

TO: Planning Commission
FROM: Ed Gallagher, Community Development Director
SUBJECT: Planned Development (PD 13-005), Tentative Parcel Map (PR 13-0109), and Oak Tree Removal (OTR 13-008) for Marriott Residence Inn
DATE: March 25, 2014

NEEDS: For the Planning Commission to consider requests for a development plan, lot split and oak tree removals for Marriott Residence Inn hotel.

- FACTS:**
1. The applicant proposes to construct a 4-story, 128-room hotel with ancillary services and site amenities. The project site is located at 121 Wilmar Place. The property is adjacent to South Vine Street, and is near the intersection of Highway 101 and State Route 46 West (SR 46W). See Attachment 1, Vicinity Map.
 2. The property is located within the City limits, it designated in the General Plan Land Use Element as Regional Commercial (RC), and it is zoned Commercial Highway – Planned Development (C2-PD). Hotels are permitted land uses in the C2-PD zone, and it is consistent with the intent of the RC land use designation.
 3. The site is also designated in the Gateway Design Standards, in Gateway Areas M: South Vine Street and N. Highway 46 West. The design standards provide specific site design criteria and standards for development in these areas.
 4. In compliance with the California Environmental Quality Act (CEQA), an environmental analysis was prepared for this project. The Initial Study of the environmental analysis, which is supported with several special studies, indicates that potentially significant environmental impacts related to: aesthetics; traffic; air quality; greenhouse gas emissions; and noise can be mitigated to a less than significant level. Therefore, a Draft Mitigated Negative Declaration (MND) has been prepared for the Planning Commission’s consideration. The MND was noticed for a 30-day public review period from February 24, 2014 through March 25, 2014. Public comments are included in Attachment 10.
 5. The Development Review Committee (DRC) reviewed the site plan and elevations for this project on January 13, 2014. The DRC recommended the project design to the Planning Commission for consideration.

**ANALYSIS &
CONCLUSION:**

Project Description and Design

The proposed Marriott Residence Inn is intended to provide lodging services geared towards guests that would like to stay for an extended period of time. In accordance with the City’s Municipal Code, under transient occupancy regulations, guests may stay up to 30 continuous days.

The proposed hotel includes 128 guest rooms, breakfast dining area, and other customary services and amenities. An outdoor pool, terraces and barbeque are proposed on the west side of the site. The entrance and porte-cochere is oriented

toward the entrance driveway on Wilmar Place, which intersects with South Vine Street. The main wing of the hotel is also adjacent to South Vine Street. A two-way driveway, with a (primarily) single-loaded parking area flanks the main (southeastern) wing of the hotel, and includes handicapped and motorcycle parking spaces. In compliance with the City parking standards, the site plan includes 135 parking spaces, five bike racks, two bike storage lockers, and seven motorcycle spaces. This meets the requirement of providing one space per guest room and enough parking spaces for employees on the highest employee shift (7 spaces). See Site Plan, Attachment 2.

The project includes a lot split of the existing 12.6 acre property to create a 3.17 acre parcel for the hotel site and a “remainder” lot of 9.44 acres. No development is proposed for the remainder lot at this time. The driveway access to serve both properties, Wilmar Place, is included in an existing 50-foot wide access easement that extends from South Vine Street along the northern portion of the site to the western property boundary. The easement continues to the west and provides for access to other properties. See Tentative Parcel Map, Attachment 3.

The surrounding terrain consists of rolling hillsides and oak trees. The project is proposed in an area where there is an existing older home site. The home site does not have historic or cultural value and is not included on the City’s list of historic properties. The home would be removed to provide the building site for the hotel.

The proposed hotel is designed with contemporary Mediterranean architecture. It incorporates building articulation through varying rooflines, recessed portions of the building façade, wrought iron balconies, exposed rafter beams, stone veneer details and barrel tile roofing materials. See Building Elevations, Attachment 4. The site landscaping plan incorporates a plant palate of drought resistant plant materials, including oak trees, olive trees, and ornamental trees such as Italian Stone Pine and Chinese Pistache. The landscape plan includes landscaping along the property frontage on the upslope area to screen the site retaining wall and to transition from the existing natural landscape to the more formal landscaping on the site. The site backflow prevention device is proposed to be located on the south side of the driveway approximately 80 feet west of the street right-of-way, and it is proposed to be screened with landscaping. See Landscape Plan, Attachment 5.

The C2 zoning district building height standard is 50 feet. The proposed building elevations include sections that are between 53 to 60 feet in height, with a tower element that is proposed to be 66 feet in height. Since the property is in a C2 zone with a Planned Development Overlay, per Chapter 21.16 A of the City Zoning Ordinance, flexibility may be requested on applying certain development standards, such as building height. The applicant has provided a written request and justification to exceed the 50 foot height standard (see Attachment 6). The applicant’s comments suggest that the average massing of the building height is 40 feet, and that the taller elements provide variation and architectural interest in the design. It also suggests that the proposed taller elements help balance the proportions of the building. The applicant further suggests that the added height helps with visibility of the hotel since in some places the terrain blocks the view into the site (primarily southbound on South Vine Street). If the Commission determines that this justification is adequate and “finds” that allowing the project to exceed the height limitation would, “...result in a better design or greater public benefit”, then the Commission may approve this modification.

The Gateway Design Standards, as well as policies in the General Plan, Conservation Element pertaining to Visual Resources (Policy C-5A and Figure C-3), recognize the importance of the project area as a key entrance to the City. The intent of these policies is to ensure that, "...development is designed to make a positive visual impression and incorporate/preserve natural features".

The Gateway Design Standards provide guidance on site design to help new development fit within the landscape and context of the surroundings to support a positive visual impression of gateways to the City. Toward this end, the site is designed so that the entrance is oriented toward the front of the site, the building footprint is adjacent to the right-of-way, and the majority of parking is proposed along the side and rear area of the site in smaller parking bay areas, so that they are less visible. The development footprint is also located fairly deep into the site, and it is proposed to be surrounded by landscaping and trees to help buffer the building massing. Therefore, the project design is consistent with the criteria in the Gateway Design Standards.

The site is visually prominent at the intersection of the highways and along South Vine Street. The applicant provided photo-simulations of the building elevations as they would appear from southbound South Vine Street and northbound along Highway 101. (See Attachment 7, Photo Simulations.) As noted in the Initial Study, the building footprint is setback significantly from the primary points of view, which helps to reduce the massing of the building as viewed from public right-of-ways.

Traffic and Circulation

As noted, the project site is accessed from South Vine Street on Wilmar Place. A Traffic Impact Study was prepared for this project, which is included in the Initial Study, as Attachment 12. The traffic study evaluated existing traffic conditions and traffic impacts from traffic that would be generated from the project on the surrounding circulation network, including the intersection of South Vine Street and SR 46W, the Highway 101 and SR 46W interchange and highway operations. The study also evaluated cumulative impacts to these facilities with other development approved and in process, as well as site access, and alternative transportation. The report also evaluated the project in relation to City and County standards and policies.

The traffic study indicates that the existing traffic, in addition to project-generated traffic, would not exceed adopted standards and thresholds for existing service capacity on surrounding intersections or freeway operations. However, the project would exceed adopted thresholds for the project plus cumulative intersection and freeway operations. It would also exceed thresholds for future traffic (year 2035) impacts on the intersections and freeway operations.

Improvements to these facilities have already been identified and studied by Caltrans and the City. The applicant will be required to mitigate for their impacts through payment of Development Impact Fees. With implementation of applying these fees, which will contribute to planned improvements, the project will have mitigated its "fair share" of impacts on these transportation facilities.

It is important to point out that the City's Circulation Element of the General Plan

identifies a road realignment of South Vine Street through the applicant's property (through the proposed "remainder" lot), connecting to SR 46W, west of the site across from the new intersection of Theatre Drive and SR 46W. It may appear on the surface that the applicant should be required to dedicate for this future right-of-way realignment with this project. However, traffic impacts do not exceed the adopted thresholds (with participation in Development Impact Fees for improvements). Therefore, the applicant's project can be adequately served without the road realignment. Since the applicant's project does not warrant extension of South Vine Street, in accordance with CEQA, there is no "essential nexus" as defined by Supreme Court case of *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987), to require the road be dedicated with this project. Furthermore, there would not be the required finding of "rough proportionality" for the scale and scope of impacts and a mitigation to dedicate land for this road alignment, as defined by the Supreme Court case of *Dolan v. City of Tigard*, 512 U.S. 374 (1994). Thus, mitigation proposed for the project to pay its contribution toward approved circulation improvements is adequate.

Additionally, as noted in the memorandum from the City Engineer (see Attachment 8), the applicant has previously participated in funding for the southbound off-ramp improvements that were constructed a few years ago. This is included as part of the applicant's proportionate share of mitigation for traffic impacts.

If and/or when the City is in a position to acquire the property for this dedication, the City would need to negotiate through an eminent domain proceeding (e.g. public acquisition of private land) and pay for it at a fair-market value for the property. Alternatively, if the proposed project located to the West of the applicants property (e.g. the Gateway Project), which includes a request for annexation into the City is approved, there may be an opportunity to realign South Vine Street with that project (see Alternative Alignment in Attachment 3).

The traffic study analysis on project access at South Vine Street and Wilmar Place indicates that a stop-sign controlled intersection would be adequate to provide safe access to the site. Additionally, the project will be served with transit and it is connected to the City's bicycle transportation system with a class II bike land on South Vine Street as well as connection to surrounding properties with sidewalks.

