come from the architectural context of Paso Robles. Light brown stucco, a second stucco color with a hint of green and tan siding will provide subtle color variations and get lighter at higher levels of the building. A brown brick base and bronze colored metal roof will add richness and tie the architectural design together.

While the building is 5-stories tall at its center, the perceived mass will be reduced through a number of design strategies. The building will step down at 4th Street and at its south end. Recesses and varying bay widths will provide shadow lines and depth to the elevations. By breaking the building down into phases connected by an open-air "bridge", we will make the building more transparent and minimize its visual impact.

e. Amenities

The hotel will include the full range of Oxford Suites' amenities including a pool, fitness room, meeting rooms, breakfast/reception room and a business center. This property will take advantage of the region's climate with an outdoor pool deck, a courtyard between the phases with shade trellises and a possible roof deck on the 5th floor of the phase 2 building. A fountain at the porte cochere entrance will create a memorable arrival experience for our guests.

f. Sustainability

While the proposed Oxford Suites hotel will not be LEED certified, it will utilize a wide array of sustainable building and operating practices. In addition to our sustainable storm water control and landscape practices, our hotel will utilize low VOC building materials, low-flow plumbing fixtures, high efficiency appliances and many materials with high recycled content. Our operating plans includes Natura green beds, green cleaning supplies, bicycles to reduce guest vehicular trips, an electric car charging station and a shuttle to popular destinations and the city transit station. Oxford Suites will also participate in the San Luis Obispo Car Free program and the FunRide green car sharing service. These sustainable practices will not only enhance our guest's hotel experience, they will also make significant contributions to reducing the environmental impacts of our property.

5. Project Benefits**a. Development Catalyst**

The Oxford Suites hotel will act as a development catalyst in the South of Downtown Neighborhood by bringing guests to this currently underutilized area of town. The guests will provide activity on the street and will attract other businesses including restaurants, services and shops that cater to these travelers. It will also attract additional large scale development to the remaining undeveloped land around the hotel and at the city-owned land on the north side of 4th Street.

b. Financial Benefits

After 1 year of operation, the Oxford Suites hotel expects to generate \$360,500 in transient occupancy tax for the City of Paso Robles from the first phase of the hotel. If phase 2 of the hotel is developed under the current Specific Plan parking requirements, this phase is expected to generate an additional \$115,500 in additional transit occupancy tax after one year. If parking requirements for hotels in the Specific Plan are amended to match the Paso Robles Zoning Ordinance outside of the Specific Plan, this amount is expected to rise to \$147,000 per year.

c. Infrastructure

As previously noted, the Oxford Suites project will initiate public infrastructure projects on 4th Street including road improvements as well as storm drainage and streetscape improvements. Our sustainable building and operating practices will also ensure that impacts on natural resources such as water and air quality are minimized and that power and other energy forms are utilized efficiently.

d. Jobs

Oxford Suites will bring both short and long-term jobs to the City of Paso Robles. We are already working with local engineering and design consultants to create our design for the hotel including North Coast Engineering, Associated Transportation Engineers, Ambient Consulting and Oasis Associates Planners and Landscape Architects. During construction, we expect to hire dozens of local contractors to implement our vision for the hotel. Over the long term, Oxford will hire local individuals for our operations staff including management and hourly employees.

6. Next Steps

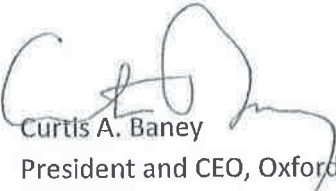
a. Building Permit/Construction

Once Oxford's Development Plan has been approved, we will begin implementing conditions of approval into our design and begin creating construction documents for a building permit application. Oxford's goal is to begin construction on the first phase of our hotel in 2014 and begin operations in 2015.

b. Community Outreach

Oxford Suites management team will also begin integrating ourselves into the local business community by joining the Paso Robles Chamber of Commerce. This will allow us to begin meeting other companies who can assist us in our efforts and allow us to assist the organization to promote tourism and other economic development activities in the region.

We will also become members of the Paso Robles Downtown Main Street Association. We recognize the importance of a vital, historic downtown and look forward to bringing our expertise and experience in different markets to the Association for the benefit of the Paso Robles community.



Curtis A. Baney
President and CEO, Oxford Suites

OXFORD HOTEL GROUP

memorandum

To: Darren Nash
Copy: Susan DeCarli, Curt Baney, Robin Baney, Edmund Wadeson
From: Mark Smuland
Date: 12/18/13
Re: Oxford Suites Paso Robles Specific Plan Compliance

Darren: The Oxford Hotel Group would like to thank you and the other members of the Development Review Committee (DRC) for your review and comment of our new Oxford Suites project in Paso Robles. Per the DRC's request during our teleconference on 12/9/13, I am submitting a list of bullet points articulating how our proposed project complies with the Specific Plan. Let us know if this meets your and the DRC's needs. If not, we would be happy to provide you with additional information. We look forward to our review with the Planning Commission on 1/14/14.

1. **Vision for South of Downtown Neighborhood (2.1):** Project creates new street connections and other public spaces inserted to repair damage to the network, and supports development of new mixed-use buildings that are strongly oriented to the public space network along and to the east of Spring Street.
2. **5.4 Urban Standards for TC-2 Zone**
 - a. Land Use-Hotels: Allowed
 - b. Building Type: Similar to allowed Flex Block. Variation for hotels allowed per recent amendment.
 - c. Height:
 - i. Allowed per recent amendment allowing 5-stories.
 - ii. Smaller upper floor per Flex Block standard.
 - d. Primary Street Setback: 5' allowed.
 - e. Frontage Type: Shopfront on 4th Street per standards.
 - f. Parking Placement: Behind building on primary street as required.
 - g. Parking Requirements: Counts per code.
3. **5.5 Architectural Standards**
 - a. Frontage Type: Shopfront on 4th Street
 - i. Large glazed openings.
 - ii. Storefront canopies.
 - iii. Glazing within 10' of parcel line.

- b. Architectural Style: Main Street Commercial
 - i. Defined base, body and top.
 - ii. Ground floor expansive glass.
 - iii. Use of brick at ground floor.
 - iv. Recessed entrances.
 - v. Parapets and cornices at roof forms.
 - vi. Upper windows with vertical proportions and muntins.
 - vii. Street-facing courtyard with hardscape and street furniture.

4. 5.6 Sign Standards

- a. Wall mounted signs per size standards.
- b. Monument sign per Paso Robles Zoning Ordinance

MEMORANDUM

TO: Darren Nash

FROM: John Falkenstien

SUBJECT: PD 13-003, Oxford Suites Hotel

DATE: January 6, 2014

Streets

The project fronts on 4th Street and has frontage on the Pine Street fragment that leads to the underpass access to Riverside Avenue and the freeway. The ultimate concept of the Circulation Element and the Uptown Plan is to extend 4th Street directly east, under the railroad, to connect to a new roundabout intersection of Riverside Avenue and the freeway ramps. This new street connection would require a significant excavation along the 4th Street frontage of the project, so the hotel development must be designed in a manner to accommodate the future.

Access is taken from a common point mid-block between Pine Street and Spring Street. A left turn pocket will provide access for the hotel and all other uses for properties south and west of the hotel. Parking is not planned for Pine Street in the Uptown Plan. Bike lanes will only be necessary when the connection is ultimately made to Riverside Avenue.

A sidewalk connection to Pine Street is proposed. Other improvements to the Pine Street corridor are in progress including parking where City-owned storage units were demolished and a redevelopment of the Hayward Lumber site. These improvements and others will ultimately make a walk to downtown very attractive from the Oxford Suites Hotel.

Paving on existing 4th Street from mid-block to Pine Street is in very poor condition. In accordance with Standard Development Condition F5, all of 4th Street should be reconstructed along the frontage of the project with this development.

Grading, Drainage and Storm Water Quality

On July 12, 2013, the Regional Water Quality Control Board adopted storm water management requirements for development projects in the Central Coast region. Upon the Board's direction, the City has adopted a Storm Water Ordinance requiring all projects to implement low impact development best management practices to mitigate impacts to the quality of storm water run-off and to limit the increase in the rate and volume of storm water run-off to the maximum extent practical. The best management practices include very precise and strict numeric criteria.

The applicant has prepared a storm water control plan offering a site assessment of constraints and opportunities and corresponding storm water management strategies in compliance with the new regulations.

Sewer and Water

The nearest public sewer is an 8-inch sanitary sewer main in Pine Street roughly 300 feet north of 4th Street. The subject property is participant in an arrangement of private sewer lines that ultimately connect to this point.

Water is available to the project from a 10-inch line in 4th Street.

Conditions

Prior to occupancy, 4th Street and Pine Street shall be improved in accordance with plans approved by the City Engineer. 4th Street shall be reconstructed in its full width in accordance with Standard Development Condition F5. Decorative street lights shall be included in the improvement plans.

Prior to occupancy, the applicant shall dedicate four feet along the frontage of the property for public right-of-way to accommodate the future extension of 4th Street to Riverside Avenue.

Low impact development best management practices as outlined in the project submittals shall be incorporated into the project grading and drainage plans.

RESOLUTION NO:

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF EL PASO DE ROBLES
APPROVING A MITIGATED NEGATIVE DECLARATION FOR
PLANNED DEVELOPMENT 13-003
(Oxford Suites, Inc.)**

WHEREAS, PD 13-003 has been submitted by Oxford Suites to establish a 127 room hotel to be developed in two phases; and

WHEREAS, the project is proposed to be located on the 2.5-acre site on the south side of 4th Street, between Spring Street and Pine Street; and

WHEREAS, an Initial Study was prepared for this project (attached as Exhibit A) which concludes that a Mitigated Negative Declaration may be approved; and

WHEREAS, Public Notice of the proposed Mitigated Negative Declaration was distributed as required by Section 21092 of the Public Resources Code and no written comments have been submitted; and

WHEREAS, a public hearing was conducted by the Planning Commission on January 14, 2014, to consider facts as presented in the staff report prepared for this project, and to accept public testimony regarding this proposed Development Plan, and associated Mitigated Negative Declaration; and

WHEREAS, the applicant has entered into a signed Mitigation Agreement with the City of Paso Robles (prior to Planning Commission action on the Mitigated Negative Declaration) that establishes obligation on the part of the property owner to mitigate potential future impacts as identified in the environmental document; and

WHEREAS, the Mitigation Monitoring Program, attached as Exhibit B to this resolution, has been reviewed by the Planning Commission in conjunction with its review of this project and shall be carried out by the responsible parties by the identified deadlines; and

WHEREAS, based on the information contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the Planning Commission finds no substantial evidence that there would be a significant impact on the environment based on the attached Mitigation Agreement and mitigation measures described in the Initial Study and contained in the resolution approving Planned Development 13-003 (Section 3) as site specific conditions summarized below.

Topic of Mitigation	Condition #
Air Quality	AQ 1- AQ 5
Greenhouse Gas	GHG1- GHG 3
Transportation	T-1

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of El Paso de Robles, based on its independent judgment, approves a Mitigated Negative Declaration for PD 13-003, in accordance with the California Environmental Quality Act; and

PASSED AND ADOPTED by the Planning Commission of the City of Paso Robles this 14th day of January, 2014 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

VINCE VANDERLIP, CHARIMAN

ATTEST:

ED GALLAGHER, PLANNING COMMISSION SECRETARY

ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM
CITY OF PASO ROBLES

- 1. PROJECT TITLE:** **Planned Development PD 13-003**
- Concurrent Entitlements:**
- 2. LEAD AGENCY:** City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446
- Contact:**
Phone: (805) 237-3970
- 3. PROJECT LOCATION:** South side of 4th Street, between Spring Street and Pine Street, Paso Robles, CA (APN: TBD – parcel is a result of a recent LLA)
- 4. PROJECT PROPONENT:** Oxford Suites
- Contact Person:** Mark Smuland
- Phone:** (541) 382-2188
Email: marks@oxfordsuites.com
- 5. GENERAL PLAN DESIGNATION:** CC (Community Commercial)
- 6. ZONING:** TC-2 (Town Center - 2)
- 7. PROJECT DESCRIPTION:** Request to construct a 127 room, five story hotel with accompanying support facilities on vacant 2.5 acre parcel. The project would be constructed in two phases where Phase I would include 103 guest rooms with 1,848 square feet of meeting space and Phase II would be 24 rooms and 3,480 square feet of meeting space. The project would include the construction of 117 parking spaces for phase I with the balance of 30 spaces being constructed with Phase II.
- 8. ENVIRONMENTAL SETTING:** The 2.5 acre parcels is located on the south side of 4th Street between Spring Street and Pine Street. The site has been vacant for a number of years, where the last development on the site was the Tenneco Almond Plant. The Almond Plant operation was on the larger 13 acre property that included the subject site. The site slopes gently to the southeast and is currently void of any structures of vegetation.
- 9. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED):** Air Pollution Control District.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature: _____

Date _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-d): The 5 story, 67.5 foot tall building will be visible from the surrounding streets, including from Niblick bridge when entering town from the east. The building will also be visible from southbound Highway 101 when looking to the west. The hotel project is proposed to be built on a 2.5 acre site which is surrounded by larger vacant properties that will be developed in the future. There are existing multi-story buildings located across 4th Street that are situated at a higher elevation than the subject site. The proposed motel will be similar in height to the existing buildings on the north side of 4th Street when taking the change in grade into consideration. The site sits lower than Spring Street and is approximately 400-feet away from Spring Street.

While the building will be very visible from surrounding view points, The site is not considered a scenic vista, nor will the project impact scenic resources.

The adjacent properties to the west and south are vacant. Pine Street, the railroad tracks and Highway 101 are located on the east. Fairly new multi-story buildings are located on the north, along with parking lot areas, and an abandoned one-story building. The development plan process will allow the City's Development Review Committee (DRC) and the Planning Commission to review the site planning and architecture of the hotel building to insure its consistency with the Uptown Town Center Specific Plan. The proposed project is similar in architecture and materials to other buildings in the area including the buildings across 4th Street to the north, and the Marriot Hotel which is in the vicinity a few blocks to the south. The proposed hotel building will not degrade the existing visual character or quality of the site or its surroundings.

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest, land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion (a-e): The project site is not located on land that is considered agricultural or forest land. There will be no impact from the project on this environmental factor.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan?
 (Source: Attachment 5)

An Air Quality Analysis was prepared by Ambient Air Quality & Noise Consultants. The Assessment indicated that according to the SLOAPCD’s *CEQA Air Quality Handbook* (2012), a consistency analysis with the Clean Air Plan is required for a Program Level environmental review, and may be necessary for a Project Level environmental review, depending on the project being considered. Project-Level environmental reviews which may require consistency analysis with the Clean Air Plan (CAP) and Smart/Strategic Growth Principles adopted by lead agencies include: subdivisions, large residential developments and large commercial/industrial developments. For such projects, evaluation of consistency is based on a comparison of the proposed project with the land use and transportation control measures and strategies outlined in the CAP. If the project is consistent with these measures, the project is considered consistent with the CAP.

The CAP includes a variety of policies and strategies, including land use policies intended to result in reductions in overall vehicle miles traveled, as well as, various transportation control measures. The CAP would reduce emissions through implementation of the following adopted control measures:

- Campus-Based Trip Reduction
- Voluntary Trip Reduction Program
- Local Transit System Improvements
- Regional Transit Improvements
- Bicycling and Bikeway Enhancements
- Park and Ride Lots
- Motor Vehicle Inspection and Control Program
- Traffic Flow Improvements
- Telecommuting, Teleconferencing, and Telelearning

The CAP also includes various land use policies to encourage the use of alternative forms of transportation, increase pedestrian access and accessibility to community services and local destinations, reduce vehicle miles traveled within the County, and promote congestion management efforts.

The proposed project is located within the urban core area with access to existing transit and within approximately 0.3 miles of the Amtrak station. The proposed project will include measures to promote the use of nearby transit, including a hotel shuttle service and bicycles for hotel guests. The proposed hotel will also participate in programs to promote transit use to and from the hotel, such as the *SLO Car Free* program and will team with other companies, such as *Funride*, to promote the use of alternatively fueled vehicles. Furthermore, as noted in “Impact C” below, the

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed project would not result in operational emissions that would exceed SLOAPCD’s significance thresholds for criteria air pollutants. For these reasons, the proposed project would not conflict with or obstruct continued implementation of the CAP. This impact is considered *less than significant*.

- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 11)
- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

As noted in Impact C, below, short-term construction activities may result in localized concentrations of pollutants that could adversely affect nearby sensitive receptors. As a result, this impact is considered *potentially significant, but less than significant with Mitigation Incorporated*. Refer to “Impact C” of this report for more detailed discussions of air quality impacts attributable to the proposed project and recommended mitigation measures.

Mitigation Measures

Implementation of Mitigation Measure AQ-1, as identified in “Impact C” below, would reduce this impact to a *less-than-significant* level.

- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: Attachment 4)
- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Short-term Construction Emissions

Construction-generated emissions are of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The construction of the proposed project would result in the temporary generation of emissions associated with site grading and excavation, paving, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NO_x) and emissions of PM. Emissions of ozone-precursors would result from the operation of on- and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

Potentially Significant Impact
 Less Than Significant with Mitigation Incorporated
 Less Than Significant Impact
 No Impact

Estimated daily emissions for Phase I, including summer and winter conditions, are summarized in **Table 8**. Estimated daily emissions for Phase II are summarized in **Table 9**. Estimated quarterly emissions for Phases I and II are summarized in **Table 10**. Maximum daily and quarterly emissions, in comparison to SLOAPCD’s significance thresholds are summarized in **Table 11**.

Table 8
Estimated Phase I Daily Construction Emissions Without Mitigation

Construction Period/Phase	Daily Emissions (lbs)	
	ROG+NO _x	DPM
Summer Conditions		
Site Preparation	36.1	1.6
Grading/Excavation	34.8	1.8
Building Construction	34.7	1.9
Paving	22.9	1.3
Architectural Coating	21.7	0.2
Maximum Daily Emissions:	79.4	3.4
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thesholds?:	No	No
Winter Conditions		
Site Preparation	36.1	1.6
Grading/Excavation	34.8	1.8
Building Construction	34.9	1.9
Paving	23.0	1.3
Architectural Coating	21.7	0.2
Maximum Daily Emissions:	79.6	3.5
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thesholds?:	No	No

Maximum Daily Emissions: Assumes that facility construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day.

Totals may not sum due to rounding.

*Refer to **Appendix B** for modeling assumptions and results.*

Potentially Significant Impact
 Less Than Significant with Mitigation Incorporated
 Less Than Significant Impact
 No Impact

**Table 9
Estimated Phase II Daily Construction Emissions Without Mitigation**

Construction Period/Phase	Daily Emissions (lbs)	
	ROG+NO _x	DPM
Summer Conditions		
Building Construction	17.1	1.1
Architectural Coating	19.5	0.2
Maximum Daily Emissions:	36.6	1.3
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thresholds?:	No	No
Winter Conditions		
Building Construction	17.2	1.1
Architectural Coating	19.5	0.2
Maximum Daily Emissions:	36.6	1.3
SLOAPCD Significance Thresholds:	137	7
Exceed SLOAPCD Thresholds?:	No	No

Maximum Daily Emissions: Assumes that facility construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day.

All site preparation, grading and paving will occur during Phase I construction.

Totals may not sum due to rounding.

*Refer to **Appendix B** for modeling assumptions and results.*

**Table 10
Estimated Quarterly Construction Emissions Without Mitigation**

Quarter	Quarterly Emissions (tons)			
	ROG+NO _x	PM ₁₀		
		Exhaust	Dust	Total
Phase I Construction				
Year 2014, Quarter 1	1.08	0.06	0.04	0.1
Year 2014, Quarter 2	1.09	0.06	0.02	0.08
Year 2014, Quarter 3	1.09	0.06	0.02	0.08
Year 2014, Quarter 4	1.65	0.06	0.02	0.08
Phase II Construction				
Year 2014, Quarter 1	1.10	0.06	0.02	0.08
Year 2014, Quarter 2	0.64	0.02	0.01	0.03

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
SLOAPCD Significance Thresholds:	6.3	0.32	2.5	--
Exceed SLOAPCD Thresholds?:	No	No	No	None
<i>Totals may not sum due to rounding.</i>				
<i>Refer to Appendix B for modeling assumptions and results.</i>				

Table 11
Summary of Estimated Construction Emissions Without Mitigation
in Comparison to SLOAPCD Significance Thresholds

Criteria	Emissions		SLOAPCD Significance Threshold	Exceed Significance Threshold?
	Phase I	Phase II		
Maximum Daily Emissions (ROG+NO _x):	79.6 lbs/day	36.6 lbs/day	137 lbs/day	No
Maximum Daily Emissions (DPM):	3.5 lbs/day	1.3 lbs/day	7.0 lbs/day	No
Maximum Quarterly Emissions (ROG+NO _x):	1.65 tons/qtr	1.1 tons/qtr	2.5 tons/qtr	No
Maximum Quarterly Emissions (DPM):	0.06 tons/qtr	0.06 tons/qtr	0.13 tons/qtr	No
Maximum Quarterly Emissions (Fugitive PM):	0.04 tons/qtr	0.02 tons/qtr	2.5 tons/qtr	No

Quarterly thresholds are based on the more conservative Tier 1 thresholds.

*Refer to **Appendix B** for modeling assumptions and results.*

As indicated, the highest projected daily emissions are anticipated to occur during Phase I of construction associated primarily with onsite site preparation and grading activities. During Phase I, maximum daily emissions of ROG+NO_x would total approximately 79.6 lbs/day and emissions of DPM would total approximately 3.5 lbs/day. Estimated Phase I quarterly emissions would total approximately 1.65 tons of ROG+NO_x, 0.6 tons of DPM, and 0.04 tons of fugitive dust. Emissions occurring during Phase II of construction would be less. Construction-generated emissions for both Phase I and Phase II of construction would not exceed SLOAPCD's daily or quarterly significance thresholds. Fugitive dust generated during construction may, however, result in localized pollutant concentrations that could result in increased nuisance concerns to nearby land uses. Of particular concern would be occupants of nearby residential dwellings, the nearest of which are located approximately 175 feet southwest of the project site. For this reason, this impact is considered **potentially significant, but less than significant with Mitigation Incorporated.**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation Measures

MM AQ-1: For projects with areas of disturbance exceeding 4 acres, the SLOAPCD requires implementation of the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

Potentially Significant Impact
 Less Than Significant with Mitigation Incorporated
 Less Than Significant Impact
 No Impact

Significance After Mitigation

The above SLOAPCD-recommended mitigation measures have been incorporated to ensure compliance with SLOAPCD’s 20-percent opacity limit (APCD Rule 401), nuisance rule (APCD Rule 402), and for the purpose of minimizing nuisance impacts to nearby receptors. With mitigation, fugitive PM emissions would be reduced to approximately 2.65 lbs/day and approximately 0.02 tons/quarter. With mitigation, this impact would be considered *less than significant*.

Long-term Operational Emissions

Long-term operational emissions associated with the proposed project would be predominantly associated with mobile sources. To a lesser extent, emissions associated with area sources, such as landscape maintenance activities, as well as, use of electricity and natural gas would also contribute to increased emissions.

Daily unmitigated operational emissions for summer and winter conditions are summarized in **Table 12**. **Table 12** also provides a summary of unmitigated annual operational emissions. Daily and annual unmitigated operational emissions in comparison to SLOAPCD significance thresholds are summarized in **Table 13**. As depicted, operational emissions would be slightly higher during winter conditions. Maximum daily winter operational emissions for Phase I (year 2015) would total approximately 15 lbs/day ROG+NOx, 31 lbs/day CO, 3 lbs/day of fugitive PM₁₀, and 0.2 lbs/day of exhaust PM₁₀. By year 2018, with project buildout, emissions are projected to total approximately 16 lbs/day ROG+NOx, 33 lbs/day CO, 5 lbs/day of fugitive PM₁₀, and 0.2 lbs/day of exhaust PM₁₀. Maximum annual emissions of ROG+NOx would total approximately 3 tons/year of ROG+NOx and 0.8 tons/year of fugitive PM₁₀. Operational emissions for Phase I and buildout conditions would not exceed SLOAPCD’s significance thresholds. As a result, this impact is considered **less than significant**.

**Table 12
Estimated Operational Emissions Without Mitigation**

Source	Daily Emissions (lbs/day)						
	ROG	NO _x	ROG+NO _x	CO	PM ₁₀		
					Fugitive	Exhaust	Total ⁽¹⁾
Summer Conditions							
Phase I (Year 2015)	6.1	8.3	14.3	28.5	3.3	0.2	3.5

Potentially Significant Impact Less Than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

Buildout (Year 2018)	5.8	9.2	15.0	30.0	4.6	0.2	4.8
SLOAPCD Significance Thresholds:	--	--	25	550	25	1.25	--
Exceed SLOAPCD Thresholds?:	--	--	No	No	No	No	--
Winter Conditions							
Phase I (Year 2015)	6.3	8.7	15.0	30.8	3.3	0.2	3.5
Buildout (Year 2018)	6.0	9.6	15.7	32.6	4.6	0.2	4.8
SLOAPCD Significance Thresholds:	--	--	25	550	25	1.25	--
Exceed SLOAPCD Thresholds?:	--	--	No	No	No	No	--
Annual Conditions							
Phase I (Year 2015)	1.1	1.6	2.7	5.4	0.6	0.0	0.6
Buildout (Year 2018)	1.1	1.7	2.8	5.7	0.8	0.0	0.9
SLOAPCD Significance Thresholds:	--	--	25	--	25	--	--
Exceed SLOAPCD Thresholds?:	--	--	No	--	No	--	--
<i>Totals may not sum due to rounding. Refer to Appendix B for modeling output files and assumptions.</i>							

**Table 13
Summary of Estimated Operational Emissions
in Comparison to SLOAPCD Significance Thresholds**

Criteria	Emissions		SLOAPCD Significance Threshold	Exceed Significance Threshold?
	Phase I (Yr 2015)	Buildout (Yr 2018)		
Maximum Daily ROG+NO _x Emissions (Winter):	15.0 lbs/day	15.7 lbs/day	25 lbs/day	No
Maximum Daily CO Emissions:	30.8 lbs/day	32.6 lbs/day	550 lbs/day	No
Maximum Daily DPM Emissions:	0.2 lbs/day	0.2 lbs/day	1.25 lbs/day	No
Maximum Daily Fugitive PM Emissions:	3.3 lbs/day	4.6 lbs/day	25 lbs/day	No
Maximum Annual ROG+NO _x Emissions:	2.7 tons/year	2.8 tons/year	25 tons/year	No
Maximum Annual Fugitive PM Emissions:	0.6 tons/year	0.8 tons/year	25 tons/year	No

*Refer to **Appendix B** for modeling output files and assumptions.*

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d. Expose sensitive receptors to substantial pollutant concentrations?

(Source: Attachment 4)

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Naturally-Occurring Asbestos

Naturally-occurring asbestos, which was identified as a TAC in 1986 by CARB, is located in many parts of California and is commonly associated with ultramafic rock. The project site is not located near any areas that are likely to contain ultramafic rock. As a result, risk of exposure to asbestos during the construction process would be considered *less than significant*. A map depicting the project site location in relation to areas likely to contain ultramafic rock is included in **Appendix A** of this report.

Localized CO Concentrations

Localized concentrations of CO are of primary concern in areas located near congested roadway intersections. Of particular concern are intersections that are projected to operate at unacceptable levels of service (LOS) E or F.

Access to the hotel site would be provided via the adjacent roadway segments of 4th Street, and Pine Street, as well as, nearby segments of Spring Street. Nearby roadway intersections are not anticipated to operate at unacceptable LOS E or F. As a result, the proposed hotel project would not be anticipated to result in or contribute to unacceptable levels of service (i.e., LOS E or F) at nearby signalized intersections. Localized concentrations of CO are considered to be *less than significant*.

Construction-Generated PM

Implementation of the proposed project would result in the generation of fugitive PM emitted during construction. Fugitive PM emissions are primarily associated with earth-moving and material handling activities, as well as, vehicle travel on unpaved and paved surfaces. Fugitive PM emissions can result in localized concentrations of PM that could adversely impact nearby receptors. Of particular concern would be occupants of nearby residential dwellings, the nearest of which are located approximately 175 feet southwest of the project site. As noted in Impact C, localized uncontrolled concentrations of fugitive PM would be considered *potentially significant, but less than significant with mitigation incorporated*.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation Measure:

Implement MM AQ-1, as identified in “Impact C” above.

Significance After Mitigation

Mitigation Measure AQ-1 includes measures for the control of localized pollutant concentrations, as recommended by the SLOAPCD. With implementation of **Mitigation Measure AQ-1**, this impact would be considered less than significant.

- e. Create objectionable odors affecting a substantial number of people? (Source: 11)
- Discussion:

The occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. For these reasons, potential exposure of sensitive receptors to odorous emissions would be considered *less than significant*.

IV. BIOLOGICAL RESOURCES: Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Source:)

Discussion (a-f): The project site is a 2.5-acre parcel divided from a larger 13-acre site. The 13-acre

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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site is an infill site that is currently vacant. The 13-acre site that is surrounded by existing development including Multi-family residential, commercial, the railroad tracks, Highway 101. The site is the previous location of an almond processing plant that was demolished in the 1980's. Since the previous development the site has been mowed and disked regularly for weed control.

As a result of the site being an infill site that has been previously developed, the development of the 2.5 acre site will have no impact on biological resources.

V. CULTURAL RESOURCES: Would the project:

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

Discussion (a-d): There are no historic resources (as defined), located on the site. There are also no archaeological or paleontological resources known to be present on the site or in the near vicinity. Since the property has been previously developed and is disked for weed control on a yearly basis, it is unlikely that there are resources located on the site. There are no known human remains on the project site, however if human remains are found during site disturbance, all grading and/or construction activities shall stop, and the County Coroner shall be contacted to investigate.

Therefore, this project will result in less than significant impacts on cultural resources.

VI. GEOLOGY AND SOILS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1, 2, & 3)

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

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

Discussion: The proposed project will be constructed to current CBC codes. The General Plan EIR identified impacts resulting from ground shaking as less than significant and provided mitigation measures that will be incorporated into the design of this project including adequate structural design and not constructing over active or potentially active faults. Therefore, impacts that may result from seismic ground shaking are considered less than significant.

- iii. Seismic-related ground failure, including liquefaction? (Sources: 1, 2 & 3)

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

- iv. Landslides?

Discussion: Per the General Plan Safety Element, the project site is in an area that is designated

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a low-risk area for landslides. Therefore, potential impacts due to landslides is less than significant.

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

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to item a.iii, above.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See response to item a.iii, above.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion (a-d): The development will be connected to the City's municipal wastewater system, therefore there would not be impacts related use of septic tanks.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

Discussion (a-b):

A Greenhouse Gas Impact Assessment was prepared by Ambient Air Quality and Noise Consulting. The Assessment estimated GHG emissions attributable to future development would be primarily associated with increases of CO₂ from mobile sources. To a lesser extent, other GHG pollutants, such as CH₄ and N₂O, would also be generated. Short-term and long-term GHG emissions associated with the development of the proposed project are discussed in greater detail, as follows:

Short-term Greenhouse Gas Emissions

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in **Table 16**. Based on the modeling conducted, annual emissions of greenhouse gases associated with construction of the proposed project would total 432.75 MTCO_{2e}, which averages approximately 17.31 MTCO_{2e}/year when amortized over the assumed 25-year life of the project. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted.

Potentially Significant Impact
 Less Than Significant with Mitigation Incorporated
 Less Than Significant Impact
 No Impact

**Table 16
Annual Construction-Generated GHG Emissions**

Construction Year	GHG Emissions (MTCO _{2e} /Year)
Year 2014 (Phase I)	363.45
Year 2017 (Phase II)	69.30
Total:	432.75
Amortized Annual Emissions ⁽¹⁾ :	17.31
<i>1. Based on a project life of 25 years. Refer to Appendix B for modeling assumptions and results.</i>	

Long-term Greenhouse Gas Emissions

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in **Table 17**. Based on the modeling conducted, operational GHG emissions would be predominantly associated with mobile sources. To a lesser extent, GHG emissions would also be associated with energy use, solid waste generation, as well as, water use and conveyance. Total net increases in GHG emissions during the initial year of Phase I operation (year 2015) would total 1,116.7 MTCO_{2e}/year, which would not exceed SLOAPCD’s significance threshold of 1,150 MTCO_{2e}/year. However, at buildout year 2018, operation GHG emissions would increase to 1,465.4 MTCO_{2e}/year, which would exceed SLOAPCD’s significance threshold of 1,150 MTCO_{2e}/year. It is important to note that predicted operational emissions include construction-generated emissions, amortized over the project life, per SLOAPCD’s recommended methodology. Project-generated GHG emissions would be considered to have a **potentially significant** impact on the environment, which could conflict with implementation of applicable plans, policies and regulations pertaining to the reduction of GHG emissions, including AB32.