Water, Wastewater and Storm Water Management

The applicant prepared an estimate of water demand and sewer needs to serve the proposed project. The estimate indicates that water demand for the hotel (with a 78% occupancy rate), for potable and irrigation needs would be 13.6 acre-feet per year. Sewer capacity needs is estimated to be 12,750 gallons per day. The land use assumptions and demands for development of this (commercial) property were included in the 2003 General Plan, 2007 Sewer Master Plan, and the 2010 Urban Water Management Plan. Both these service demands can be accommodated within the City's existing water resources available and the upgraded wastewater treatment plant.

The project has a water line connection available in South Vine Street, and if the project is approved it will tie in to the water line accordingly. The project is conditioned to extend an 8-inch sewer line up South Vine Street from SR 46W.

The project has been designed to accommodate storm water management on-site. The applicant submitted a Storm Water Control Plan that includes strategies to comply with State storm water requirements, which includes many Low-Impact Development (LID) features. LID features include: directing rooftop storm water to landscape areas; use of pervious hardscape surfaces; use of planters for biofiltration; and an on-site retention area (shown on grading plans).

Oak Trees

The applicant provided an Arborist Report with the application (see Initial Study, Attachment 8), since there are 22 oak trees within and around the project site. The project is largely designed to avoid the oak trees, and incorporates the most prominent trees within the site plan as focal points and amenities to the project. Oak tree protection measures are incorporated into the project Conditions of Approval. However, the applicant proposes to remove five oak trees with this project. Four of the trees proposed for removal are not healthy either due to site growing conditions (i.e. grown under the canopy of larger trees) or due to site disturbance/destruction (i.e. barbed-wire fencing). Removal of three of these trees would clean up the site for future development. Tree #16 is embedded with wire fencing and it is located where part of the hotel footprint is proposed. The remaining tree proposed for removal, (#17) is a healthy, nine-inch Live Oak. This tree is located in an area proposed for the rear parking lot. It would be difficult to design around this tree, however, the intention of the City's Oak Tree Protection Ordinance is to design projects around oak trees to the extent possible. Oak tree removals are subject to approval by the City Council. Therefore, if the Council does not approve removal of the oak trees, the project will need to be redesigned to accommodate the trees.

Policy

Reference: City of Paso Robles 2003 General Plan Update and EIR, Economic Strategy, Zoning Ordinance, Gateway Design Standards, 2010 Urban Water Management Plan, 2007 Sewer Master Plan, CEQA.

Fiscal

Impact: No fiscal impacts identified.

Options:

After opening the public hearing and taking public testimony, the Planning Commission is requested to take one of the actions listed below:

a. By separate motions:

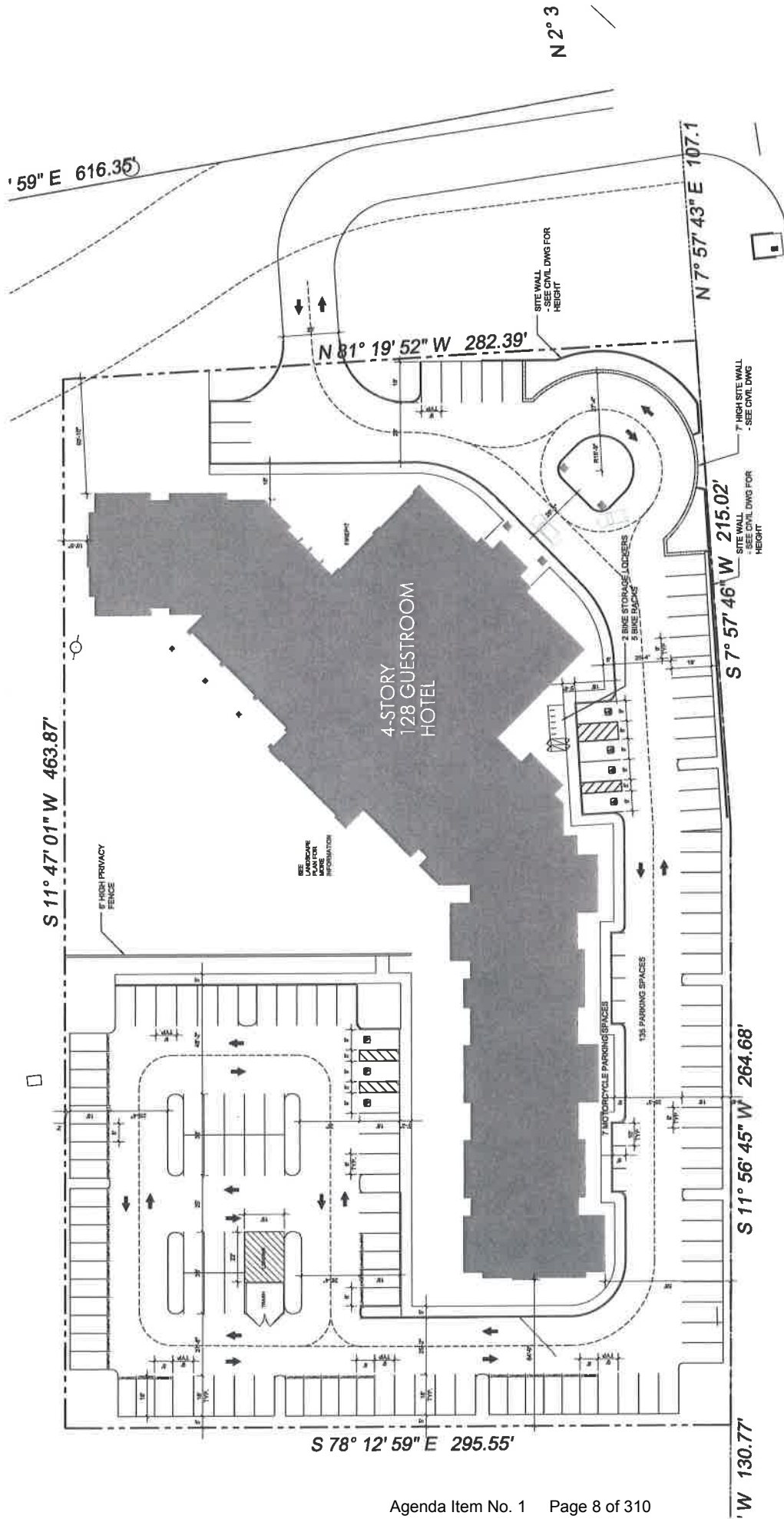
- (1) Adopt Resolution No. 14-XX, adopting a Mitigated Negative Declaration for PD 13-005, TPM (PR 13-0109), and Oak Tree Removal (OTR 13-008);
- (2) Adopt Resolution No. 14 XX, approving Planned Development 13-005;
- (3) Adopt Resolution No. 14-XX, approving Tentative Parcel Map (PR 13-0109);
- (4) By voice vote, recommend that the City Council adopt Resolution No. 14-XX, approving the Oak Tree Removal Permit (OTR 13-008).

b. Amend, modify, or reject the above-listed action.

Attachments:

- 1 – Vicinity Map
- 2 – Site Plan
- 3 – Tentative Parcel Map
- 4 – Building Elevations
- 5 – Landscape Plan
- 6 – Height Limit Justification Letter
- 7 – Photo Simulations
- 8 – Memorandum from the City Engineer
- 9 – Initial Study – Draft Mitigated Negative Declaration
- 10 – Resolution Adopting a Draft Mitigated Negative Declaration
- 11 – Resolution Approving Planned Development 13-005 and Tentative Parcel Map PR 13-0109
- 12 – Resolution Recommending Approval of the Oak Tree Removal Permit to the City Council
- 13 – Applicant Letters: – (a) Marriott Residence Inn; (b) Excel Hotel Group
- 14 – Letters received from the public
- 15 – Mail Notice Affidavit





N 2° 3



MARRIOTT RESIDENCE INN
PASO ROBLES CALIFORNIA



NOTE:
SEE CIVIL DWGS FOR INFORMATION ON FOLLOWING ITEMS:
1. PROPOSED 50' PRIVATE ROAD AND UTILITY EASEMENT
2. EXISTING UTILITIES
3. EXISTING TREES

Attachment 3 Tentative Parcel Map Grading & Drainage Plan

WALLACE GROUP, INC.
 CIVIL AND TRANSPORTATION ENGINEERING
 10000 WILLOW CREEK DRIVE
 SUITE 100
 SAN JOSE, CALIFORNIA 95135
 (408) 253-1000
 WWW.WALLACEGROUP.COM

STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF CALIFORNIA HIGHWAYS
 1515 CALIFORNIA AVENUE
 SACRAMENTO, CALIFORNIA 95833
 (916) 227-1500
 WWW.CALIFORNIAHIGHWAYS.COM

SEAL
 CIVIL ENGINEER
 STATE OF CALIFORNIA
 No. 0076
 EXPIRES 12/31/2018

DATE: 08/14/2018

PROJECT: [Illegible]

FOR REDUCED PLANS
 ORIGINAL SCALE IS IN INCHES

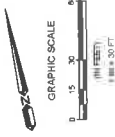


FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES

cut/kill Summary

DATE: 11/14/2020
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 PROJECT NO: 2019-0001
 SHEET NO: 11-10

NOTE:
 EXCESS MATERIAL TO BE PLACED ON REMAINDER SITE



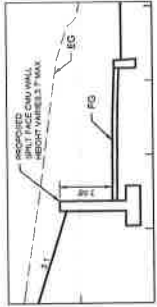
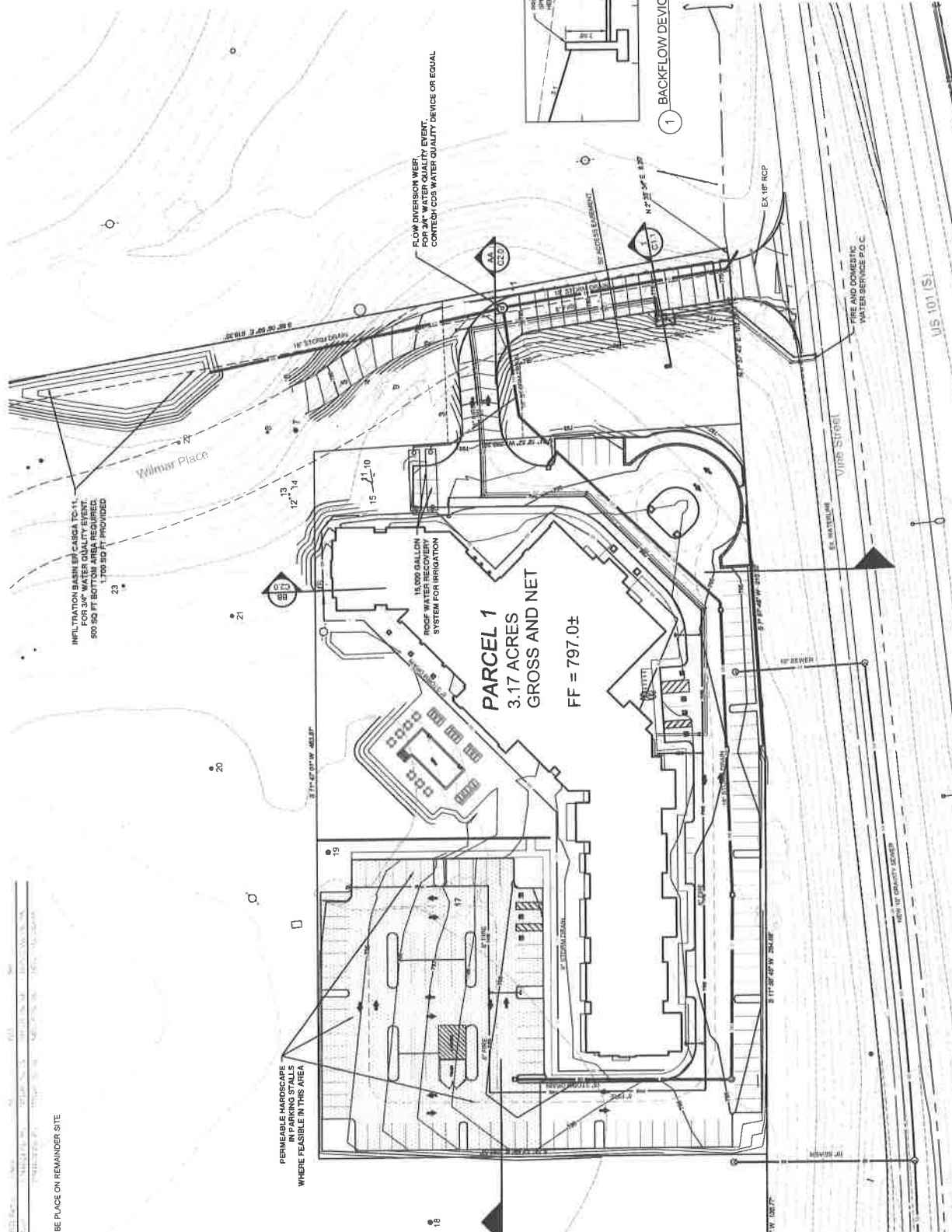
WALLACE GROUP
 1800 CALIFORNIA STREET
 SAN LEANDE, CA 94702
 TEL: 925.435.1000
 FAX: 925.435.1001
 WWW.WALLACEGROUP.COM



PROJECT NO: 2019-0001
 SHEET NO: 11-10
 DATE: 11/14/2020

PRELIMINARY GRADING AND UTILITY PLAN
 Paso Robles Ca.
 Marriott Resident Inn

DATE: 11/14/2020
 DESIGNED BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 DRAWING NO: C1.1
 2 OF 3



RECEIVED

FEB 14 2014

City of Paso Robles
Community Development Dept.

RESIDENCE INN BY MARRIOTT

P A S O R O B L E S , C A L I F O R N I A



PROJECT SUMMARY:

PROJECT INFORMATION		PASO ROBLES, CA		TOTAL		
ADDRESS:	RESIDENCE INN BY MARRIOTT	R-1		TOTAL		
OCCUPANCY TYPE:	66' 0" AFF	(SEE BREAKDOWN BELOW)		TOTAL		
BUILDING FLOOR AREA	58,500 SF	(SEE BREAKDOWN BELOW)		TOTAL		
NUMBER OF GUESTROOMS	128 ROOMS	(SEE BREAKDOWN BELOW)		TOTAL		
SITE INFORMATION		330,000 SF		TOTAL		
SITE AREA:	APPROX. 3.17 ACRE	30,000 SF		TOTAL		
BUILDING FOOTPRINT:	0.71 F.A.R.	128 ROOMS		TOTAL		
FLOOR AREA RATIO:				TOTAL		
HOTEL INFORMATION		STUDIO	STUDIO DBL. QUEEN	1-BEDROOM	2-BEDROOM	TOTAL
LEVEL	TYPE					NET% GROSS SF
1st FLOOR	E	5	5	5	5	23 30,000 SF
2nd FLOOR	E	7	7	7	7	23 33,500 SF
3rd FLOOR	E	7	7	7	7	23 33,500 SF
4th FLOOR	E	7	7	7	7	23 33,500 SF
TOTAL		26	26	26	26	128 168,500 SF
		55%	10%	20%	2%	
PARKING INFORMATION		STANDARD 8' X 18'		PROVIDED		
SURFACE PARKING	STANDARD	7	7	7	7	5%
COMPACT	COMPACT	35	35	35	35	27%
TOTAL	TOTAL	42	42	42	42	100%

PROJECT DIRECTORY:

OWNER:
RAVENS HOTEL GROUP
 1080 SCRIPPS RANCH BLVD
 SUITE 100
 SAN DIEGO, CA 92131
 (619) 827-4900
 CONTACT: SURESH PATEL

ARCHITECT:
GENE FONG ASSOCIATES
 1130 WESTWOOD BLVD
 LOS ANGELES, CA 90024
 (310) 209-7520
 (310) 209-7518 FAX
 CONTACT: GENE FONG

CIVIL ENGINEER:
WALLACE GROUP
 612 CLARION COURT
 SAN LOUIS OBERPO, CA 94041
 (925) 544-4284 FAX
 CONTACT: ROBERT MILLER

VICINITY MAP:



SHEET INDEX:

- ARCHITECTURAL**
- A1 COVER SHEET
 - A2 SITE PLAN
 - A3.1 GROUND FLOOR PLAN
 - A3.2 2ND FLOOR PLAN
 - A3.3 3RD AND 4TH FLOOR PLAN
 - A4.1 BUILDING ELEVATIONS
 - A4.2 BUILDING ELEVATIONS
 - COLOR / MATERIAL BOARD
- LANDSCAPE**
- CONCEPTUAL LANDSCAPE PLAN
- CIVIL/EL**
- C1.0 P L
 - C1.1 P U
 - C2.0 S
- SUBA**