Potentially Significant Impact
 Less Than Significant with Mitigation Incorporated
 Less Than Significant Impact
 No Impact

Table 17
Operational Greenhouse Gas Emissions
Without Mitigation

Source	GHG Emissions (MTCO ₂ e/Year)	
	Phase I (Year 2015)	Buildout (Year 2018)
Area Source	.01	0.01
Energy Use	386.1	521.0
Motor Vehicles	679.9	880.2
Waste Generation	25.7	36.1
Water Use and Conveyance	7.7	10.8
Construction (Amortized)	17.3	17.3
Total:	1,116.7	1,465.4
SLOAPCD Significance Threshold:	1,150	1,150
Exceeds Significance Threshold?:	No	Yes
<i>Refer to Appendix B for modeling assumptions and results.</i>		

Mitigation Measure

MM GHG-1: The following mitigation measures shall be implemented to reduce project-generated GHG emissions:

- a. Use low-VOC paints (50 grams/liter, or less) and low-VOC cleaning supplies. This requirement shall be reflected in the operational procedures manual for the proposed project.
- b. The project proponent shall demonstrate that the project-wide lighting efficiency shall be improved by at least 16% relative to current conventional lighting methods through the installation of energy-efficient lighting, (e.g., metal halide, high-pressure sodium, LEDs) for interior and exterior lighting areas. Unnecessary exterior lighting should be reduced, to the extent practical and where reductions in lighting would not pose a risk to public safety.
- c. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles, in accordance with City of Paso Robles’ requirements. To the extent possible, the landscape design should provide minimum 50% tree coverage within 10 years of construction using low-ROG emitting, low maintenance native drought resistant trees.
- d. Utilize low-flow faucets and toilets and water-efficient irrigation systems to reduce energy demands associated with water use.
- e. Provide outdoor electrical outlets to encourage the use of electric appliances, tools, and landscape maintenance equipment.
- f. Pave and maintain roads and parking areas.
- g. Proposed onsite occupied buildings shall exceed baseline Title 24 Building Envelope Energy Efficiency Standards by a minimum of 10 percent. The baseline GHG emissions from electricity and natural gas usage shall reflect 2008 Title 24 standards with no energy-efficient appliances.

Potentially Significant Impact Less Than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

- h. Incorporate water-reducing features into building and landscape design, including use of drought-tolerant landscaping, minimizing turfed areas, and installation of water-efficient irrigation systems in accordance with the City of Paso Robles Zoning Code, Chapter 21.22B, Landscape and Irrigation Ordinance.
- i. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.
- j. Install high efficiency heating and cooling systems and appliances (i.e., Energy Star rated).
- k. Install door sweeps and weather stripping (if more efficient doors and windows are not available).

Implementation of the above mitigation measures would reduce operational emissions associated with area sources, energy consumption, and motor vehicle use. Estimated GHG emissions, with implementation of MM GHG-1 mitigation measures, are summarized in **Table 18**. As noted, implementation of the proposed mitigation measures would initial buildout year 2018 operational GHG emissions to approximately 1,288 MTCO_{2e}/year. Although reduced, operational emissions would continue to exceed SLOAPCD’s significance threshold of 1,150 MTCO_{2e}/year. As a result, offsite mitigation would be required.

In addition to the above mitigation measures, it is important to note that the proposed project is located within the urban core area with access to existing transit and within approximately 0.3 miles of the Amtrak station. The proposed project includes measures to promote the use of nearby transit, including a hotel shuttle service and bicycles for hotel guests. The proposed hotel will also participate in programs to promote transit use to and from the hotel, such as the *SLO Car Free* program and will team with other companies, such as *Funride*, to promote the use of alternatively fueled vehicles.

**Table 18
Operational Greenhouse Gas Emissions
With Mitigation**

Source	GHG Emissions (MTCO _{2e} /Year)	
	Phase I (Year 2015)	Buildout (Year 2018)
Area Source	0.01	0.01
Energy Use	348.5	471.6
Motor Vehicles	582.5	754.3
Waste Generation	25.7	36.1
Water Use and Conveyance	6.2	8.7
Construction (Amortized)	17.3	17.3
Total:	980.2	1,288.0
SLOAPCD Significance Threshold:	1,150	1,150
Exceeds Significance Threshold?:	No	Yes

Refer to Appendix B for modeling assumptions and results.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Offsite Mitigation

Future operational GHG emissions are projected to steadily decrease due, in part, to continued improvements in vehicle emission standards and fleet-wide emissions. Therefore, to determine the total amount of offsite mitigation required, annual operational GHG emissions were quantified for each year of operation over the assumed 25-year life of the project. Amortized construction-generated GHG emissions (i.e., 17.3 MTCO_{2e}/year) were included. Net increases in operational GHG emissions exceeding SLOAPCD’s annual significance threshold were identified as excess GHG emissions. Annual operational GHG emissions over the project life are summarized in **Table 19**.

As noted, excess GHG emissions would range from 137.9 MTCO_{2e} in year 2018 to 10.7 MTCO_{2e} in year 2037. By year 2038, total operational GHG emissions are projected to decrease to below SLOAPCD’s significance threshold of 1,150 MTCO_{2e}/year. Excess GHG emissions requiring offsite mitigation would total 1,212.4 MTCO_{2e}. It is important to note, however, that the SLOAPCD has not yet adopted a fee for offsite GHG mitigation. The following additional mitigation measures shall be implemented:

MM GHG-2: The project applicant shall pay an offsite mitigation fee to SLOAPCD sufficient to offset 1,212.4 MTCO_{2e}. At the time of this report, the SLOAPCD’s offsite GHG mitigation fee had not yet been adopted. In the event that SLOAPCD’s offsite mitigation fee has not been adopted at the time that payment of the offsite mitigation fee is due, project-generated excess GHG emissions may be mitigated by the purchase of carbon offsets provided by other agencies/organizations, with prior approval by SLOAPCD.

MM GHG -3 The project proponent shall submit proof to the Paso Robles Community Development Department Staff that MM GHG-2has been met in accordance with a time schedule deemed appropriate by Community Development Department staff.

With implementation of the above mitigation measures, this impact would be considered *less than significant*.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Discussion: The project would use industry-standard landscape and building maintenance products which would be stored in compliance with all applicable safety requirements. The project does not include use of, transport, storage or disposal of hazardous materials that would create a significant hazard to the public or environment.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See VIII a. above.				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The proposed hotel project will not emit hazardous materials. There are no schools near this project site.				
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project site is not identified as a hazardous site per state Codes.				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: (e. & f.) The project site is not located within an airport safety zone.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project will not impair or interfere with adopted emergency response routes or plans.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project is not in the vicinity of wildland fire hazard areas.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The proposed project is designed to retain storm water on-site through installation of various low-impact development (LID) features. The project was designed to reduce impervious surfaces, preserve existing vegetation, and promote groundwater recharge by employing bioretention and underground storage wells through implementation of these measures. Thus, water quality standards will be maintained and discharge requirements will be in compliance with State and local regulations. Therefore, impacts to water quality and discharge will be less than significant.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: The proposed project would be on the City’s municipal water supply system, therefore it could not individually impact nearby well production. The site is designed to reduce impervious surfaces where possible and to direct surface drainage to onsite retention systems to facilitate groundwater recharge.

The City has sufficient groundwater resource capacity in combination with surface water resources to adequately serve this project. The General Plan accounts for water resource demand for a combination of resort and residential land uses on this property. Therefore, this project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the groundwater basin, and impacts to groundwater resources would be less than significant.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The drainage pattern on the site would not be substantially altered with development of this project since the project largely maintains the existing, historic drainage pattern of the property, and drainage will be maintained on the project site. Additionally, surface flow would be directed to historic drainage areas for percolation in bioswale drainage features at the southwest corner of the property. There are no streams, creeks or rivers on or near the project site that could be impacted from this project or result in erosion or siltation on- or off-site. Therefore, impacts to drainage patterns and facilities would be less than significant.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 10)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See IX c. above. Drainage resulting from development of this property will be maintained onsite and will not contribute to flooding on- or off-site. Thus, flooding impacts from the project are considered less than significant.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: As noted in IX a. above, surface drainage will be managed onsite and will not add to offsite drainage facilities. Additionally, onsite LID drainage facilities will be designed to clean pollutants before they enter the groundwater basin. Therefore, drainage impacts that may result from this project would be less than significant.

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f. | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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

Discussion: There is no housing associated with this project nor is there any housing in the near vicinity downstream from the site and the site is not within or near a flood hazard area. Therefore this project could not result in flood related impacts to housing.

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

Discussion: See IX h. above.

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i. | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IX h. above. Additionally, there are no levees or dams in the City.

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|----|------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| j. | Inundation by mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: In accordance with the Paso Robles General Plan, there is no mudflow hazards located on or near the project site. Therefore, the project could not result in mudflow inundation impacts.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project will implement the City's Storm Water Management Plan - Best Management Practices, and would therefore not conflict with these measures.				
l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project will incorporate all feasible means to manage water runoff on the project site. There is no wetland or riparian areas in the near vicinity, and the project could not result in impacts to aquatic habitat. Therefore, the project will not result in significant impacts to these resources.				



X. LAND USE AND PLANNING: Would the project:

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

Discussion (a-b): The property is zoned TC-2 in the Uptown Town Center Specific Plan. The Specific Plan allows for 5-story hotels with the approval of a Development Plan (PD). The hotel project complies with the Specific Plan (Zoning Code) and would meet the intent of the Community Commercial (CC) land use designation by providing hotel uses that allow for people from out of town to stay and shop near the downtown area, , and therefore there is no impact to land use and zoning.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (c): There are no conservation plans associated with this property.				

XI. MINERAL RESOURCES: 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? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: There are no known mineral resources at this project site.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: There are no known mineral resources at this project site.

XII. NOISE: Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The Noise Element of the General Plan indicates that 65dBA for outdoor activity areas is normally acceptable noise level for transient lodging uses. It appears that the proposed outdoor areas for the hotel which would be the outdoor plaza area which is approximately 550 feet from the center line of Highway 101. In Phase II, the Phase II building would separate the outdoor plaza area from the Highway 101 which would drastically reduce the noise levels even further.

Based on the project site is being located outside noise impacts zones as mapped in the City's General Plan Noise Element that may result from Highway 101, thus noise will not significantly impact use of the project site. Additionally, the proposed project includes land uses such as lodging and conference, which do not create excessive noise that may impact surrounding properties.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project may result in short term construction noise and vibration from machinery, however, the construction noise is not anticipated to be excessive nor operate in evening hours. Therefore, impacts from groundborne vibration noise would be considered less than significant.				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: As noted in XII a. the proposed land use does not create significant noise, and would therefore not result in contributing permanent increases in ambient noise levels.				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See XII a. – c. above.				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project is not located within an airport area subject to an airport land use plan, and will thus not be impacted by airport related noise.				

XIII. POPULATION AND HOUSING: Would the project:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-c): The project site is currently undeveloped, vacant land and jobs created can be absorbed by the local and regional employment market, and will not create the demand for new housing or population growth or displace housing or people.

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

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

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. RECREATION

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

Discussion (a&b):

As a commercial development project that will not encourage new housing demands and use of recreational facilities, it will not result in impacts to recreational facilities.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with an applicable plan, ordinance or policy establishing measures or effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project provides frontage improvements that include constructing sidewalks along the project frontage that will provide for pedestrians to access sidewalks on the north side of 4th Street that lead to existing sidewalks on Spring Street and 4th Street. The project is located within the downtown area and is in walking distance to many commercial areas in the vicinity. A transit stop is located within one block from the project site on Spring Street. The project is consistent with the policies of the City’s 2011 Circulation Element by providing facilities for multiple modes of transportation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

(Source: Attachment 8)

Discussion: The traffic study prepared for this project by Associated Transportation Engineers (ATE) evaluated project related traffic impacts for existing plus-project traffic conditions. The study determined that no project-specific impacts are projected for either Spring Street or the two nearby intersections, including Spring/4th Streets; or Pine/4th Streets.

The applicant shall be required to pay transportation impact fees established by City Council in affect at the time of occupancy to mitigate future impacts with planned improvements by the City.

Mitigation Measure T-1: The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is not located within an airport land use planning area.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no hazardous design features associated with, planned for or will result from this project.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project will not impede emergency access, and is designed in compliance with all emergency access safety features and to City emergency access standards.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project incorporates multi-modal transportation facilities and access such as bike lanes, sidewalks, walkways and is located near a transit stop. Therefore, it does not conflict with policies and plans regarding these facilities.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: Per the City's General Plan EIR, Urban Water Management Plan, and Sewer System Management Plan, the City's water and wastewater treatment facilities are adequately sized, including planned facility upgrades, to provide water needed for this project and treat effluent resulting from this project. Therefore, this project will not result in the need to construct new facilities.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: All new stormwater resulting from this project will be managed on the project site, and will not enter existing storm water drainage facilities or require expansion of new drainage facilities. Therefore, the project will not impact the City's storm water drainage facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: The hotel project is a permitted use in the current land use and zoning designations; therefore the project can be served with existing water resource entitlements available and will not require expansion of new water resource entitlements.

- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: Per the City's SSMP The City's wastewater treatment facility has adequate capacity to serve this project as well as existing commitments.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: Per the City's Landfill Master Plan, the City's landfill has adequate capacity to accommodate construction related and operational solid waste disposal for this project.

- g. Comply with federal, state, and local statutes and regulations related to solid waste?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project will comply with all federal, state, and local solid waste regulations.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: As noted within this environmental document, and based on this site being an infill site that has been previously developed, and surrounded by development there will be no impact to fish habitat as well as no impact to fish and wildlife populations. The site is routinely maintained and mowed, so there will be no impact to fish, wildlife, of plant habitat.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: The project will not have impacts that are individually limited, but cumulatively considerable.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project will not cause substantial adverse effects on human beings, either directly or indirectly.

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

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

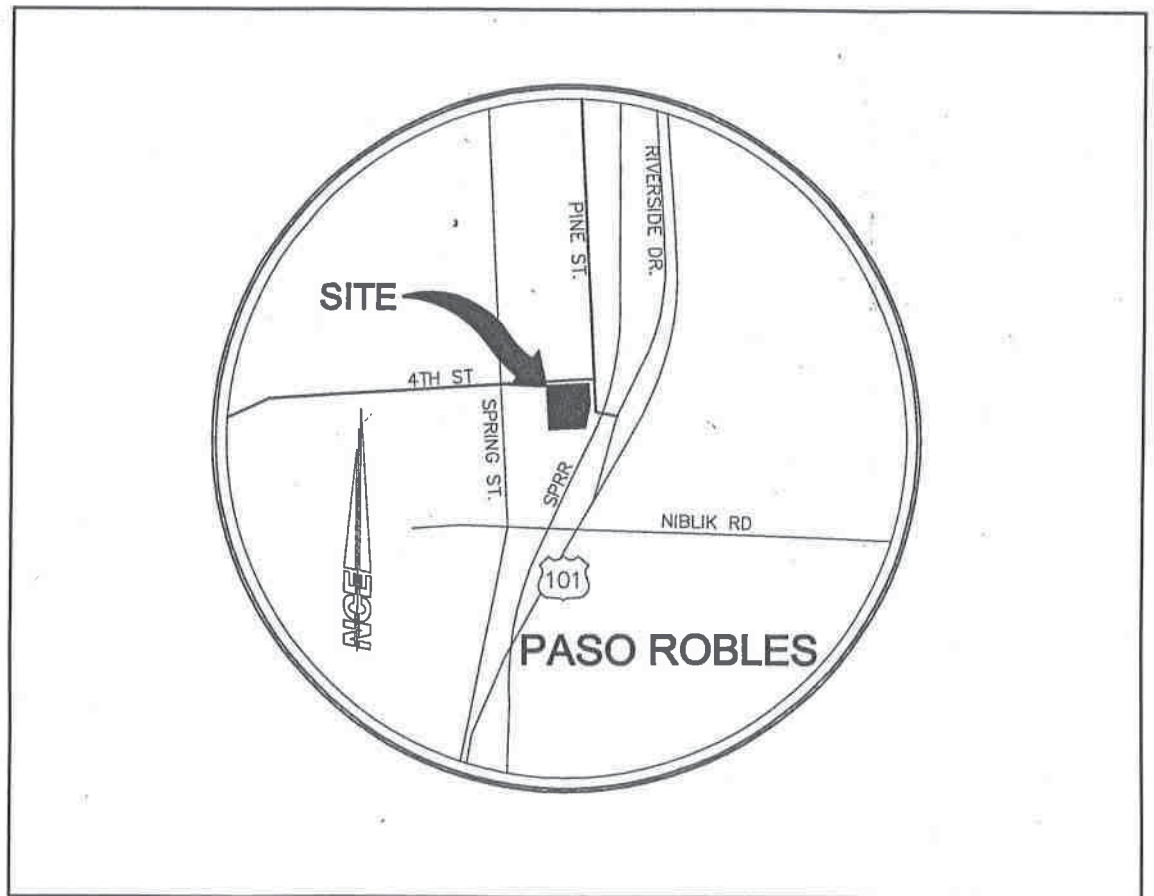
Earlier Documents Prepared and Utilized in this Analysis and Background / Explanatory Materials

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

Attachments:

- 1. Vicinity Map**
- 2. Site Plan**
- 3. Mitigation Monitoring & Reporting Table**
- 4. Mitigation Measure Summary**
- 5. Air Quality/GHG Report – On File**
- 6. Traffic Study – On file**

VICINITY MAP

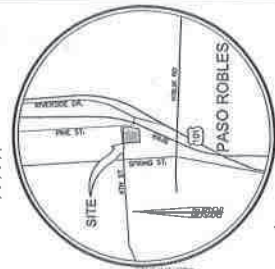


Attachment 1 Vicinity Map (Oxford Suites)

SHEET INDEX	
SHEET NO.	SHEET TITLE
1	PRELIMINARY GRADING AND DRAINAGE PLAN
2	PRELIMINARY UNDERGROUND PLAN
3	PRELIMINARY SITE CROSS SECTIONS

GRADING LEGEND

- 630.00 (F) FINISH FLOOR ELEVATION
- 630.00 (F) FINISH GRADE, POI PLAN
- 630.00 (F) DRAINAGE GRADE, POI PLAN
- 630.00 (F) DRAINAGE DIRECTION, POI PLAN
- 630.00 (F) FLOW DIRECTION
- 630.00 (F) FINISH GRADE, EXISTING
- 630.00 (F) EXISTING GRADE, EXISTING
- 630.00 (F) 2:1 SLOPE, CON
- 630.00 (F) DRAIN INLET
- 630.00 (F) DRAIN PILE WITH FINISH GRADE
- 630.00 (F) CLEAR CUT
- 630.00 (F) SLOPE STAKE
- 630.00 (F) CURB RAMP
- 630.00 (F) PROJECT BOUNDARY
- 630.00 (F) RIGHT-OF-WAY/PROPERTY LINE
- 630.00 (F) EXISTING CONCRETE
- 630.00 (F) EXISTING PAVEMENT
- 630.00 (F) EXISTING ASPHALT
- 630.00 (F) PROPOSED ASPHALT
- 630.00 (F) PROPOSED CONCRETE
- 630.00 (F) PROPOSED GRAVEL

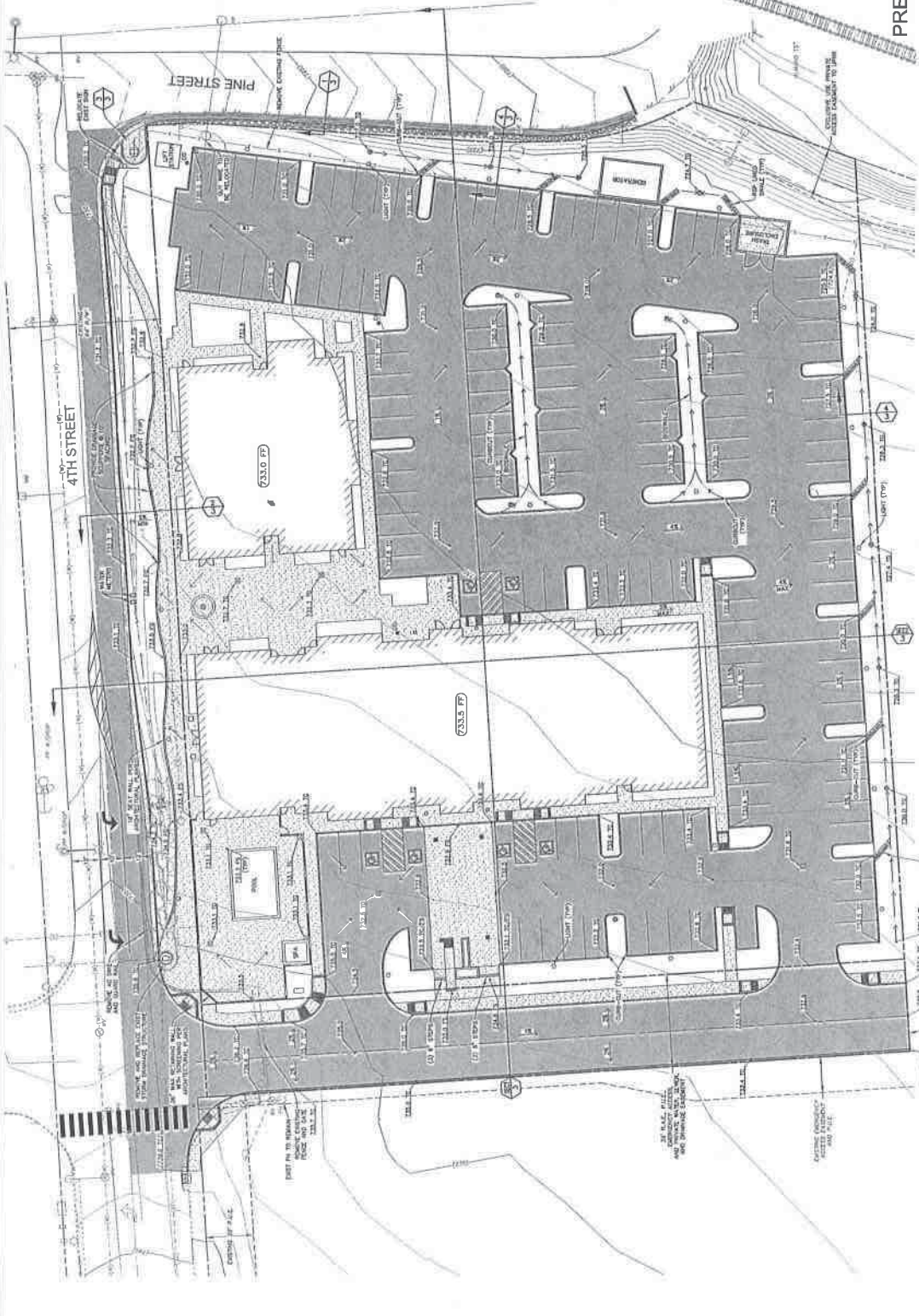


LOCATION MAP
NO SCALE

**OXFORD SUITES
PRELIMINARY GRADING AND
DRAINAGE PLAN
PRAL 13-0084**



PAGE 1 OF 3



NOTE: SEE ARCHITECTURAL PLANS FOR TREATMENT INTERIOR PHASE 2. GRADING TO FC ELEVATIONS SHOWN.

GROSS EARTHWORK ESTIMATE
3,100 CY CUT
3,100 CY FILL

NOTE: DARY ENGINEERING, INC. COPY RIGHT © 2011

**Attachment 2
Site Plan
(Oxford Suites)**

Mitigation Monitoring and Reporting Plan

Project File No./Name: PD 13-003 – Oxford Hotel

Approving Resolution No.:

Date: December 11, 2013

The following environmental Mitigation Measures were either incorporated into the approved plans or were incorporated into the Conditions of Approval. Each and every Mitigation Measure listed below has been found by the approving body to lessen the level of environmental impact of the project to a less than significant level. A completed and signed checklist for each mitigation measure indicates that it has been completed.

See attached Mitigation Summary Table for Mitigation Measure Descriptions.

Mitigation Measure	Type	Monitoring Dept or Agency	Shown on Plans	Verified Implementation	Remarks
AQ-1	Project	Planning Division, Building Division			
GHG -1	Project	Planning Division			
GHG-2	Project	Planning Division			
GHG-3	Project	Planning Division			
T-1	Project	Building Dept.			

Explanation of Headings:

Type	Project, ongoing, cumulative
Monitoring Dept. or Agency	Dept or Agency responsible for monitoring a particular MM
Shown on Plans	When a MM is shown on the plans, this column will be initialed & dated
Verified Implementation	When a MM has been implemented, this column will be initial & dated
Remarks	Area for describing status of ongoing MM, or other information

Mitigation Measures Summary

Mitigation Measures

Air Quality:

MM AQ-1: For projects with areas of disturbance exceeding 4 acres, the SLOAPCD requires implementation of the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

GHG Mitigations

MM GHG-1: The following mitigation measures shall be implemented to reduce project-generated GHG emissions:

- a. Use low-VOC paints (50 grams/liter, or less) and low-VOC cleaning supplies. This requirement shall be reflected in the operational procedures manual for the proposed project.
- b. The project proponent shall demonstrate that the project-wide lighting efficiency shall be improved by at least 16% relative to current conventional lighting methods through the installation of energy-efficient lighting, (e.g., metal halide, high-pressure sodium, LEDs) for interior and exterior lighting areas. Unnecessary exterior lighting should be reduced, to the extent practical and where reductions in lighting would not pose a risk to public safety.
- c. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles, in accordance with City of Paso Robles' requirements. To the extent possible, the landscape design should provide minimum 50% tree coverage within 10 years of construction using low-ROG emitting, low maintenance native drought resistant trees.
- d. Utilize low-flow faucets and toilets and water-efficient irrigation systems to reduce energy demands associated with water use.
- e. Provide outdoor electrical outlets to encourage the use of electric appliances, tools, and landscape maintenance equipment.
- f. Pave and maintain roads and parking areas.
- g. Proposed onsite occupied buildings shall exceed baseline Title 24 Building Envelope Energy Efficiency Standards by a minimum of 10 percent. The baseline GHG emissions from electricity and natural gas usage shall reflect 2008 Title 24 standards with no energy-efficient appliances.
- h. Incorporate water-reducing features into building and landscape design, including use of drought-tolerant landscaping, minimizing turfed areas, and installation of water-efficient irrigation systems in accordance with the City of Paso Robles Zoning Code, Chapter 21.22B, Landscape and Irrigation Ordinance.
- i. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.
- j. Install high efficiency heating and cooling systems and appliances (i.e., Energy Star rated).
- k. Install door sweeps and weather stripping (if more efficient doors and windows are not available).

MM GHG-2: The project applicant shall pay an offsite mitigation fee to SLOAPCD sufficient to offset 1,212.4 MTCO_{2e}. At the time of this report, the SLOAPCD's offsite GHG mitigation fee had not yet been adopted. In the event that SLOAPCD's offsite mitigation fee has not been adopted at the time that payment of the offsite mitigation fee is due, project-generated excess GHG emissions may be mitigated by the purchase of carbon offsets provided by other agencies/organizations, with prior approval by SLOAPCD.

MM GHG-3: The project proponent shall submit proof to the Paso Robles Community Development Department Staff that MM GHG-2 has been met in accordance with a time schedule deemed appropriate by Community Development Department staff.

Transportation Mitigation Measures:

MM T-1: The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.

RESOLUTION NO.:

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF EL PASO DE ROBLES
APPROVING PLANNED DEVELOPMENT 13-003
(Oxford Suites, Inc.)

WHEREAS, PD 13-003 has been submitted by Oxford Suites to establish a 127 room hotel to be developed in two phases; and

WHEREAS, the project is proposed to be located on the 2.5-acre site on the south side of 4th Street, between Spring Street and Pine Street; and

WHEREAS, a public hearing was conducted by the Planning Commission on January 14, 2014, to consider facts as presented in the staff report prepared for this project, and to accept public testimony regarding this proposed Development Plan, and associated Mitigated Negative Declaration; and

WHEREAS, a resolution was adopted by the Planning Commission approving a Mitigated Negative Declaration status for this project, and a Mitigated Negative Declaration was prepared for the proposed Planned Development and Rezone applications in accordance with the California Environmental Quality Act; and

WHEREAS, based upon the facts and analysis presented in the staff report and the attachments thereto, the public testimony received, and subject to the Conditions of Approval listed below, the Planning Commission makes the following findings:

Section 1. Findings

In accordance with Sections 21.23.250 and 21.23B.050 of the Zoning Code, based on facts and analysis set forth in the staff report for this item, and taking into consideration comments received from the public and/or other governmental agencies having purview in the subject development plan application, the Planning Commission hereby makes the following findings:

- a. The design and intensity (density of the proposed development is consistent with the following):
 1. The goals and policies established by the General Plan;
 - a. *The project site is located in the Community Commercial Land Use Category. The purpose of this land use category is to provide for commercial and retail centers, and having a hotels in close proximity to the commercial and retail centers helps support the economic vitality of the City.*
 - b. *The project is designed to maximize protection of oaks and biological resources as called for in Policies C-3A and C-3B of the Conservation Element. There are no know biological resources on this site based on the site being previous developed.*

- c. *Conditions # 9, will require construction of pedestrian paths (sidewalks) and Condition # AQ-1 requires incorporation of air quality mitigation measures, which will implement Policies C-2-B and C-2C of the Conservation Element.*
- 2. The policies and development standards established by any applicable specific plan;
 - a. *This proposed project would be consistent with the Vision for the area South of Downtown, by developing new buildings that are strongly oriented to the public space network along and to the east of Spring Street.*
- 3. The Zoning Code, particularly the purpose and intent of the zoning district in which a development project is located;
 - (a) *The project site is located in the Town Center 2 (TC-2) Zone. Hotels/Motels are permitted in the TC-2 Zone.*
- 4. All other adopted codes, policies, standards, and plans of the City;
 - a. *This resolution contains several conditions designed to implement the Municipal Code, City State, and Regional governmental policies, regulations and adopted standards related to public infrastructure (e.g., streets, water, sewer, storm drainage), building and fire safety, general public safety.*
 - b. *The project expands the City's inventory of transient lodgings, which advances the following policies in the 2006 Economic Strategy*
 - (1) *The overall policy pertaining to "Place", which calls for the establishment of "distinctive, quality, stable, safe and sustainable physical improvements and attractions that welcome ... commerce, tourism,... and wealth necessary to maintain and enhance quality of life."*
 - (2) *The "Positioning" policy, which calls for the promotion of local industry, products, services and destinations via expansion and diversification of hotel products, including end destination full-service resorts;*
- b. The Oxford Hotel, is consistent with the adopted codes, policies, standards and plans of the City; since the project has gone through the development review process including, environmental review as required by Section 21.23.B of the Zoning Code related to buildings over 10,000 square feet; and
- c. The Oxford Hotel, will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the residents and or businesses in the surrounding area, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City; since the project will be required to comply with the recommended conditions of approval, including any environmental mitigation measures, and comply with any building and fire codes; and

- d. The Oxford Hotel accommodates the aesthetic quality of the City as a whole, especially where development will be visible from the gateways to the City, scenic corridors and the public right-of-way; in this particular case, based on the site being lower than Spring Street, and based on the site plan, architecture and landscaping, the proposed development will accommodate the aesthetic quality of the City as a whole; and
- e. The Oxford Hotel is compatible with, and is not detrimental to, surrounding land uses and improvements, provides an appropriate visual appearance, and contributes to the mitigation of any environmental and social impacts, because the project has been designed to provide significant buffers, including setbacks, and landscaping from the residential property to the southwest, and additionally as a result of the site planning, building architecture and environmental mitigation, included with this project.
- f. The Oxford Hotel is compatible with existing scenic and environmental resources such as hillsides, oak trees, vistas, etc. as a result of the project site being relatively flat, located on a lower elevation from Spring Street, and since there will be no significant grading and there are no oak trees located on the site; and
- g. The establishment, maintenance or operation of the Oxford Hotel, will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort, convenience and general welfare of the persons residing or working in the neighborhood of such proposed use, since the project has gone through the development review process including, environmental review as required by Section 21.23.B of the Zoning Code related to buildings over 10,000 square feet; and
- h. The Oxford Hotel contributes to the orderly development of the City as a whole, since the project will utilize the existing infrastructure in 4th Street, consisting of sewer water and other utilities; and
- i. The Oxford Hotel as conditioned would meet the intent of the General Plan and Zoning Ordinance by providing a transient occupancy/resort type use in close proximity to commercial and retail.
- j. The Oxford Hotel would be consistent with the Economic Strategy, since it would allow for the expansion and diversification of transient occupancy projects.
- k. The 5-story, 67.5-foot height limit would be acceptable in the TC-2 zoning district based on the area in which the site is located, and since the site is at a lower elevation than Spring Street.