No.	IT
1	PL



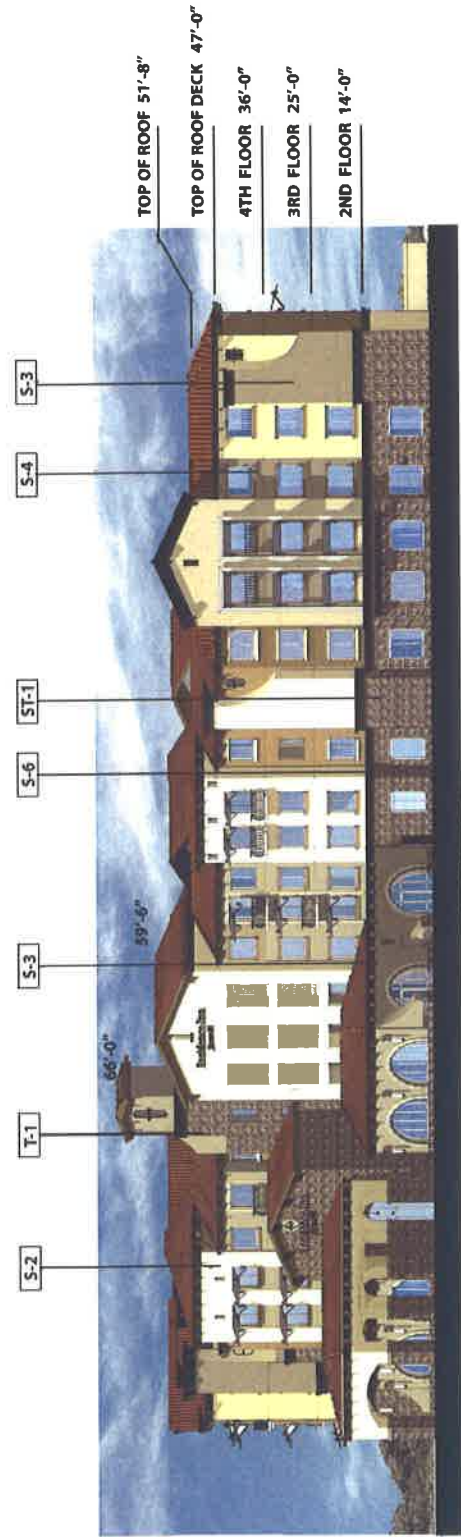
JANUARY 21, 2014
JOB NO. 1333

Attachment 4
Building Elevations

MARRIOTT RESIDENCE INN

PASO ROBLES CALIFORNIA





NORTH ELEVATION

ST-1 M-1 S-6 G-1 S-5 S-3 S-1 M-2 T-1

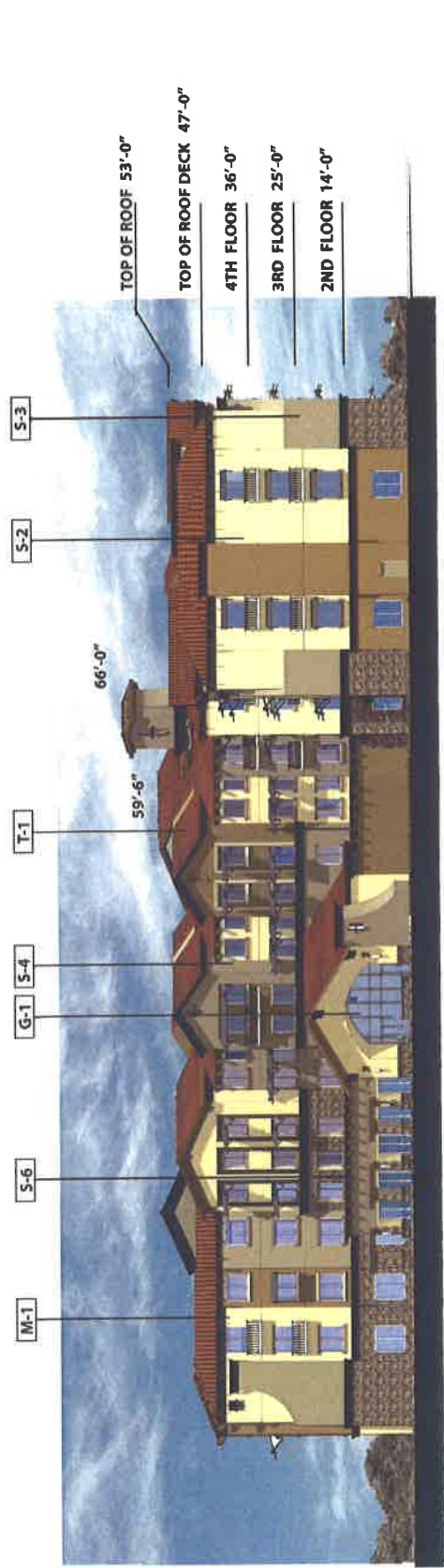


EAST ELEVATION (FACING SOUTH VINE STREET)

- ST-1 STUCCO EXTERIOR LA HABRA PARED USA COLORS MARINA
- S-2 STUCCO EXTERIOR LA HABRA PARED USA COLORS ALABRADO
- S-3 STUCCO EXTERIOR LA HABRA PARED USA COLORS BAOBLE
- S-6 STUCCO EXTERIOR LA HABRA PARED USA COLORS AGAVE
- G-1 STUCCO EXTERIOR LA HABRA PARED USA COLORS BAOBLE
- S-5 STUCCO WINDOW TRIM LA HABRA PARED USA COLORS SOMBRERO
- S-3 STUCCO TRIM LINE LA HABRA PARED USA COLORS MAGNOLIA
- S-1 STUCCO TRIM LINE EL TOROADO STUCCO CHISTE BRIDGE
- M-1 STUCCO WINDOW TRIM KIMBERLY MEDIUM BRONZE
- M-2 STUCCO WINDOW TRIM DUTCH COUNTRY CHISTE BRIDGE
- T-1 STUCCO WINDOW TRIM MCF. TERRAZA

BUILDING ELEVATIONS





SOUTH ELEVATION

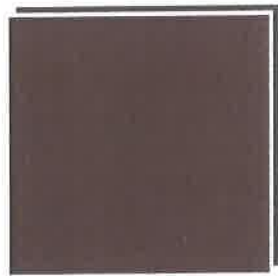


WEST ELEVATION

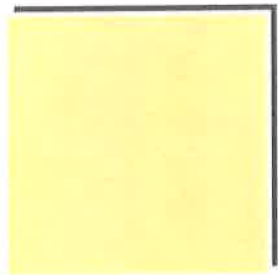
- S-1 COYUENDO FROM LA HABRA PAREDES USA COLORS MARRON
- S-2 COYUENDO FROM LA HABRA PAREDES USA COLORS AGAVE
- S-3 COYUENDO FROM LA HABRA PAREDES USA COLORS ALMONDO
- S-4 COYUENDO FROM LA HABRA PAREDES USA COLORS SADDLE
- S-5 COYUENDO FROM LA HABRA PAREDES USA COLORS FOSFORADO
- S-6 COYUENDO FROM LA HABRA PAREDES USA COLORS RICAZUL
- S-7 COYUENDO FROM LA HABRA PAREDES USA COLORS RICAZUL
- S-8 COYUENDO FROM LA HABRA PAREDES USA COLORS RICAZUL
- T-1 COYUENDO FROM LA HABRA PAREDES USA COLORS CRYSTAL RIDGE
- M-1 COYUENDO FROM LA HABRA PAREDES USA COLORS REGULAR BRICKS
- M-2 COYUENDO FROM LA HABRA PAREDES USA COLORS DARK CHERRY
- T-3 COYUENDO FROM LA HABRA PAREDES USA COLORS AZUL SERA
- G-1 COYUENDO FROM LA HABRA PAREDES USA COLORS SOLARUM SP

BUILDING ELEVATIONS





S-1 PAINT FINISH ON STUCCO
LA HABRA PAREX USA COLOR
MARADA



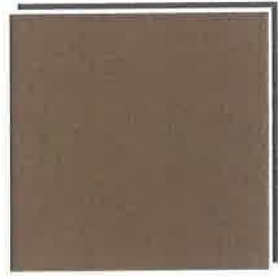
S-2 PAINT FINISH ON STUCCO
LA HABRA PAREX USA COLOR
ALMOND



S-3 PAINT FINISH ON STUCCO
LA HABRA PAREX USA COLOR
AGAVE



S-4 PAINT FINISH ON STUCCO
LA HABRA PAREX USA COLOR
SADDLE



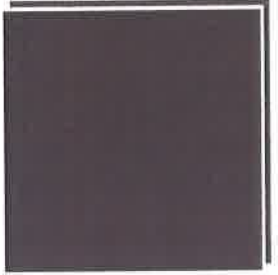
S-5 PAINT FINISH ON STUCCO
LA HABRA PAREX USA COLOR
SOMBRERO



S-6 PAINT FINISH ON STUCCO
LA HABRA PAREX USA COLOR
MADARRA



M-1 WINDOW MULLIONS
KAWNEER
MEDIUM BRONZE



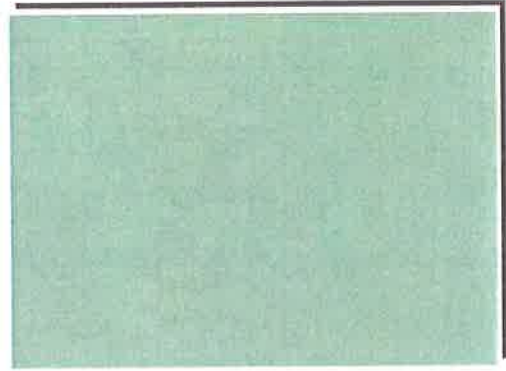
M-2 WROUGHT IRON - PAINT TO MATCH
DE 6350
DARK ENGINE



F-1 STONE VENEER
EL DORADO STONE - CYRUS RIDGE



T-1 BARREL ROOF TILE
MCA SIERRA



G-1 CLEAR GLAZING
WITH AL STOREFRONT SYSTEM (M1)



MARRIOTT RESIDENCE INN

PASO ROBLES CALIFORNIA

MATERIALS & FINISHES



DATE 12/2/2013
JOB NO. 1333



RE: Planned Development (PO-13-005)
Completeness Review Letter
Response providing justification for exceeding building height of 50'

In response to your question regarding the exceeding building height of 50', the following is our justification for the exceeding height.

The Residence Inn by Marriott building massing on average is approximately 40'. This average height fills the majority of the linear length of the building. Therefore, it becomes necessary to create architectural interest by varying the height and break up the massing. The solution is to raise certain elements so that they achieve a proportional composition that is aesthetically sound. In addition to this strategy, a focal point, or single element of hierarchy, balances these lower elements. It establishes and proclaims prominence when viewed from afar, as so many towers have throughout history.