Section 2. Conditions of Approval

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles approves Planned Development 13-003 subject to the following conditions:

PLANNING:

1. This PD 13-003 allows for the development of a 5-story 127 room resort hotel that includes conference room, and ancillary parking.
2. The project is proposed to be developed in 2 phases. In the event that the applicant wishes to change the phasing order, after verification from the City Engineer that there are no concerns, the Development Review Committee (DRC) may approve the phasing change request.
3. The project shall be constructed in substantial conformance with the Conditions of Approval established by this Resolution and it shall be constructed in substantial conformance with the following Exhibits:

EXHIBIT	DESCRIPTION
A	Standard Conditions
B	Cover Sheet – Project Data
C	Preliminary Grading and Drainage Plan
D	Preliminary Underground Utilities Plan
E	Preliminary Site Cross Sections
F	Conceptual Landscape Plans
G	Site Plan
H	Architectural Elevations – Bldg. 1 (West and East)
I	Architectural Elevations – Bldg. 1&2 (North and South)
J	Architectural Elevations – Bldg. 2 (West and East)
K	Colored Elevation - West
L	Colored Elevation - North

4. The maximum length of stay for any hotel room is 30 consecutive days.
5. Prior to the issuance of a building permit, the Development Review Committee (DRC) shall review the following items to insure substantial compliance with the above listed Exhibits:
 - Final site details such as landscaping, decorative paving, benches, exterior lighting and any other site planning details;
 - Architectural elevations, including final materials, colors and details;
 - Equipment such as back flow devices, transformers, a/c condensers and appropriate screening methods for both views and noise;
 - Final grading and drainage plans;
 - Signage

6. The project landscape plan is subject to the requirements within the City's Landscape Ordinance.
7. All on-site operations shall be in conformance with the City's performance standards contained in Section 21.21.040 and as listed below:
 - a. Fire and Explosion Hazards. All activities involving, and all storage of, inflammable and explosive materials shall be provided with adequate safety devices against the hazard of fire and explosion and adequate firefighting and fire-suppression equipment and devices standard in industry and as approved by the fire department. All incineration is prohibited.
 - b. Radioactivity or Electrical Disturbance. Devices that radiate radio-frequency energy shall be so operated as not to cause interference with any activity carried on beyond the boundary line of the property upon which the device is located. Further, no radiation of any kind shall be emitted which is dangerous to humans. All radio transmissions shall occur in full compliance with Federal Communications Commission (FCC) and other applicable regulations.
 - c. Noise. No land use shall increase the ambient noise level as measured at the nearest residentially zoned property line to a level that constitutes a public nuisance.
 - d. Vibration. No vibrations shall be permitted so as to cause a noticeable tremor measurable without instruments at the lot line.
 - e. Smoke. Except for fireplaces and barbecues, no emission shall be permitted at any point from any chimney which would constitute a violation of standards established by the San Luis Obispo County Air Pollution Control District (APCD).
 - f. Odors. Except for fireplaces and barbecues, no emission shall be permitted of odorous gases or other odorous matter in such quantities as to constitute a public nuisance.
 - g. Fly Ash, Dust, Fumes, Vapors, Gases and Other Forms of Air Pollution. No emission shall be permitted which can cause damage to health, animals, vegetations or other forms of property, or which can cause any excessive soiling at any point. No emissions shall be permitted in excess of the standards established by the San Luis Obispo County Air Pollution Control District (APCD).
 - h. Glare. No direct glare, whether produced by floodlight, high-temperature processes such as combustion or welding or other processes, so as to be visible from any boundary line of the property on which the same is produced shall be permitted. Sky-reflected glare from buildings or portions thereof shall be so controlled by reasonable means as are practical to the end that said sky-reflected glare will not inconvenience or annoy persons or interfere with the use and enjoyment of property in and about the area where it occurs.
 - i. Liquid or Solid Wastes. No discharge shall be permitted at any point into any public sewer, private sewage disposal system or stream, or into the ground, of any materials of such nature or temperature as can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the emission of dangerous or offensive elements, except in accord with standards approved by the California Department of Health or such other

governmental agency as shall have jurisdiction over such activities. Manufacturing, processing, treatment and other activities involving use of toxic or hazardous materials shall be designed to incorporate the best available control technologies and wherever technically feasible shall employ a "closed loop" system of containment.

- j. Transportation Systems Impacts. Vehicular, bikeway and/or pedestrian traffic, directly attributable to the proposed land use, shall not increase to a significant extent without implementation of adequate mitigation measures in a form to be approved by the city engineer. In determining significance of impacts, consideration shall be given to cumulative (projected build-out) capacity of streets and highways serving the land use. Mitigation measures required may include but not be limited to curb, gutter, sidewalk, street and/or alley, bikeway, transit related improvements and traffic signalization. Mitigation may be required as pursuant to the California Environmental Quality Act (CEQA), or as a condition of a discretionary review. (Ord. 665 N.S. § 28, 1993; (Ord. 405 N.S. § 2 (part), 1977)

ENGINEERING:

8. Prior to occupancy, 4th Street and Pine Street shall be improved in accordance with plans approved by the City Engineer. 4th Street shall be reconstructed in its full width in accordance with Standard Development Condition F5. Decorative street lights shall be included in the improvement plans.
9. Prior to occupancy, the applicant shall dedicate four feet along the frontage of the property for public right-of-way to accommodate the future extension of 4th Street to Riverside Avenue.
10. Low impact development best management practices as outlined in the project submittals shall be incorporated into the project grading and drainage plans.

Section 3. Environmental Mitigation Measures

Air Quality:

MM AQ-1: For projects with areas of disturbance exceeding 4 acres, the SLOAPCD requires implementation of the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;

- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

GHG Mitigations:

MM GHG-1: The following mitigation measures shall be implemented to reduce project-generated GHG emissions:

- a. Use low-VOC paints (50 grams/liter, or less) and low-VOC cleaning supplies. This requirement shall be reflected in the operational procedures manual for the proposed project.
- b. The project proponent shall demonstrate that the project-wide lighting efficiency shall be improved by at least 16% relative to current conventional lighting methods through the installation of energy-efficient lighting, (e.g., metal halide, high-pressure sodium, LEDs) for interior and exterior lighting areas. Unnecessary exterior lighting should be reduced, to the extent practical and where reductions in lighting would not pose a risk to public safety.
- c. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles, in accordance with City of Paso Robles' requirements. To the extent possible, the landscape design should provide minimum 50% tree coverage within 10 years of construction using low-ROG emitting, low maintenance native drought resistant trees.
- d. Utilize low-flow faucets and toilets and water-efficient irrigation systems to reduce energy demands associated with water use.
- e. Provide outdoor electrical outlets to encourage the use of electric appliances, tools, and landscape maintenance equipment.
- f. Pave and maintain roads and parking areas.
- g. Proposed onsite occupied buildings shall exceed baseline Title 24 Building Envelope Energy Efficiency Standards by a minimum of 10 percent. The baseline GHG emissions from electricity and natural gas usage shall reflect 2008 Title 24 standards with no energy-efficient appliances.
- h. Incorporate water-reducing features into building and landscape design, including use of drought-tolerant landscaping, minimizing turfed areas, and installation of water-efficient

irrigation systems in accordance with the City of Paso Robles Zoning Code, Chapter 21.22B, Landscape and Irrigation Ordinance.

- i. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.
- j. Install high efficiency heating and cooling systems and appliances (i.e., Energy Star rated).
- k. Install door sweeps and weather stripping (if more efficient doors and windows are not available).

MM GHG-2: The project applicant shall pay an offsite mitigation fee to SLOAPCD sufficient to offset 1,212.4 MTCO_{2e}. At the time of this report, the SLOAPCD's offsite GHG mitigation fee had not yet been adopted. In the event that SLOAPCD's offsite mitigation fee has not been adopted at the time that payment of the offsite mitigation fee is due, project-generated excess GHG emissions may be mitigated by the purchase of carbon offsets provided by other agencies/organizations, with prior approval by SLOAPCD.

MM GHG-3: The project proponent shall submit proof to the Paso Robles Community Development Department Staff that MM GHG-2 has been met in accordance with a time schedule deemed appropriate by Community Development Department staff.

Transportation Mitigation Measures:

MM T-1: The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.

PASSED AND ADOPTED THIS 14th day of January, 2014 by the following Roll Call Vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

VINCE VANDERLIP, CHAIRMAN

ATTEST:

ED GALLAGHER, PLANNING COMMISSION SECRETARY

h:darren/PD/Oxford /PC Res

EXHIBIT A OF RESOLUTION
CITY OF EL PASO DE ROBLES
STANDARD DEVELOPMENT CONDITIONS

Planned Development _____ Conditional Use Permit _____
 Tentative Parcel Map _____ Tentative Tract Map _____
Approval Body: Planning Commission Date of Approval: January 14, 2014
Applicant: Oxford Suites, Inc. Location: 4th & Pine Streets
APN: _____

The following conditions that have been checked are standard conditions of approval for the above referenced project. The checked conditions shall be complied with in their entirety before the project can be finalized, unless otherwise specifically indicated. In addition, there may be site specific conditions of approval that apply to this project in the resolution.

COMMUNITY DEVELOPMENT DEPARTMENT - The applicant shall contact the Community Development Department, (805) 237-3970, for compliance with the following conditions:

A. GENERAL CONDITIONS – PD/CUP:

- 1. This project approval shall expire on January 14, 2016 unless a time extension request is filed with the Community Development Department, or a State mandated automatic time extension is applied prior to expiration.
- 2. The site shall be developed and maintained in accordance with the approved plans and unless specifically provided for through the Planned Development process shall not waive compliance with any sections of the Zoning Code, all other applicable City Ordinances, and applicable Specific Plans.
- 3. To the extent allowable by law, Owner agrees to hold City harmless from costs and expenses, including attorney's fees, incurred by City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal court challenging the City's actions with respect to the project. Owner understands and acknowledges that City is under no obligation to defend any legal actions challenging the City's actions with respect to the project.

(Adopted by Planning Commission Resolution _____)

- 4. Any site specific condition imposed by the Planning Commission in approving this project (**Conditional Use Permit**) may be modified or eliminated, or new conditions may be added, provided that the Planning Commission shall first conduct a public hearing in the same manner as required for the approval of this project. No such modification shall be made unless the Commission finds that such modification is necessary to protect the public interest and/or neighboring properties, or, in the case of deletion of an existing condition, that such action is necessary to permit reasonable operation and use for this approval.
- 5. The site shall be kept in a neat manner at all times and the landscaping shall be continuously maintained in a healthy and thriving condition.
- 6. All signs shall be subject to review and approval as required by Municipal Code Section 21.19 and shall require a separate application and approval prior to installation of any sign.
- 7. All walls/fences and exposed retaining walls shall be constructed of decorative materials which include but are not limited to splitface block, slumpstone, stuccoed block, brick, wood, crib walls or other similar materials as determined by the Development Review Committee, but specifically excluding precision block.
- 8. Prior to the issuance of a Building Permit a landscape and irrigation plan consistent with the Landscape and Irrigation Ordinance, shall be submitted for City review and approval. The plan needs to be designed in a manner that utilizes drought tolerant plants, trees and ground covers and minimizes, if not eliminates the use of turf. The irrigation plan shall utilize drip irrigation and limit the use of spray irrigation. All existing and/or new landscaping shall be installed with automatic irrigation systems.
- 9. A reciprocal parking and access easement and agreement for site access, parking, and maintenance of all project entrances, parking areas, landscaping, hardscape, common open space, areas and site lighting standards and fixtures, shall be recorded prior to or in conjunction with the Final Map. Said easement and agreement shall apply to all properties, and be referenced in the site Covenants, Conditions and Restrictions (CC&Rs).
- 10. All outdoor storage shall be screened from public view by landscaping and walls or fences per Section 21.21.110 of the Municipal Code.
- 11. For commercial, industrial, office or multi-family projects, all refuse enclosures are required to provide adequate space for recycling bins. The enclosure shall be architecturally compatible with the primary building. Gates shall be view obscuring and constructed of durable materials. Check with Paso Robles Waste Disposal to determine the adequate size of enclosure based on the number and size of containers to be stored in the enclosure.

(Adopted by Planning Commission Resolution _____)

- 12. For commercial, industrial, office or multi-family projects, all existing and/or new ground-mounted appurtenances such as air-conditioning condensers, electrical transformers, backflow devices etc., shall be screened from public view through the use of decorative walls and/or landscaping subject to approval by the Community Development Director or his designee. Details shall be included in the building plans.
- 13. All existing and/or new roof appurtenances such as air-conditioning units, grease hoods, etc. shall be screened from public view. The screening shall be architecturally integrated with the building design and constructed of compatible materials to the satisfaction of the Community Development Director or his designee. Details shall be included in the building plans.
- 14. All existing and/or new lighting shall be shielded so as to be directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Community Development Director or his designee.
- 15. All walls/fences and exposed retaining walls shall be constructed of decorative materials which include but are not limited to splitface block, slumpstone, stuccoed block, brick, wood, crib walls or other similar materials as determined by the Development Review Committee, but specifically excluding precision block.
- 16. It is the property owner's responsibility to insure that all construction of private property improvements occur on private property. It is the owner's responsibility to identify the property lines and insure compliance by the owner's agents.
- 17. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No.835 N.S., Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to removal.
- 18. No storage of trash cans or recycling bins shall be permitted within the public right-of-way.
- 19. Prior to recordation of the map or prior to occupancy of a project, all conditions of approval shall be completed to the satisfaction of the City Engineer and Community Developer Director or his designee.
- 20. Two sets of the revised Planning Commission approved plans incorporating all Conditions of Approval, standard and site specific, shall be submitted to the Community Development Department prior to the issuance of building permits.

(Adopted by Planning Commission Resolution _____)

- 21. Prior to the issuance of building permits, the
 - Development Review Committee shall approve the following:
 - Planning Division Staff shall approve the following:
 - a. A detailed site plan indicating the location of all structures, parking layout, outdoor storage areas, walls, fences and trash enclosures;
 - b. A detailed landscape plan;
 - c. Detailed building elevations of all structures indicating materials, colors, and architectural treatments;
 - d. Other:

B. GENERAL CONDITIONS – TRACT/PARCEL MAP:

- 1. In accordance with Government Section 66474.9, the subdivider shall defend, indemnify and hold harmless the City, or its agent, officers and employees, from any claim, action or proceeding brought within the time period provided for in Government Code section 66499.37, against the City, or its agents, officers, or employees, to attack, set aside, void, annul the City's approval of this subdivision. The City will promptly notify subdivider of any such claim or action and will cooperate fully in the defense thereof.
- 2. The Covenants, Conditions, and Restrictions (CC&Rs) and/or Articles Affecting Real Property Interests are subject to the review and approval of the Community Development Department, the Public Works Department and/or the City Attorney. They shall be recorded concurrently with the Final Map or prior to the issuance of building permits, whichever occurs first. A recorded copy shall be provided to the affected City Departments.
- 3. The owner shall petition to annex residential Tract (or Parcel Map)_____ into the City of Paso Robles Community Facilities District No. 2005-1 for the purposes of mitigation of impacts on the City's Police and Emergency Services Departments.
- 4. Street names shall be submitted for review and approval by the Planning Commission, prior to approval of the final map.
- 5. The following areas shall be permanently maintained by the property owner, Homeowners' Association, or other means acceptable to the City:

(Adopted by Planning Commission Resolution _____)

ENGINEERING DIVISION- The applicant shall contact the Engineering Division, (805) 237-3860, for compliance with the following conditions:

All conditions marked are applicable to the above referenced project for the phase indicated.

C. PRIOR TO ANY PLAN CHECK:

- 1. The applicant shall enter into an Engineering Plan Check and Inspection Services Agreement with the City.

D. PRIOR TO ISSUANCE OF A GRADING PERMIT:

- 1. Prior to approval of a grading plan, the developer shall apply through the City, to FEMA and receive a Letter of Map Amendment (LOMA) issued from FEMA. The developer's engineer shall provide the required supporting data to justify the application.
- 2. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No. 553, Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to its removal.
- 3. A complete grading and drainage plan shall be prepared for the project by a registered civil engineer and subject to approval by the City Engineer. The project shall conform to the City's Storm Water Discharge Ordinance.
- 4. A Preliminary Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer.
- 5. A Storm Water Pollution Prevention Plan per the State General Permit for Storm Water Discharges Associated with Construction Activity shall be provided for any site that disturbs greater than or equal to one acre, including projects that are less than one acre that are part of a larger plan of development or sale that would disturb more than one acre.

E. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

- 1. All off-site public improvement plans shall be prepared by a registered civil engineer and shall be submitted to the City Engineer for review and approval. The improvements shall be designed and placed to the Public Works Department Standards and Specifications.

(Adopted by Planning Commission Resolution _____)

- 2. The applicant shall submit a composite utility plan signed as approved by a representative of each public utility.
- 3. Landscape and irrigation plans for the public right-of-way shall be incorporated into the improvement plans and shall require approval by the Streets Division Supervisor and the Community Development Department.
- 4. In a special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM) the owner shall provide an Elevation Certificate in accordance with the National Flood Insurance program. This form must be completed by a land surveyor or civil engineer licensed in the State of California.

F. PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY OR RECORDATION OF THE FINAL MAP:

The Planning Commission has made a finding that the fulfillment of the construction requirements listed below are a necessary prerequisite to the orderly development of the surrounding area.

- 1. The applicant shall pay any current and outstanding fees for Engineering Plan Checking and Construction Inspection services.
- 2. All public improvements are completed and approved by the City Engineer, and accepted by the City Council for maintenance.
- 3. The owner shall offer to dedicate and improve the following street(s) to the standard indicated:

4 th Street	City Standard	Standard Drawing No.
Street Name		

- 4. If, at the time of approval of the final map, any required public improvements have not been completed and accepted by the City the owner shall be required to enter into a Subdivision Agreement with the City in accordance with the Subdivision Map Act.

Bonds required and the amount shall be as follows:
 Performance Bond.....100% of improvement costs.
 Labor and Materials Bond.....50% of performance bond.

- 5. If the existing City street adjacent to the frontage of the project is inadequate for the traffic generated by the project, or will be severely damaged by the construction, the applicant shall excavate the entire structural section and replace it with a standard half-width street plus a 12' wide travel lane and 8' wide graded shoulder adequate to provide for two-way traffic.