The Residence Inn design has three levels of hierarchy. The lower level of the building massing are approximately 35' high. The next level is approximately 50' high, which constitutes a smaller portion of the building. Finally, the level with the highest hierarchy is the single element of 66' in height. The prominence of this higher level signifies that this project in the City of Paso Robles is unique and special, and should be visited. This single tower of 66' achieves this.

Another reason for this height variation is visibility. While the project is greatly visible from Highway 101, this is not the case from South Vine Street, where the elevation from this street and the natural terrain blocks views into the site from passing motorists. This higher level tower helps alleviate this barrier via increased visibility of the tower to the surrounding areas.

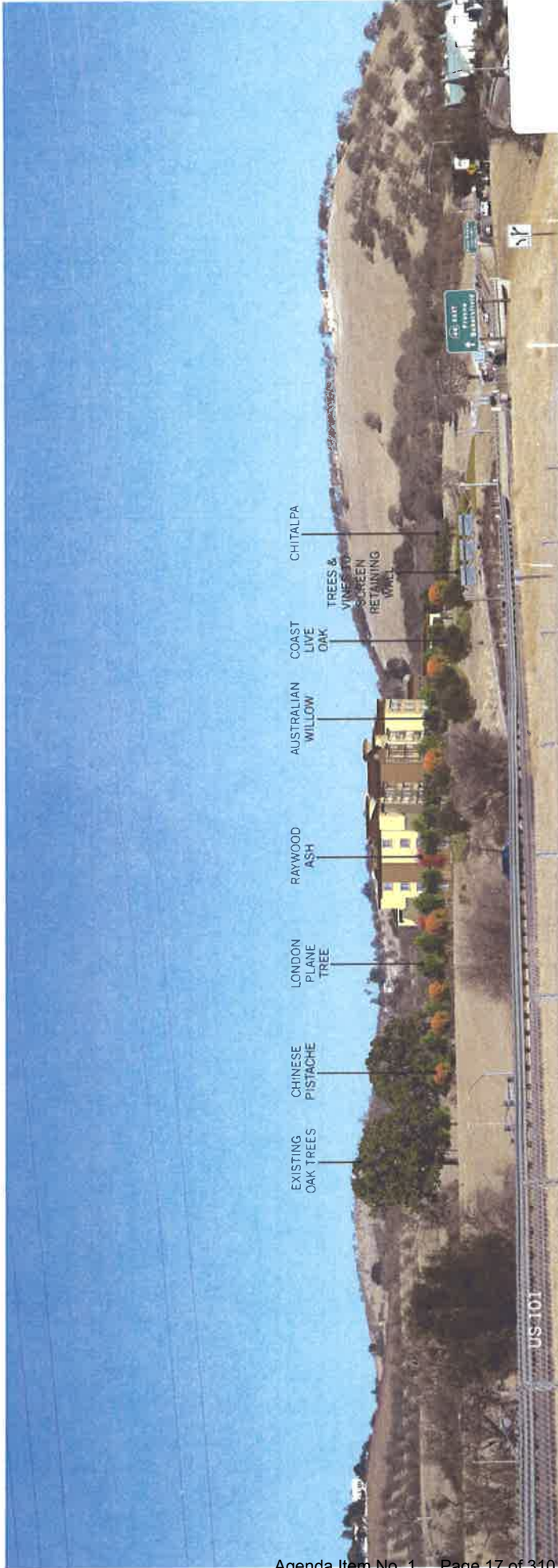
Altogether, this hierarchy design creates a pleasing skyline and provides a sense of depth and complexity to the building structure.

1130 WESTWOOD BLVD.
LOS ANGELES, CA 90024
310 • 209 • 7520
310 • 209 • 7516 FAX

RECEIVED

FEB 14 2014

City of Paso Robles
Community Development Dept.



VISUAL SIMULATION NOTE:

This visual simulation is a CEQA-level analysis to accurately depict the position, scale and height of the proposed building and proposed tree planting.

The viewing positions are representative of the viewer experience on north and south bound U.S. 101.

Tree heights are depicted at 10 - 15 year maturity. Seasonal colors and textures are depicted to display variety of season, flower and leaf color, not a specific season.



RESIDENCE INN
PASO ROBLES, CA

Visual Simulation
View from Northbound US 101



Firma, Denver, Colorado, 80202



VISUAL SIMULATION NOTE:

This visual simulation is a CEQA-level analysis to accurately depict the position, scale and height of the proposed building and proposed tree planting.

The viewing positions are representative of the viewer experience on north and south bound U.S. 101.

Tree heights are depicted at 10 - 15 year maturity. Seasonal colors and textures are depicted to display variety of season, flower and leaf color, not a specific season.



RESIDENCE INN
PASO ROBLES, CA

Visual Simulation
View from Southbound US 101



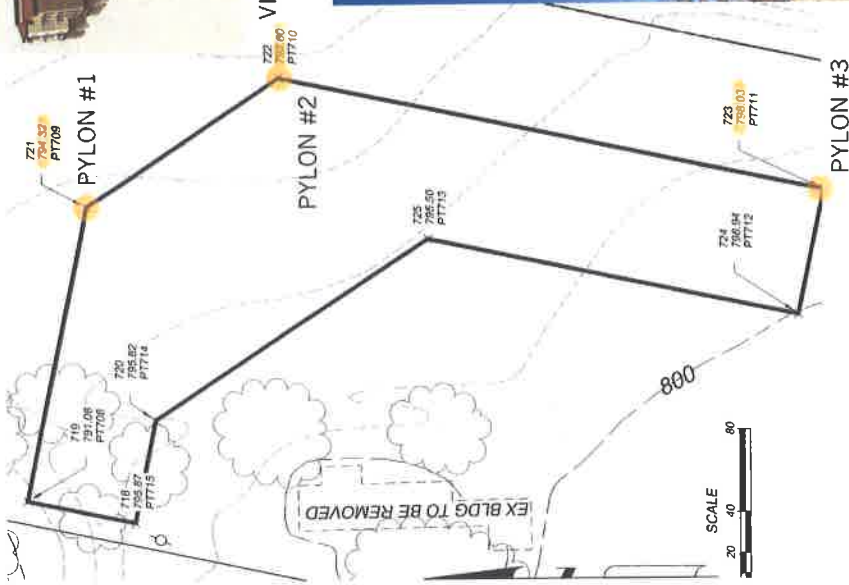
Figure 2



VIEWING POSITIONS
NOT TO SCALE



VIEW OF THREE DIMENSIONAL COMPUTER MODEL
(MODEL PROVIDED BY GFA ARCHITECTS)



PYLON LOCATIONS & SURVEYED
BUILDING CORNERS AND ELEVATIONS
(SURVEY DATA PROVIDED BY WALLACE & ASSOC.)



20' PYLON
(ONE OF THREE PLACED AT SURVEYED BUILDING CORNERS)



Figure
3

Visual Simulation

Viewing locations and methodology



MEMORANDUM

TO: Susan DeCarli

FROM: John Falkenstien

SUBJECT: PD 13-005, Marriott Resident Inn, S. Vine Street
Tentative Parcel Map PR 13-0109

DATE: February 10, 2014

Streets

The project fronts on South Vine Street. South Vine Street is planned to be re-aligned in accordance with the Project Approval-Environmental Document (PAED) prepared by Caltrans designed to accommodate future traffic volumes in the U. S. Highway 101 – SR 46W interchange. The three fundamental components of the the PAED are:

- Re-align Theatre Drive and South Vine Street frontage roads to the west and connect with State Route (SR) 46W at a signalized intersection.
- Construct a roundabout at the U. S. 101 Southbound On Ramp/Off Ramp intersection with SR 46W
- Construct a roundabout at the U. S. 101 Northbound On Ramp/Off Ramp intersection with SR 46W and Ramada Drive.

The re-alignment of South Vine Street will not affect the Marriott Residence Inn proposal but would significantly affect the remainder parcel on the Tentative Parcel Map. In 2005 an application for a hotel was considered and approved on this site by the Planning Commission. At that time, the southbound off-ramp at SR 46W was not adequate to handle the traffic it was receiving daily. Traffic queues backing onto the 101 main line were common. Applications for development were not received as complete without a commitment to participate in a private effort to reconstruct the southbound ramp into the configuration we have today. All of the developer's at that time, La Bellasera, Hampton, McDonald's, Idler's etal were participants in the project. The Sahadi family were participant's as well. That participation runs with the land and stand's as a significant mitigation measure and contribution towards the completion of the improvement's outlined in the PAED. Without the ramp improvement, no development in the area would be possible today.

The 46W-101 PAED was recognized and incorporated into the 2011 Circulation Element of the General Plan. The City received a grant from the Federal American Recovery Act to realign Theatre Drive in accordance with the PAED. The City has since received an application for annexation of lands surrounding the applicant's property to the west and north. The annexation application brings the potential of completing the South Vine Street realignment.

The annexation proposes alternative alignments for South Vine Street. One alignment matches the PAED. The other wraps South Vine Street entirely around the west side of the applicant's property. Both alignments accomplish the goals of the PAED. Both alignments will provide full access to the remainder parcel. Both will be compared and evaluated in a full environmental impact report.

Additional frontage improvements on South Vine Street, including sidewalk, were considered for this project. With the bike lanes in place, existing South Vine Street meets the standards established by the Circulation Element of the General Plan and the Bike Master Plan. Extension

of sidewalk would be premature. We cannot complete sidewalk connections across the signalized intersection controlled by Caltrans at SR 46W. Sidewalk connections will have to be completed as part of future South Vine Street alignment improvements.