(Adopted by Planning Commission Resolution _____)

- 6. If the existing pavement and structural section of the City street adjacent to the frontage of the project is adequate, the applicant shall provide a new structural section from the proposed curb to the edge of pavement and shall overlay the existing paving to centerline for a smooth transition.
- 7. Due to the number of utility trenches required for this project, the City Council adopted Pavement Management Program requires a pavement overlay on _____ along the frontage of the project.
- 8. The applicant shall install all utilities underground. Street lights shall be installed at locations as required by the City Engineer. All existing overhead utilities adjacent to or within the project shall be relocated underground except for electrical lines 77 kilovolts or greater. All utilities shall be extended to the boundaries of the project.
- 9. The owner shall offer to dedicate to the City the following easement(s). The location and alignment of the easement(s) shall be to the description and satisfaction of the City Engineer:
 - a. Public Utilities Easement;
 - b. Water Line Easement;
 - c. Sewer Facilities Easement;
 - d. Landscape Easement;
 - e. Storm Drain Easement.
- 10. The developer shall annex to the City's Landscape and Lighting District for payment of the operating and maintenance costs of the following:
 - a. Street lights;
 - b. Parkway/open space landscaping;
 - c. Wall maintenance in conjunction with landscaping;
 - d. Graffiti abatement;
 - e. Maintenance of open space areas.
- 11. For a building with a Special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM), the developer shall provide an Elevation Certificate in accordance with the National Flood Insurance Program. This form must be completed by a lands surveyor or civil engineer licensed in the State of California.
- 12. All final property corners shall be installed.
- 13. All areas of the project shall be protected against erosion by hydro seeding or landscaping.
- 14. All construction refuse shall be separated (i.e. concrete, asphalt concrete, wood gypsum board, etc.) and removed from the project in accordance with the City's Source Reduction and Recycling Element.

(Adopted by Planning Commission Resolution _____)

- 15. Clear blackline mylars and paper prints of record drawings, signed by the engineer of record, shall be provided to the City Engineer prior to the final inspection. An electronic autocad drawing file registered to the California State Plane – Zone 5 / NAD83 projected coordinate system, units in survey feet, shall be provided.

PASO ROBLES DEPARTMENT OF EMERGENCY SERVICES- The applicant shall contact the Department of Emergency Services, (805) 227-7560, for compliance with the following conditions:

G. GENERAL CONDITIONS

- 1. Prior to the start of construction:
 - Plans shall be reviewed, approved and permits issued by Emergency Services for underground fire lines.
 - Applicant shall provide documentation to Emergency Services that required fire flows can be provided to meet project demands.
 - Fire hydrants shall be installed and operative to current, adopted edition of the California Fire Code.
 - A based access road sufficient to support the department's fire apparatus (HS-20 truck loading) shall be constructed and maintained for the duration of the construction phase of the project.
 - Access road shall be at least twenty (20) feet in width with at least thirteen (13) feet, six (6) inches of vertical clearance.

- 2. Provide central station monitored fire sprinkler system for all residential, commercial and industrial buildings that require fire sprinklers in current, adopted edition of the California Building Code, California Fire Code and Paso Robles Municipal Code.
 - Plans shall be reviewed, approved and permits issued by Emergency Services for the installation of fire sprinkler systems.

- 3. Provide central station monitored fire alarm system for all residential, commercial and industrial buildings that require fire alarm system in current, adopted edition of the California Building Code, California Fire Code and Paso Robles Municipal Code.

- 4. If required by the Fire Chief, provide on the address side of the building if applicable:
 - Fire alarm annunciator panel in weatherproof case.
 - Knox box key entry box or system.
 - Fire department connection to fire sprinkler system.

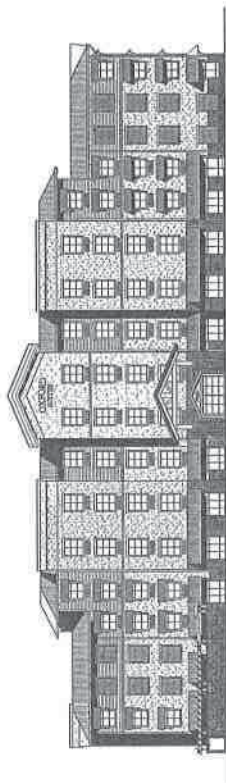
(Adopted by Planning Commission Resolution _____)

5. Provide temporary turn-around to current City Engineering Standard for phased construction streets that exceed 150 feet in length.
6. Project shall comply with all requirements in current, adopted edition of California Fire Code and Paso Robles Municipal Code.
7. Prior to the issuance of Certificate of Occupancy:
 - Final inspections shall be completed on all underground fire lines, fire sprinkler systems, fire alarm systems and chemical hood fire suppression systems.
 - Final inspections shall be completed on all buildings.

(Adopted by Planning Commission Resolution _____)

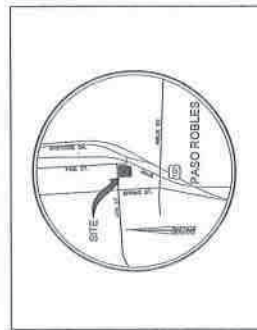
OXFORD SUITES

4TH & PINE STREET
PASO ROBLES CA 93446



DEVELOPMENT PLAN SUBMITTAL NOVEMBER 4, 2013

VICINITY MAP



OWNER: INCO, INC.
425 BELLEVUE DRIVE, STE 210
BEND OREGON 97701
CURT BANEY
CURTB@OXFORDSUITES.COM
PH: 541.382.2188

DESIGNER:
S INNCO INC.
425 BELLEVUE DRIVE
BEND OREGON 97701
CONTACT: EDmund WARDEN
MARKS@OXFORDSUITES.COM
PH: 541.848.0890
EDMUND WARDEN LEED AP CSBA
EDMUNDW@OXFORDSUITES.COM
PH: 541.749.1059

CIVIL ENGINEER:
DASIS ASSOCIATES, INC.
725 CRESTON ROAD SUITE B
PASO ROBLES, CA 93446
GREG S. JAEGER, PE
GREG@DASISENGINEERING.COM
805.541.4509

LANDSCAPE:
DASIS ASSOCIATES, INC. - FIRE & PLANNING
3427 MIGUELITO COURT
SAN LUIS OBISPO, CA 93401
MICHAEL DRIPE, ASLA
MICHAEL@DASISASSOC.COM
805.541.4509

PROJECT TEAM

SHEET INDEX

A0.0 COVER SHEET
PRELIMINARY GRADING & DRAINAGE PLAN
PRELIMINARY SITE DRAINAGE PLAN
PRELIMINARY SITE CROSS SECTIONS
CONCEPTUAL LANDSCAPE PLAN
A1.0 ARCHITECTURAL SITE PLAN
A2.1 EXTERIOR ELEVATIONS
A2.2 EXTERIOR ELEVATIONS
A2.3 EXTERIOR ELEVATIONS
A3.0 EXTERIOR ELEVATIONS
A3.1 EXTERIOR ELEVATIONS
A3.2 EXTERIOR ELEVATIONS
A3.3 EXTERIOR ELEVATIONS
CLOSERD NORTH ELEVATION

RECEIVED

NOV 05 2013

City of Paso Robles
Community Development Dept.

Exhibit B
Cover Sheet - Project Data
PD 13-003
(Oxford Suites)

A0.0

COVER SHEET

OXFORD SUITES
PASO ROBLES
4TH AND PINE STREETS
PASO ROBLES CALIFORNIA

OS INNGO, INC.
425 BELLEVUE DRIVE
BEND OREGON 97701
541.382.2188

SHEET INDEX	
SHEET NO.	SHEET TITLE
1	PRELIMINARY GRADING AND DRAINAGE PLAN
2	PRELIMINARY GRADING AND DRAINAGE PLAN
3	PRELIMINARY SITE CHISEL SECTION

GRADING LEGEND

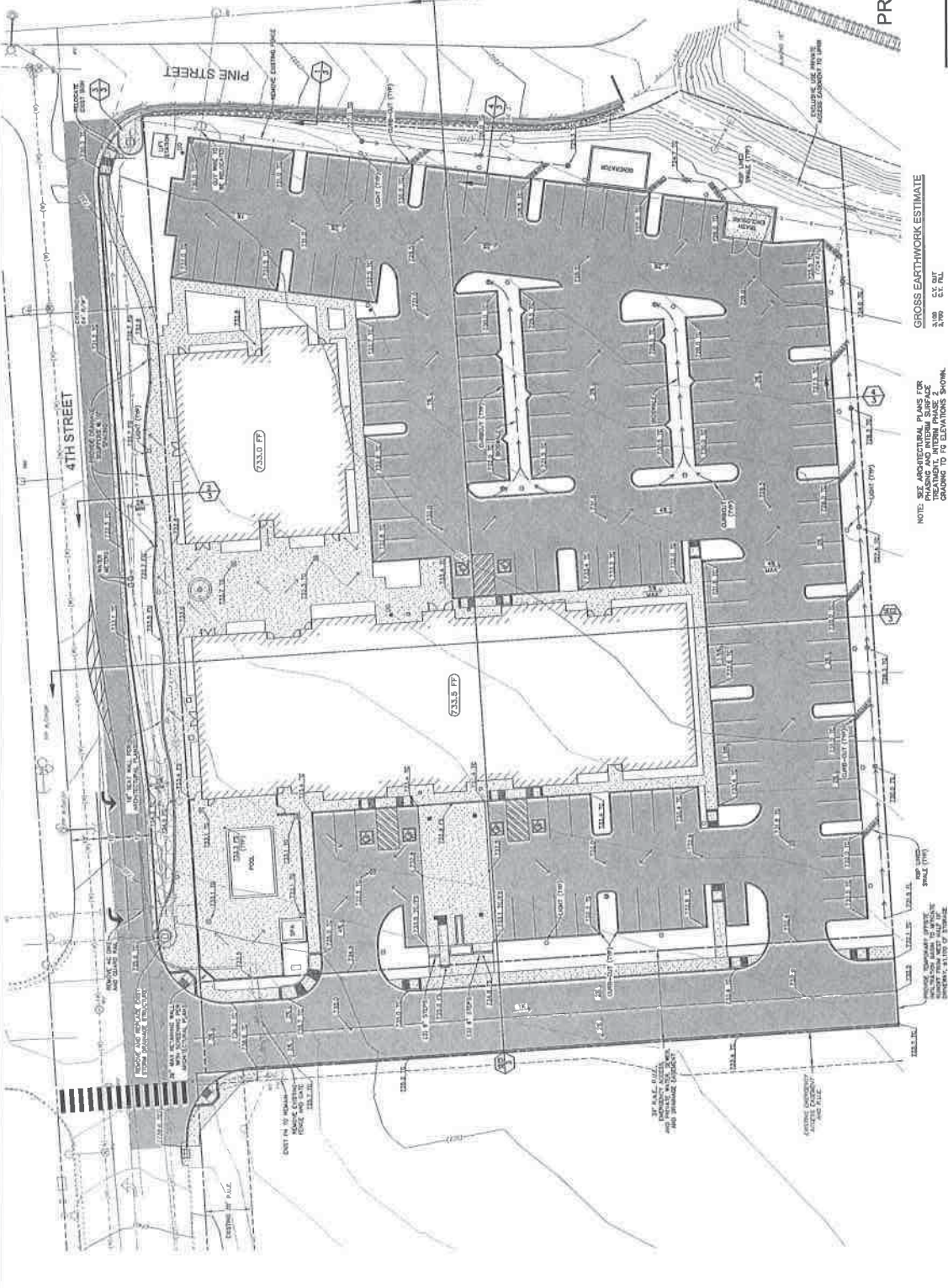
- EXISTING FLOOR ELEVATION**
- PROPOSED FLOOR ELEVATION**
- PROPOSED GRADE FOR PLAN**
- PROPOSED GRADE FOR SECTION**
- GRADE DIRECTION, 10% MAX**
- GRADE DIRECTION, 5% MAX**
- GRADE DIRECTION, 2% MAX**
- PROPOSED CHANGING CONTOUR**
- EXISTING CHANGING CONTOUR**
- 3" SLOPE, 10% MAX**
- 3" SLOPE, 5% MAX**
- 3" SLOPE, 2% MAX**
- 3" SLOPE, 1% MAX**
- 3" SLOPE, 0.5% MAX**
- 3" SLOPE, 0.2% MAX**
- 3" SLOPE, 0.1% MAX**
- 3" SLOPE, 0.05% MAX**
- 3" SLOPE, 0.02% MAX**
- 3" SLOPE, 0.01% MAX**
- 3" SLOPE, 0.005% MAX**
- 3" SLOPE, 0.002% MAX**
- 3" SLOPE, 0.001% MAX**
- 3" SLOPE, 0.0005% MAX**
- 3" SLOPE, 0.0002% MAX**
- 3" SLOPE, 0.0001% MAX**
- 3" SLOPE, 0.00005% MAX**
- 3" SLOPE, 0.00002% MAX**
- 3" SLOPE, 0.00001% MAX**
- 3" SLOPE, 0.000005% MAX**
- 3" SLOPE, 0.000002% MAX**
- 3" SLOPE, 0.000001% MAX**
- 3" SLOPE, 0.0000005% MAX**
- 3" SLOPE, 0.0000002% MAX**
- 3" SLOPE, 0.0000001% MAX**
- 3" SLOPE, 0.00000005% MAX**
- 3" SLOPE, 0.00000002% MAX**
- 3" SLOPE, 0.00000001% MAX**
- 3" SLOPE, 0.000000005% MAX**
- 3" SLOPE, 0.000000002% MAX**
- 3" SLOPE, 0.000000001% MAX**
- 3" SLOPE, 0.0000000005% MAX**
- 3" SLOPE, 0.0000000002% MAX**
- 3" SLOPE, 0.0000000001% MAX**
- 3" SLOPE, 0.00000000005% MAX**
- 3" SLOPE, 0.00000000002% MAX**
- 3" SLOPE, 0.00000000001% MAX**



LOCATION MAP
NO SCALE

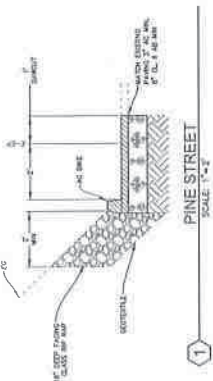
SCALE: 1"=20'

OXFORD SUITES
PRELIMINARY GRADING AND DRAINAGE PLAN
PRAL 13-0084

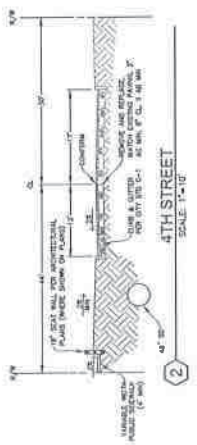


GROSS EARTHWORK ESTIMATE
3,100 C.Y. CUT
3,100 C.Y. FILL

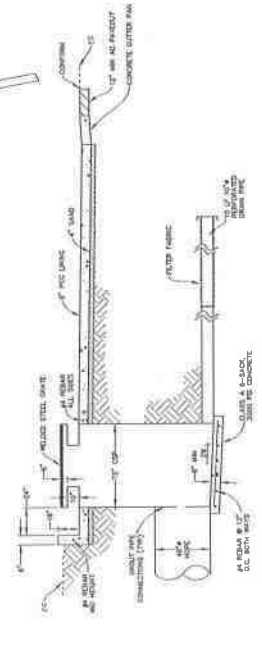
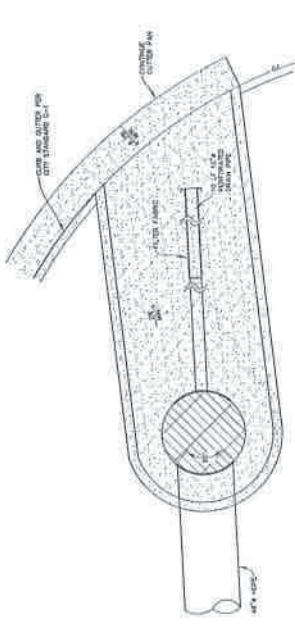
Exhibit C
Prelim. Grading
PD 13-003
(Oxford Suites)



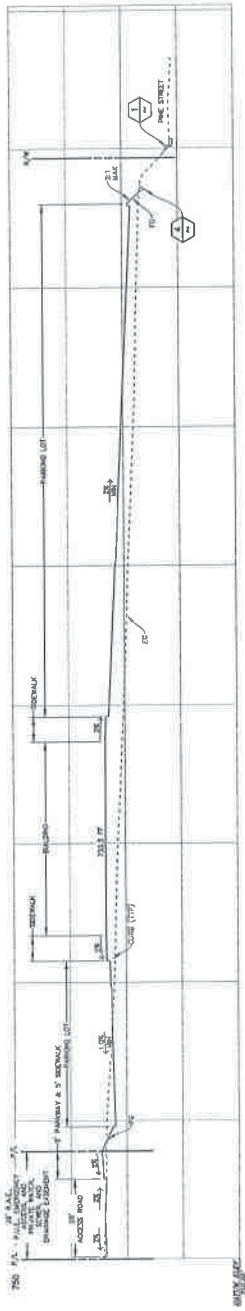
1
PINE STREET
SCALE 1" = 2'



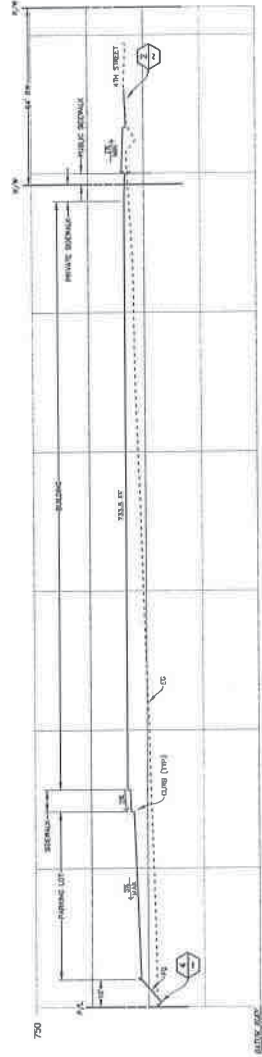
2
4TH STREET
SCALE 1" = 10'



3
OUTLET STRUCTURE (APPROXIMATE)
N/S



SITE SECTION
VERTICAL 1" = 10'
HORIZONTAL 1" = 20'



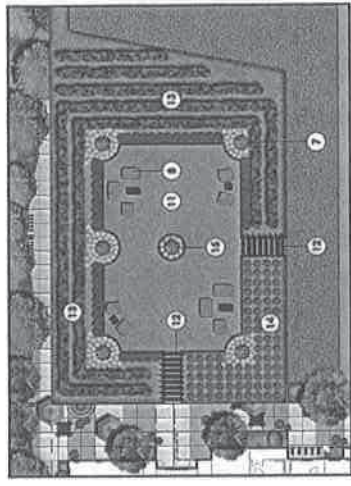
SITE SECTION
VERTICAL 1" = 10'
HORIZONTAL 1" = 20'

OXFORD SUITES
PRELIMINARY SITE CROSS
SECTIONS
PRAL 13-0084



PAGE 3 OF 3

Exhibit E
Prelim. Cross Sections
PD 13-003
(Oxford Suites)



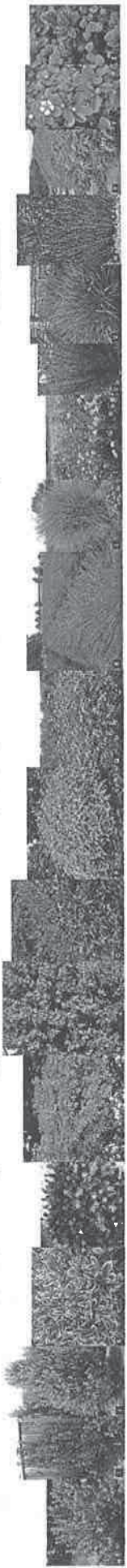
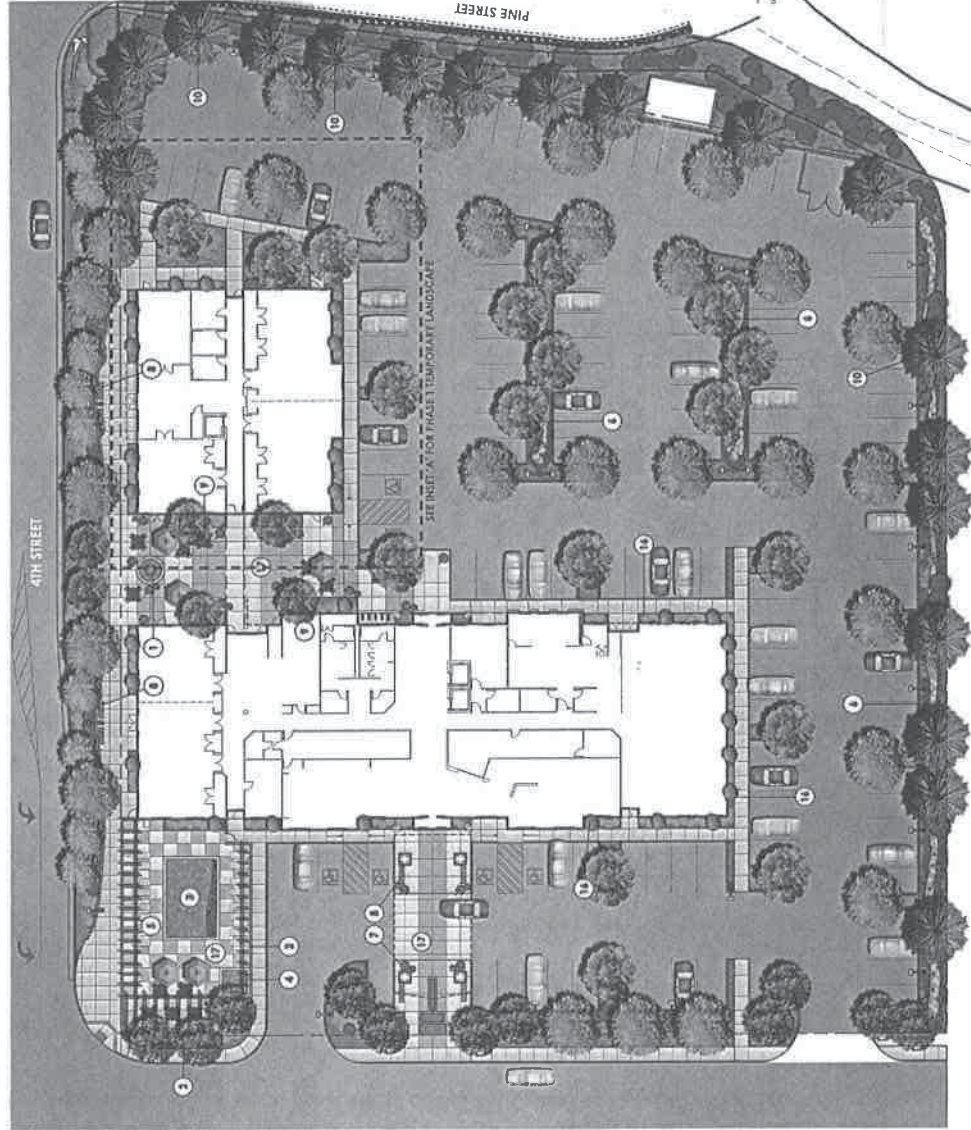
INSET 'A': PHASE I TEMPORARY LANDSCAPE

KEYNOTE LEGEND

- 1 NOURISH / WATER FEATURE
- 2 PRIVATE WALKWAYS WITH TREES
- 3 HOT TUB (10' DIA. @ 8' X 30')
- 4 POOL DECK ELEMENTS
- 5 SWIMMING POOL WITH BOUNDARY
- 6 LANDSCAPE POLE TOP
- 7 SCHEMING PLANE MATERIAL
- 8 GRAVE BURIAL
- 9 COORDINATED WITH TREELING
- 10 COORDINATED WITH TREELING
- 11 LANDSCAPE ART / SCULPTURE / BIODIVERSITY
- 12 TALL HARDWOOD SHRUBS AGAINST BUILDING
- 13 ENHANCED PAVING



BOTANICAL / COMMON NAME	SIZE	NOTES
ACCENT TREES		
A. Olive tree, 'Narbonne' / CALIFORNIA	30' BOX	FLOWERING DECEMBER
B. Ligustrum lucidum / GRAPE WATTLE	24' BOX	FLOWERING DECEMBER
CANOPY TREES		
C. Olive tree, 'Narbonne' / OLIVE	30' BOX	EVERGREEN
D. Persea s. 'Narbonne' / LONDON PLUME	15' GAL	DECEMBER
SCHEMING TREES		
E. Quercus agrifolia / WHITE OAK	15' GAL	EVERGREEN
F. Quercus agrifolia / WHITE OAK	15' GAL	EVERGREEN
G. Persea s. 'Narbonne' / CANARY ISLAND PINE	15' GAL	EVERGREEN
LANDSCAPE		
H. Heritiera littoralis / TROPICAL BANYAN	5 GAL	EVERGREEN
I. Persea s. 'Narbonne' / LONDON PLUME	5 GAL	EVERGREEN
J. Persea s. 'Narbonne' / LONDON PLUME	5 GAL	EVERGREEN
K. Eucalyptus sp. 'Silver King' / EUCALYPTUS	5 GAL	VARIETAL FOLIAGE
L. Callistemon s. 'Yellow Bells' / YELLOW BELL	5 GAL	VARIETAL FOLIAGE
M. Callistemon s. 'Yellow Bells' / YELLOW BELL	5 GAL	VARIETAL FOLIAGE
N. Callistemon s. 'Yellow Bells' / YELLOW BELL	5 GAL	VARIETAL FOLIAGE
O. Callistemon s. 'Yellow Bells' / YELLOW BELL	5 GAL	VARIETAL FOLIAGE
PERENNIALS / ACCENT / GRASSES		
P. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS
Q. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS
R. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS
S. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS
T. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS
U. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS
V. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS
W. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS
BONIFACE PLANTS		
X. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS
Y. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS
Z. Abies s. 'Blue Star' / BLUE STAR	5 GAL	MAGNIFICA FLOWERS



OXFORD SUITES
4TH AND PINE STREETS, PASO ROBLES, CA

THE OXFORD HOTEL GROUP

CONCEPTUAL LANDSCAPE PLAN
OCTOBER 21, 2013

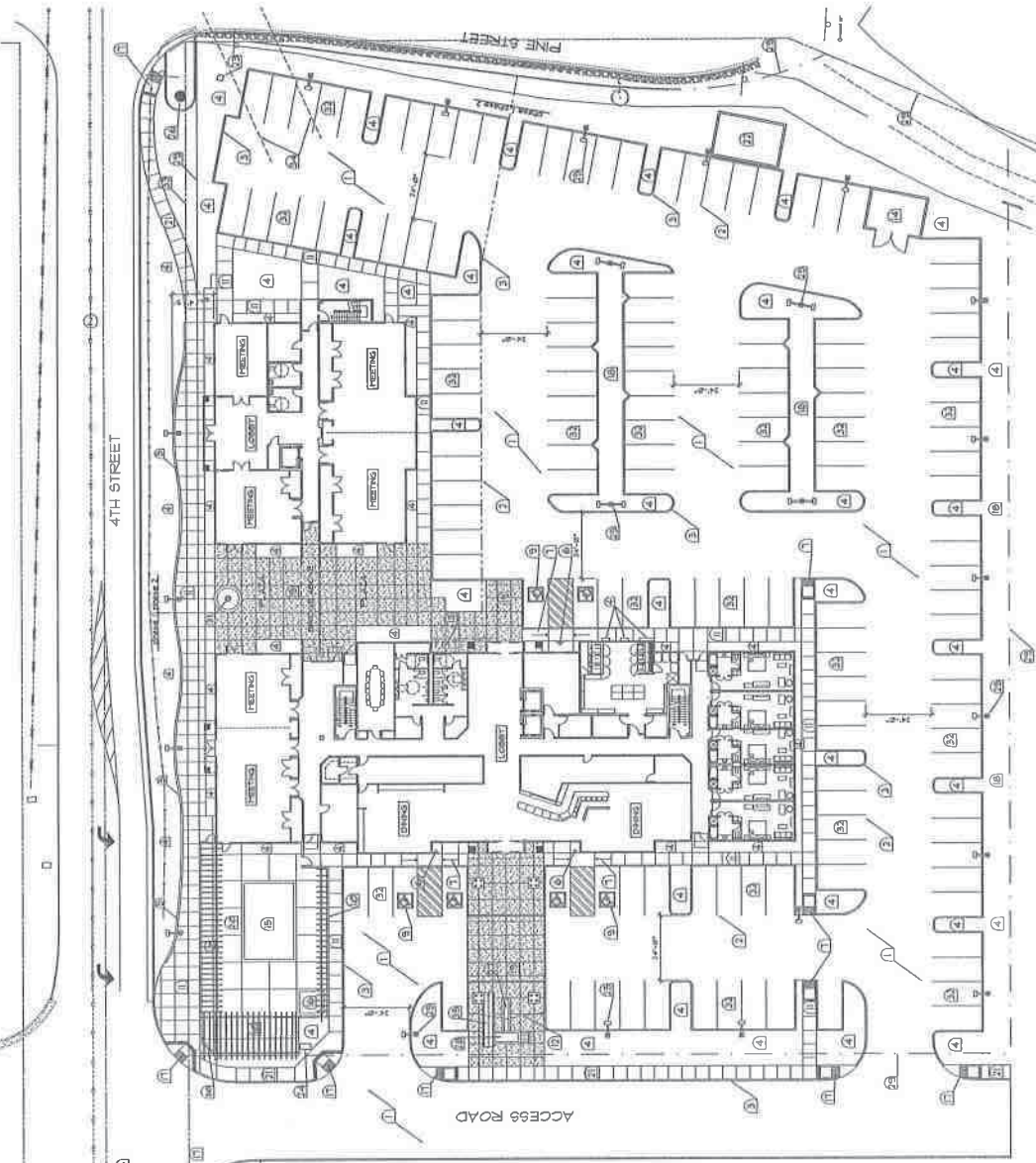
SHEET NO. 1 OF 1

OASIS ASSOCIATES
CONSULTING ARCHITECTS

Exhibit F
Conceptual Landscape Plan
PD 13-003
(Oxford Suites)

SITE KEYNOTES

- 1 ASPHALT PAVING - TYPICAL
- 2 4" PAINT STRIPE - TYPICAL
- 3 6" CONCRETE CURB - TYPICAL
- 4 LANDSCAPE AREA - SEE LANDSCAPE DRAWINGS
- 5 TREASURING LANDSCAPE WALL
- 6 ADA ACCESSIBLE PARKING SIGN
- 7 ADA SIDEWALK RAMP
- 8 PEDESTRIAN CROSS WALK STRIPES
- 9 CITY OF PASCADUNO STAIRS STANDARD
- 10 6" TALL SCREEN WALL WITH CONCRETE SIDEWALK WITH ROCK SALT FINISH
- 11 PORTE COCHERE ABOVE COVERED BICYCLE PARKING
- 12 24" VISOR PLANTER WITH NOT-VISOR METAL GATE & RAILWAY TO MATCH BUILDING FABRIC BASE COURSE
- 13 POOL
- 14 6" FA
- 15 ADA CURB RAMP
- 16 BIOWALL WITH COBBLE BED & BOULDERS - SEE LANDSCAPE DRAWINGS
- 17 ENHANCED PAVING
- 18 CONCRETE PATIO WITH ROCK SALT FINISH
- 19 PUBLIC CONCRETE SIDEWALK - 5' W
- 20 EMERGENCY GENERATOR
- 21 SEWER PUMP
- 22 ELECTRICAL TRANSFORMER
- 23 LIGHT STANDARD
- 24 RELOCATED STORY SEWER BUBBLER
- 25 LANDSCAPE PLANTER
- 26 WATER FEATURE
- 27 PROPERTY LINE
- 28 READER BOARD - 4" H X 6" W
- 29 ORNAMENTAL FOUNTAIN
- 30 TYPICAL PARKING SPACE 10' X 9'
- 31 4TH STREET RIGHT OF WAY
- 32 20' PHASE TWO CONSTRUCTION ENTRANCE
- 33 ACCESSIBLE RAMP



SITE PLAN
SCALE: 1/4" = 30'-0"

Exhibit G
Site Plan
PD 13-003
(Oxford Suites)

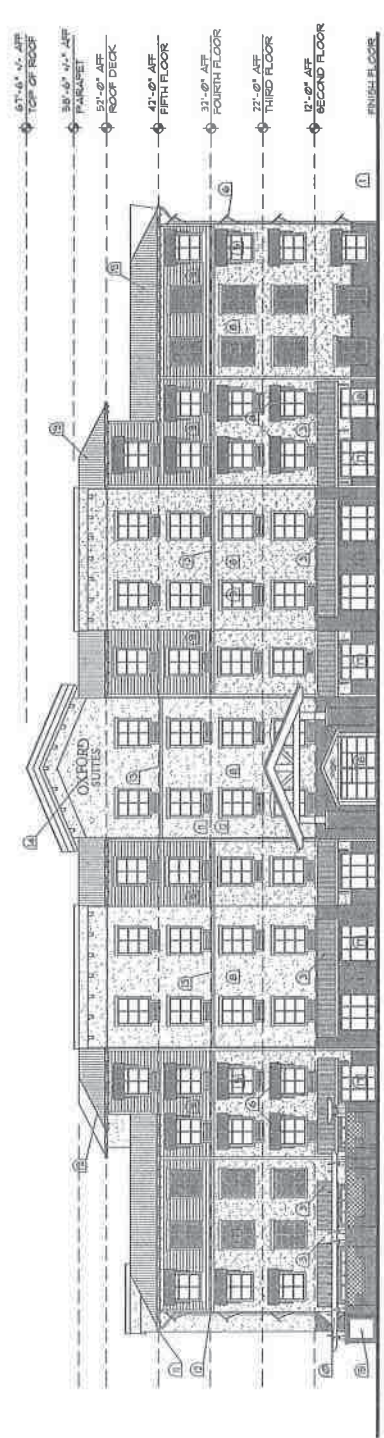
09 INCCO, INC.
425 BELLEVUE DRIVE
BEND OREGON 97701
541.283.2188