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 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 10-inch sanitary sewer main in SR 46W.

There is a 16-inch water main in South Vine Street available to the project.

Conditions

Prior to occupancy, the applicant shall extend an 8-inch sewer line in South Vine Street from SR 46W north to serve the project.

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

ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM
CITY OF PASO ROBLES

- 1. PROJECT TITLE:** Residence Inn by Marriott
- Concurrent Entitlements:** Planned Development (PD 13-005)
Tentative Parcel Map (PR 13-0109)
Oak Tree Removal (OTR 13-008)
- 2. LEAD AGENCY:** City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446
- Contact:** Susan DeCarli
Phone: (805) 237-3970
Email: sdecarli@prcity.com
- 3. PROJECT LOCATION:** 121 Wilmar Place (Vine Street & Wilmar Place)
Paso Robles, CA 93446
(See Attachment 1, Vicinity Map)
- Assessor Parcel Number 009-631-011
- 4. PROJECT PROPONENT:** Excel Paso Robles, LP
- Contact Person:** Rob Miller/Wallace Group
Phone: (805) 544-4011
Email: Robm@wallacegroup.us
- 5. GENERAL PLAN DESIGNATION:** Regional Commercial (RC)
- 6. ZONING:** Commercial Highway – Planned Development (C2-PD)
- 7. PUBLIC REVIEW PERIOD:** February 24, 2014 through March 25, 2014
- 8. PROJECT DESCRIPTION:** This is a proposal to establish a 4-story, extended-stay hotel with 128 guest rooms. The hotel will include ancillary guest services including:
- breakfast lounge for hotel guests
 - meeting rooms
 - fitness center
 - business center
 - wine tasting bar
 - outdoor pool, BBQ and patio terraces

The total existing lot area is 12.6 acres. The proposal includes a tentative parcel map to subdivide the property into a 3.17 acre parcel and a “remainder” lot of 9.44 acres. The hotel is proposed on the 3.17 acre parcel. The hotel site has an existing single-family home which would be removed upon approval of the hotel. See Attachment 2, Site Plan.

- 9. ENVIRONMENTAL SETTING:** The project site is located at the northwest quadrant of US Highway 101 and State Route 46 West. Properties located to the north and west are within the

jurisdiction of San Luis Obispo County, and are designated in the County's Land Use Ordinance as Residential Suburban. The existing site is accessed from South Vine Street along an unimproved access road, Wilmar Place.

The existing landform of the property consists of flat areas to rolling hills. There are several oak trees located on the property near the area of the proposed hotel. The applicant has requested removal of five oak trees that are either in poor health and/or would be a constraint to the proposed development. The proposed hotel would be within the area already disturbed by the existing home site, which has ruderal vegetation. The balance of the site is vegetated with Savanna grassland habitat. The biological report did not identify any protected botanical or animal species on the site.

A road realignment design and environmental analysis to realign South Vine Street with SR 46 West through the applicant's property (along the southern-most area of the "remainder" lot) connecting to SR 46 West adjacent to Gahan Place has been completed and approved by Caltrans. The general realignment is identified in the City's Circulation Element, however the City does not have an approved "plan line" showing the specific alignment through the site. Additionally, the owners of an adjacent property to the west of this proposed project is presently evaluating an alternative road realignment to the north and west of the applicants property. If this is approved, then the current road realignment location would not affect the applicant's property in the future. Since the applicant has adequate access from South Vine Street to serve this project and does not need access from the road realignment, the applicant is not required dedicate right-of-way for the potential future realignment through his property.

The property is within the City limits and is zoned for commercial development, including hotels. The land use classification and potential commercial development of this property was included in the 2010 Urban Water Master Plan. If this project is approved, the property would be served with municipal water service for potable and irrigation water needs.

10. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED):

None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|---|
| <input checked="" 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 checked="" 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?

Discussion: The project site is located at the northwest corner of Highway 101 and State Route 46 West (SR 46W). This location is identified as a “gateway” to the City in the City’s Gateway Design Standards. It is also designated in the General Plan, Conservation Element (Figure C-3), as being in a scenic view corridor. The property is visible from Highway 101, SR 46W, properties east of Highway 101, and South Vine Street.

The project site is elevated approximately 10 feet above South Vine Street, and it is located in the foreground of a largely rural, undeveloped landscape with rural home sites, vineyards, and open space. Properties to the south are developed with hotels of a similar scale as the proposed project, and regional commercial development is located further south. Urban light-industrial development exists across Highway 101 to the east. Therefore, the property is surrounded by a mix of land uses, development intensities, and building forms.

The primary “long” view of the site and surroundings is from northbound Highway 101 towards the northwest. The project will not impact the long view of the rural landscape beyond it since it would not extend up into the hillsides to the north or northwest and/or otherwise block these views, nor would it impact ridgeline views, arroyos, riparian habitat, or oak woodlands on surrounding properties. The applicant submitted visual simulation images that depict the proposed development superimposed on the site. (See Attachment 3, Visual Simulations.)

To reduce potential visual impacts that may result from development in scenic vistas, project site and architectural design needs to be designed so that it is compatible with the surrounding landscape by providing well-articulated, attractive architecture that transitions well into the site, that presents elevation massing that is in scale with the surroundings, adds visual interest to the site, and contributes to an overall positive aesthetic quality of the area.

The proposed project includes a four-story hotel building and ancillary site improvements. The development envelope and building is set deep into the site. (See Attachment 4, Elevations.) The front elevation includes a one-story porte-cochere and entrance lobby. The single-story element helps transition the building into the site by providing reduced massing at the entrance. The closest portion of the building footprint would be setback approximately 110 feet from South Vine Street. The majority of the building is proposed to be set back about 120 feet or more from South Vine Street. The primary views of the site are from Highway 101. The nearest point of the hotel to Highway 101 (southbound) is approximately 220 feet. The setback of the hotel from the most visible point (northbound on Highway 101) is approximately 300 feet. The earliest view of the site (northbound on Highway 101, just after crossing SR 46W) is approximately 500 feet away, and it is over 600 feet from SR 46W. These setback distances help reduce the visual massing of the hotel as viewed from the highways.

Most of the roof elements are proposed to be 53 feet in height with a few architectural features that would extend up to between 60 and 66 feet in height. The maximum building height permitted in the C2 zone is 50 feet. However, since the project is in a Planned Development Overlay Zone, an applicant may request approval to exceed this height limit if it can be demonstrated that it would result in a better project. Some of the building massing and height is mitigated through the setbacks, as well as through foundation, perimeter and parking lot landscaping. The proposed landscaping, trees and setbacks help to soften the building

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

massing. The applicant suggests that the project would make a more positive impact on the site and surrounding through use of the taller roofline elements because it would provide balance with the scale of the proposed building. The applicant’s letter requesting flexibility in the height limit standard is provided in Attachment 5.

The project is consistent with the Gateway Design Standards since it adheres to the design guidance of the Gateway Design Standards by orienting the building footprint and entrance toward South Vine Street. The site plan provides the required parking in separate smaller parking bays along the side and to the rear of the site. Parking areas proposed along South Vine Street are reduced to single-loaded automobile spaces (plus motorcycle spaces) so that the parking lot is not a visually dominant feature of the front elevation of the project.

With significant setbacks incorporated into the site design the visual impact of the proposed project on the scenic vista and gateway is reduced to a less than significant level. Additionally, a mitigation measure to plant trees of various sizes and species (in accordance with the approved Landscape Plan) around the periphery of the site and parking lot is incorporated to further reduce the visual impact of the proposed development.

- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Discussion: There are no scenic resources such as rock outcroppings or historic buildings located on the site. Among the oak trees located on the property, there is one 40-inch dbh oak tree that will be preserved and be incorporated into the site plan as a “focal” point and scenic resource. Four of the five oak trees proposed for removal are in very poor health and are not readily visible from the public right-of-way. The fifth tree proposed for removal (tree #17 – 9 inches dbh), is in good health, however it is small and not visually prominent compared to the larger surrounding oak trees that are proposed to be maintained on the site. Therefore, the project would not result in significant impacts to scenic resources.

- c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Discussion: The visual quality of the site is moderate since it has a lot of undeveloped open grassland visible from nearby roads, however there is an existing older, not well-maintained home, outbuildings, and storage of miscellaneous junk located toward the center of the site.

The proposed project would replace the existing older home and outbuildings. While the project will alter the visual character of the existing site, the new development provides ample open space areas and landscaping that would improve and be compatible with the visual quality of the surrounding areas. As shown on the building elevations, the architecture is proposed to incorporate façade and roofline articulation, and quality building materials including use of stone veneer and Mediterranean tile roofing. The site will include rural landscaping and fencing materials surrounding the property to blend the project into the site and surroundings to the extent possible. Therefore, the proposed project would not likely significantly degrade the existing visual character or quality of the site and its surroundings.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The existing site is minimally developed with one residence which produces little to no light or glare. The proposed building and site lighting will introduce new light sources in a location that is primarily dark. Any new light fixtures will be required to comply with the City’s regulations to shield lights and be downcast to control light from shedding onto adjacent property and reduce night sky light impacts. The project incorporates standard conditions of approval to ensure lights are downcast and shielded (versus radiant), and that parking lot lighting fixtures be the minimum necessary to ensure site safety. Therefore, the proposed project will result in less than significant impacts from light or glare.

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"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: The project site is designated in the General Plan and is zoned on the City’s Zoning Map for commercial development. The property is not identified in the City General Plan, Conservation Element (Figure C-1, Important Farmland Map) as having either prime, unique or farmland of statewide importance. Farming is not conducted on the site. Therefore, the project would result in impacts on converting prime or other significant soils to urban land uses.

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"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: The site is not under Williamson Act contract, nor is it currently used for agricultural purposes.

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"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

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

d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: See II c. above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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: The adjacent property (270 acres) to the west and northwest are used for cattle grazing. The owners of the property are currently in project review to annex the property and develop it with similar hotel uses.

No other agricultural activities are conducted within the near vicinity of the project site. Properties to the south and east are zoned and developed as regional commercial and/or light manufacturing. Development of this site for lodging would not have a significant impact to agricultural or forestry resources.

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

Discussion: An Air Quality Analysis was prepared by AMBIENT Consulting for this project. (See Attachment 6.) The study evaluated project consistency with the SLO County Air Pollution Control District Clean Air Plan (APCD CAP), in particular with land use and transportation control measures. These measures include: campus-based trip reduction; voluntary trip reduction program; local transit system improvements; regional transit improvements; bicycling and bikeway enhancements; and others.

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 study notes that the project is located within two miles of the Amtrak and multi-modal transportation station. The project will include hotel shuttle service for hotel guests. Additionally, (per the Traffic and Circulation Study prepared by Associated Transportation Engineers for this project) the site is served by the "Paso Express", a local fixed-route transit system on South Vine Street. The local transit system also connects to the regional transit system provided by the SLO County Regional Transportation Agency (SLORTA). SLORTA provides service to surrounding destinations and communities.

In addition, consistent with the City's Bicycle Master Plan, South Vine Street provides bicycle connection for this project via a (red paved) bicycle lane that connects to the center of Paso Robles, as well as points south. The site plan also includes bike racks and bike lockers per City parking regulations. Lastly, the site will be served with pedestrian sidewalks with the South Vine Street realignment project (whichever alternative is constructed in the future.) This will provide for pedestrian connection to restaurants and retail businesses on the south side of SR 46W. Therefore, considering these measures, the project does not conflict with the SLO County APCD CAP.

- | | Potentially
Significant
Impact | Less Than
Significant
with
Mitigation
Incorporated | Less Than
Significant
Impact | No
Impact |
|---|---|---|---|--------------------------|
| 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"/> |

Discussion: The northern area of San Luis Obispo County occasionally exceeds ozone levels (both federal and state standards). The Air Quality Impact Study indicates that the project would exceed local thresholds for construction-related emissions, however the study also includes mitigation measures that can be employed to reduce those emissions to less than significant levels. In particular, the study indicates that the project would exceed maximum daily emission of ROG+Nox, particulate matter and fugitive dust. Implementation of mitigation measures MM AQ-1 and MM AQ-2 would reduce potential short-term construction emissions to a less than significant level. See attached Mitigation Measure Summary in Attachment 13.

The study indicates that the project would not exceed operational thresholds established by the Air District, therefore, impacts from operational emissions would be less than significant.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: 11) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: See III b. above. Short-term increases in emissions would occur during the construction process. Construction-generated emissions are of a 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 particulate matter (PM₁₀). 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. Because estimated emissions of ROG and NO_x occurring during initial site preparation and grading would exceed applicable thresholds, this impact would be considered potentially significant.

With mitigation measures included in the Mitigation Measure Summary, (Attachment 13), which includes SLOAPCD-recommended *Standard Mitigation Measures for Construction Equipment*, and additional mitigation measures included to encourage the reuse and recycling of construction materials and the use of heavy-duty construction equipment meeting CARB's Tier 3 engine emission standards, short-term construction-generated emissions would be reduced to below 2.5 tons/quarter and would not exceed SLOAPCD significance thresholds. With mitigation measures incorporated, this impact would be considered less than significant.

Long-term operational emissions associated with the proposed project would predominantly be the result of 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.

Operational emissions were quantified using the CalEEMod computer program based on the default modeling

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

parameters contained in the model for San Luis Obispo County. Operational emissions were compared to the SLOCAPCD's significance thresholds in Table 11 of the Air Quality Study. As indicated in Table 11, operational emissions are not projected to exceed SLOCAPCD's significance thresholds. Therefore, as noted in item III b., long-term operational emissions attributable to the proposed project would be considered less than significant.

- d. Expose sensitive receptors to substantial pollutant concentrations? (Source: 11)

Discussion: Localized concentrations of CO are of primary concern in areas located near congested roadway intersections. Access to the hotel site would be via South Vine Street. Based on the traffic analysis prepared for the proposed project, nearby signalized intersections at South Vine Street and SR 46W are projected to operate at LOS C or better, under existing-plus-project conditions. With implementation of planned future roadway improvements, nearby signalized intersections are projected to improve. Additionally, there are no sensitive receptors in the nearby vicinity that could be affected by localized pollutant concentrations. Therefore, this impact would be considered less than significant.

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

Discussion: 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 within increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. Additionally, there are no residences located in the near vicinity of the project site that could be exposed to objectionable odors. 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, 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?

Discussion: A Biological Resources Assessment was prepared by SWCA Environmental Consultants for this project (November 2013, see Attachment 7). The project would disturb 3.3 acres of primarily ruderal habitat. The development area has an existing home located on it. The surrounding landscape has been heavily disturbed and impacted for decades due to disking and mowing activities, and provides low quality habitat

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

value for wildlife species. No special-status species were identified on the site (either plants or animals). There are mature oak trees on the property, which are regulated through local ordinances. However, the site may provide suitable habitat for sensitive wildlife species for foraging, roosting or nesting birds (i.e. Swainson’s hawk, white-tailed kite, burrowing owls, and others) and the San Joaquin Kit Fox. Avoidance and mitigation measures included in the Mitigation Measures Summary will be applied to ensure the potential to impacts to these habitats and species are less than significant.

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

Discussion: There is no riparian habitat located on this property. However, there are several oak trees on the property that are within the area of disturbance of the project. The applicant has proposed to remove 5 oak trees and to trim other remaining trees for maintenance purposes. Oak trees that are 6 inches in diameter (dbh) are protected under the City’s Oak Tree Protection Ordinance. The proposed removals, if approved, would require oak tree replacement mitigation by planting a minimum of 25% of the total combined diameter of all oak trees to be removed. Tree protection is also required for work that may occur within the “critical root zone” of remaining trees. An Arborist Report (see Attachment 8) was prepared for this project which identifies all oak tree mitigations to reduce potential impacts to a less than significant level.

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Per the Biological Resources Assessment, there are no wetlands, waterways or other hydrological features located on the project site, or within the near vicinity that could be affected by the proposed project. Therefore, the project will not result in impacts to hydrological features and/or resources.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The biological study prepared for this project indicates that the site is not suitable for denning of San Joaquin Kit Fox and that migration for this species is typically contained to the east of the Salinas River due to the Highway 101 barrier. However, mitigations have been included in the study in the case that they use the site for migration. No sensitive bird species were identified on the site, however in accordance with the Migratory Bird Treaty Act, specific mitigations are included to ensure that nesting birds are not

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

significantly impacted by the construction of the proposed project.

- | | | | | | |
|----|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| e. | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: See IV b. above.

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no Habitat Conservation Plans or other related plans applicable in the City of Paso Robles.

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 is not located within proximity to a creek or river or known cultural resource it is unlikely that there are resources located on the site.

There are no known human remains on the project site, however per conditions of approval incorporated into the project, 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 |
|----|--|

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

substantial adverse effects, including the risk of loss, injury, or death involving:

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

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

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)

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

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)

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

Discussion: Per the General Plan EIR, the project site is located in an area with soil conditions that have a low potential for liquefaction or other type of ground failure due to seismic events and soil conditions. Per the Geotechnical Engineering Report prepared by Earth Systems Pacific (September 2013, see Attachment 9), which confirms that the site has a low potential for ground failure and liquefaction. Therefore, impacts related to seismic-related ground failure are determined to be less than significant.

- iv. Landslides?

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

Discussion: Per the General Plan Safety Element, the project site is in an area that is designated as a low-risk area for landslides. Therefore, potential impacts due to landslides would be less than significant.

- b. Result in substantial soil erosion or the loss

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

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

of topsoil? (Sources: 1, 2, & 3)

Discussion: Per the General Plan EIR the soil condition is not erosive or otherwise unstable. As such, no significant impacts are anticipated. The geotechnical study prepared includes standard requirements to assure soil stability due to erosion, including submission of an erosion control plan 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See response to item a.iii, above, the Geotechnical Report prepared for this project did not identify that this site is an unstable geologic unit that would be subject to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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: The development will be connected to the City's municipal wastewater system. Therefore, there would not be impacts related use of septic tanks.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: A Greenhouse Gas Impact Assessment was prepared by AMBIENT Consultants to evaluate potential Greenhouse Gas (GHG) emissions that may result from the project. (November 2013, see Attachment 6)

The SLO County APCD adopted a GHG emissions threshold for projects in 2012 that establishes that projects that exceed 1,150 metric tons of CO2 emissions per year (MTCO2e/year) of GHG would be significant. The proposed project would result in 1,768.14 (both construction and operational emissions) annually, and annualized emissions of 9,809 MTCO2e (assuming a 25-year life of the project).