OXFORD SUITES
PASO ROBLES
417 AND PINE STREETS
PASO ROBLES CALIFORNIA

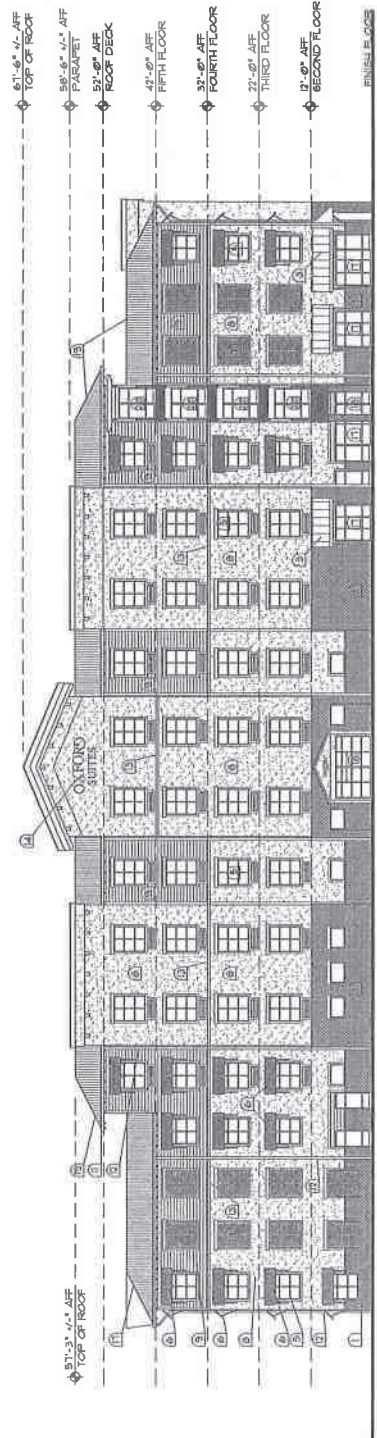
SITE PLAN

REVISION	BY
DATE	11-09-2013
SCALE	NONE
PROJECT	
SHEET	A1.0

- KEYNOTES**
- 1 MASONRY BASE COURSE
 - 2 MASONRY ROOF PRIVACY WALL WITH METAL GRILLE WORK
 - 3 METAL CANOPY
 - 4 PORTE COCHERE WITH METAL ROOF
 - 5 HIGH E VINYL WINDOW - TYPICAL
 - 6 METAL LOWER SILING
 - 7 METAL LOWER SHUTTERS
 - 8 THREE COAT STUCCO
 - 9 FIBER CEMENT LAP SIDING
 - 10 TIMBER TRELLIS
 - 11 METAL GUTTER
 - 12 METAL DOWNSPOUT
 - 13 TRIM BOARD
 - 14 2" TALL SIGNAGE LETTERING
 - 15 READERS BOARD - 4" H. X 6" H.
 - 16 BRIDGE WITH 42" H. GUARD RAILS -
 - 17 STOREFRONT WINDOW SYSTEM - TYPICAL
 - 18 ENTRY DOORS
 - 19 METAL ROOFING
 - 20 BRIDGE ENTRY DOORS

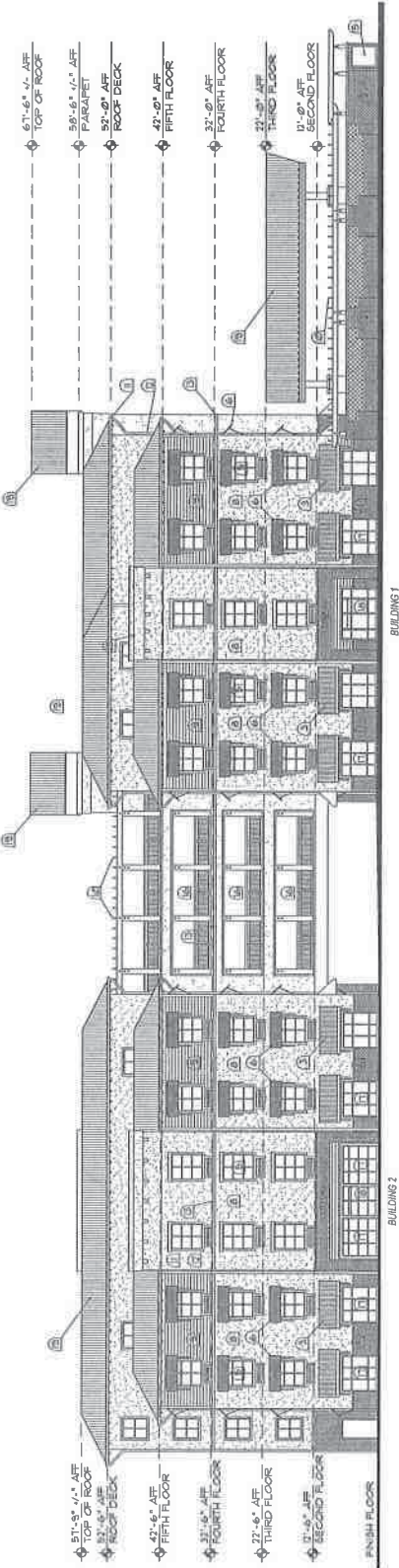


WEST ELEVATION
SCALE: 3/32" = 1'-0"

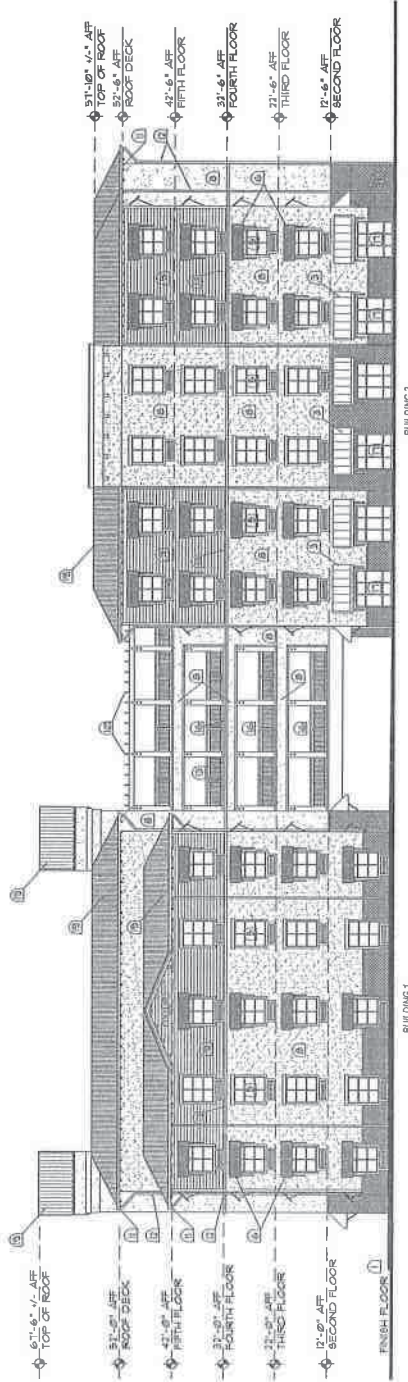


EAST ELEVATION
SCALE: 3/32" = 1'-0"

Exhibit H
Arch. Elev. Bldg - 1 (West & East)
PD 13-003
(Oxford Suites)



NORTH ELEVATION
SCALE: 3/32" = 1'-0"



SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

- KEYNOTES**
- 1 MASONRY BASE COURSE
 - 2 HEAVY GLASS PRIVACY WALL WITH METAL CANOPY
 - 3 METAL CANOPY
 - 4 PORTE COCHERE WITH METAL ROOF
 - 5 HIGH E VINYL WINDOW - TYPICAL
 - 6 METAL LOUVER AWNING
 - 7 METAL LOUVER SHUTTERS
 - 8 THREE COAT STUCCO
 - 9 FIBER CERBENT LAP SIDING
 - 10 TIMBER TRELLIS
 - 11 METAL GUTTER
 - 12 METAL DOWNSPOUT
 - 13 TRIM BOARD
 - 14 2" TALL SIGNAGE LETTERING
 - 15 READER BOARD - 4" W. X 6" H.
 - 16 BRIDGE WITH 42" H. GUARD RAILS - TYPICAL
 - 17 STOREFRONT WINDOW SYSTEM - TYPICAL
 - 18 ENTRY DOORS
 - 19 METAL ROOFING
 - 20 BRIDGE ENTRY DOORS

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541.382.2188

OXFORD SUITES
PASO ROBLES
4TH AND PINE STREETS
PASO ROBLES CALIFORNIA

EXTERIOR ELEVATIONS
BUILDINGS ONE & TWO

DATE: 11-04-2013
SCALE: 3/32" = 1'-0"
DRAWN BY: DDP
CHECKED BY: JMM
SHEET: A3.2

Exhibit I
Arch. Elev. Bldg - 1&2 (North & South)
PD 13-003
(Oxford Suites)

OS INNCO, INC.
425 BULLEVEN DRIVE
BEND OREGON 97701
541.382.2188

OXFORD SUITES
PASO ROBLES
4TH AND PINE STREETS
PASO ROBLES CALIFORNIA

EXTERIOR ELEVATIONS BUILDING TWO

REVISIONS	BY

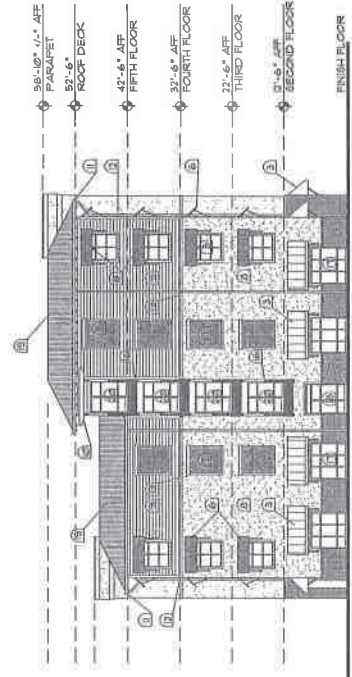
DATE: 11-28-2013
SCALE: 1/8" = 1'-0"
DRAWN BY: EDW
SHEET: **A3.3**

KEYNOTES

- (1) MASONRY BASE COURSE
- (2) METAL SKYLIGHT CONTACT WALL WITH METAL CANOPY
- (3) PORTE COCHERE WITH METAL ROOF
- (4) HIGH E VINYL WINDOW - TYPICAL
- (5) METAL LOUVER AWNING
- (6) METAL LOUVER SHUTTERS
- (7) THREE COAT STUCCO
- (8) FIBER CEMENT LAP SIDING
- (9) TIMBER TRELLIS
- (10) METAL GUTTER
- (11) METAL DOWNSPOUT
- (12) TRIM BOARD
- (13) 2" TALL SIGNAGE LETTERING
- (14) READER BOARD - 4" W X 6" H
- (15) BRIDGE WITH 42" H GUARD RAILS - TYPICAL
- (16) STOREFRONT WINDOW SYSTEM - TYPICAL
- (17) ENTRY DOORS
- (18) METAL ROOFING
- (19) BRIDGE ENTRY DOORS

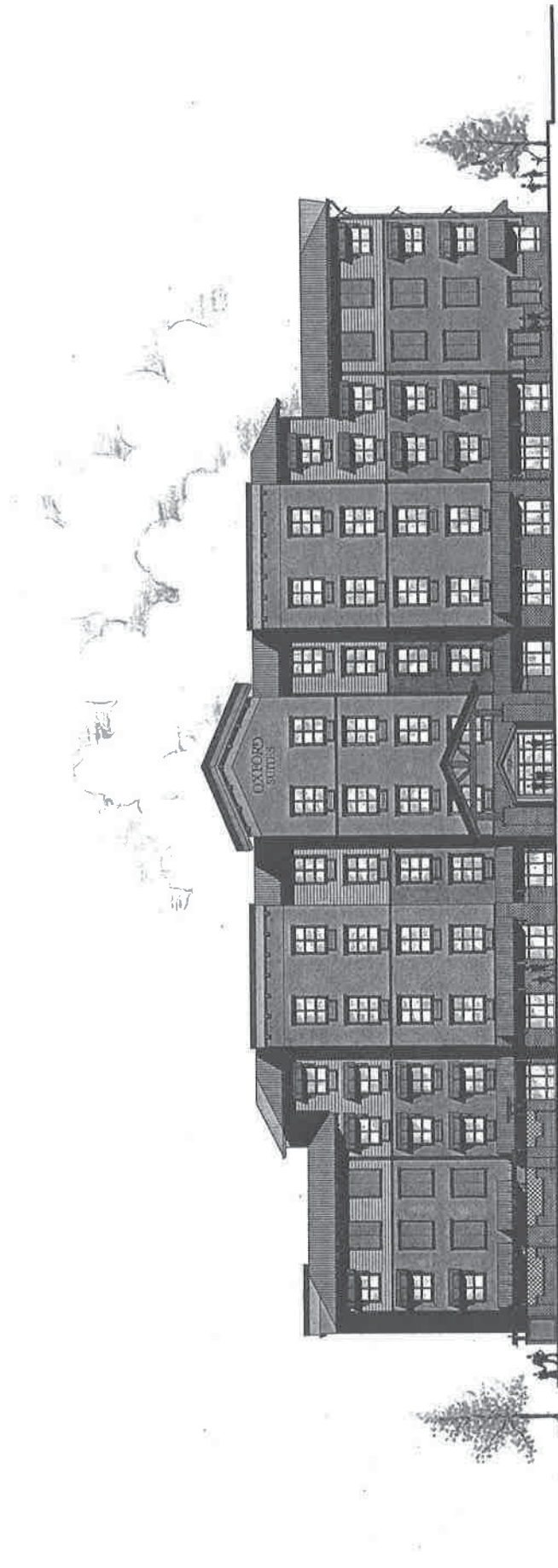


WEST ELEVATION
SCALE: 3/32" = 1'-0"



EAST ELEVATION
SCALE: 3/32" = 1'-0"

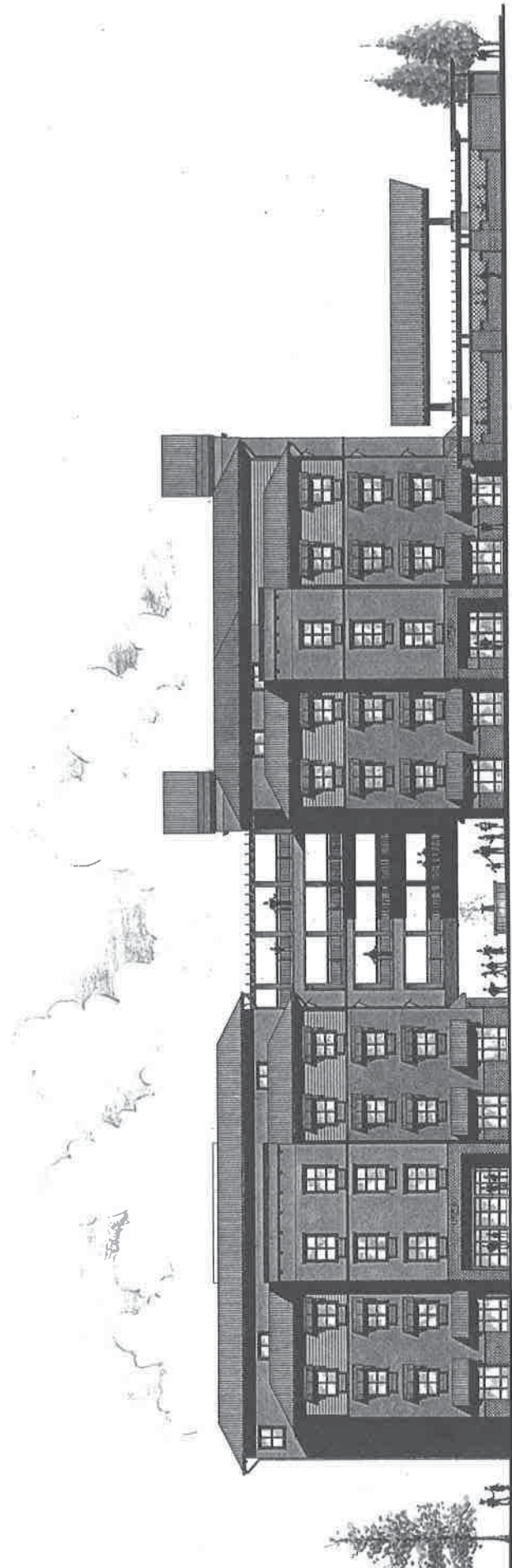
Exhibit J Arch. Elev. Bldg - 2 (West & East) PD 13-003 (Oxford Suites)



OXFORD SUITES · PASO ROBLES
WEST ELEVATION



Exhibit K
Colored Elevation - (West)
PD 13-003
(Oxford Suites)



OXFORD SUITES - PARK ROBLES

NORTH ELEVATION



Exhibit L
Colored Elevation - (North)
PD 13-003
(Oxford Suites)



CITY OF EL PASO DE ROBLES
"The Pass of the Oaks"

ATTACHMENT 7

AFFIDAVIT
OF MAIL NOTICES
PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

I, Kristen Buxkemper, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for Oxford Suites (PD13-003) located on the south side of 4th Street between Spring and Pine Street, on this 19th day of December, 2013.

City of El Paso de Robles
Community Development Department
Planning Division

Signed: 
Kristen Buxkemper