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

Mitigation options to reduce the emissions to a less than significant level include either: (a) demonstrate that the project will be compliant with the City’s Climate Action Plan (CAP) by incorporating several energy efficient design features and measures into the project as specified in the CAP; or (b) mitigate impacts through off-site mitigation through programs offered by the California Air Pollution Control Officer’s Association (CAPCOA), such as participating in the GHG Credit Exchange program. Implementation of these mitigation measures will reduce potential impacts of GHG emissions to a less than significant level.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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: With implementation of GHG-reduction mitigation measures sufficient to reduce project-related GHG’s to below the SLO APCD’s GHG threshold of significance (1,150 MTCO₂e/year), this impact would be considered less than significant, and would not conflict with the policies of SLO APCD or the City’s CAP.



VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

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

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.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 and will not impact schools since there are no schools within the vicinity.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section | <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
65962.5 and, as a result, would it create a significant hazard to the public or the environment?				

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

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Per the 2003 General Plan Safety Element, 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"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: A Storm Water Quality Management Plan was prepared by Wallace Group (November 2013, see Attachment 10) for this project. The plan identifies specific post-construction Best Management Practices that have been incorporated into the project in compliance with State Water Board requirements to meet water quality standards and discharge requirements. The project will apply conditions of approval to comply with these standards.

The proposed project is designed to retain stormwater on-site through installation of various low-impact

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

development (LID) features. The project has been designed to reduce impervious surfaces, preserve existing vegetation, and promote groundwater recharge by employing bioretention 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"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Discussion: The project property is within the City limits and it is zoned to allow for commercial development, including hotels. The City’s municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento pipeline project.

This project will not affect the amount of groundwater that the City withdraws from the Paso Robles Groundwater Basin. The City’s 2010 Groundwater Master Plan (GMP) assigns “duty” factors that anticipate the amount of water supply necessary to serve various types of land uses. The proposed project would be served with the City’s municipal water supply system. The GMP indicates that there is sufficient municipal water supply to accommodate development of this property. Therefore, this project will result in less than significant impacts to the groundwater supplies used by the City.

- 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 site development will generally maintain the existing, historic drainage pattern of the property, and new hydromodification drainage will be maintained on the site. Additionally, surface flow would be directed to drainage areas for percolation into bioswale drainage features on 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 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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)				
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"/>
Discussion: As noted in IX a. above, per the Stormwater Management Plan prepared for this project, surface drainage will be managed onsite and will not significantly 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.				
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.				
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 g. above. The property is not within or near a 100-year flood hazard area.				
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.				
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 are no mudflow hazards located on or near the project site. Therefore, the project could not result in mudflow inundation impacts.				
k. Conflict with any Best Management Practices found within the City's Storm	<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
--	---	---	---	----------------------

Water Management Plan?

Discussion: The project will implement the City’s Storm Water Management Plan - Best Management Practices. Therefore, it would not conflict with these measures.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is largely surrounded by undeveloped, vacant property to the west and north. Highway 101 is located to the east and SR 46W is located to the south. There is no established community within the project vicinity. Therefore, the project will not physically divide an established community.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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: The proposed hotel project is consistent with the General Plan Land Use Designation of Regional Commercial and Highway Commercial zoning. The project site design is also consistent with the Gateway Design Standards. There are no other plans that apply to the property. Therefore, the project does not conflict with applicable plans or policies adopted to avoid or mitigate environmental effects.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Result in the loss of availability of a locally- | <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
---	---	---	----------------------

important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1)

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

Discussion: A Noise Impact Assessment Study was prepared for this project by AMBIENT Consulting, (November 2013, see Attachment 11). The study identifies the potential external and internal noise exposure that may be experienced in the future from noise generated in the vicinity - primarily noise from Highway 101, and future noise impacts after realignment of South Vine Street. The potential noise levels were then compared with the General Plan Noise Element thresholds to determine if noise impacts would be potentially significant.

Per the City's General Plan, Noise Element, the noise level threshold of significance for interior noise levels is 45 dBA CNEL/Ldn, and for outdoor activity areas it is 65 dBA CNEL/Ldn. With the existing and future road realignment the project would have a projected exterior range from approximately 46 to 63 dBA CNEL/Ldn, which would not exceed the applicable threshold. However, interior noise levels for upper floors that would be adjacent to So. Vine Street would result in noise levels that exceed these thresholds, and would therefore result in potentially significant impacts. Therefore, construction method mitigation measures would be applied to reduce this potential impact to a less than significant level. See attachment 13, Mitigation Measures Summary.

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

Discussion: The project may result in short-term construction groundborne vibration from machinery, however, the construction noise is not anticipated to be excessive nor operate in evening hours, and would be less than the industry (Caltrans) standard thresholds for vibration that would cause structural damage and/or annoyance of (0.2 and 0.1 in/sec ppv, respectively at a distance of 500 feet). 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Per the Noise Study prepared for this project, it will not create significant land use-related noise or traffic generated noise. Therefore, the project would not result in contributing permanent increases in ambient noise levels.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: The Noise Study prepared for this project provides information on typical construction equipment noise levels. The study indicates (in Table 8) that short-term increases in construction noise may have a potential to be significant. Therefore, mitigation measures have been incorporated to reduce potential short-term construction related impacts to a less than significant level. See attachment 13, Mitigation Measures Summary.

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"/>
Discussion (a-c): The proposed hotel project will create jobs that can be absorbed by the local and regional employment market, and will therefore not create the demand for new housing or population growth or displace housing or people.				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

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"/>
-------------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Police protection? (Sources: 1,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities? (Sources: 1,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion (a&b):

The proposed commercial development project will not encourage new housing demands, therefore it will not result in an increase in demand for recreational facilities or accelerate deterioration of recreational facilities.

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"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

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

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

and bicycle paths, and mass transit?

Discussion: A Traffic Impact Study was prepared by ATE Associates for this project (August 2013, see Attachment 12). The traffic study estimates: existing traffic conditions; traffic that would be generated from the project; impacts to surrounding facilities including South Vine Street; and intersection and freeway operations. It also projects traffic impacts to these facilities in the future at year 2035 and cumulative impacts of the project with other approved development and development “in the planning pipeline”. Additionally, the study evaluated: project access on South Vine Street; alternative transportation needs; and improvements for pedestrians, bicyclists and transit. The study was prepared in the context of the City’s Circulation Element as well as Caltrans standards and County circulation planning.

The traffic study indicates that the existing traffic in addition to project generated traffic would not exceed adopted standards and thresholds for existing service capacity on surrounding intersection or freeway operations. However, the project would exceed adopted thresholds for the project plus cumulative intersection and freeway operations. It would also exceed thresholds for future traffic (year 2035) impacts on the intersection and freeway operations. The applicant would therefore need to mitigate its share of impacts to these facilities by participating in future improvements to the intersection of South Vine Street and Highway 101, and operations of Highway 101. Improvements to these facilities have already been identified by Caltrans and the City. The applicant will be required to mitigate for these impacts through payment of Development Impact Fees. With implementation of applying these fees, the project will have mitigated its fair share of impacts to these transportation facilities. Therefore, with mitigation measures incorporated, impacts to transportation facilities will be less than significant, and the project would be consistent with applicable plans and policies. See attachment 13, Mitigation Measures Summary.

The traffic study analysis on project access at South Vine Street and Wilmar Place indicates that a stop-sign controlled intersection would be adequate to provide safe access to the site. Additionally, the project will be served with transit and it is connected to the City’s bicycle transportation system with a class II bike land on South Vine Street as well as connection to surrounding properties with sidewalks.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: See XVI a. above. Additionally, the applicant will be served with a transit stop to facilitate employee transportation demands and reduce congestion, as well as provide shuttle services to the multi-modal transportation center for guests. Mitigation measures have been incorporated to provide these services. Therefore, impacts related to congestion management will be mitigated to a less than significant level.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 this project that could result in safety hazard impacts 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 it is designed in compliance with all emergency access safety features and to City emergency access standards.				
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"/>
Discussion: The project incorporates multi-modal transportation facilities and access such as bike lanes, sidewalks, and walkways, and 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: The project will comply with all applicable wastewater treatment requirements as required by the City, the Regional Water Quality Control Board, and the State Water Board. Therefore, there will be less than significant 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: Per the City's General Plan EIR, Urban Water Management Plan, and Sewer System Management Plan (SSMP), the City's water and wastewater treatment facilities are adequately sized, including planned facility upgrades, to provide water needed for this project and to treat resulting effluent. The applicant will be required to pay for utility connections and associated improvements, as well as development impact fees. 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 checked="" type="checkbox"/>	<input type="checkbox"/>

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

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.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: As noted in section IX on Hydrology, the project can be served with existing water resource allocations 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Per the City's SSMP, the City's wastewater treatment facility has adequate capacity to serve this project as well as with 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: As noted within this environmental analysis on biological resources with the mitigation measures incorporated, the project-related impacts to habitat for wildlife species will be less than significant with mitigation measures incorporated. There will be no impact to fish habitat as well as no impact to fish and wildlife populations. Therefore, impacts to fish, wildlife, of plant habitat is less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: With mitigation measures applied to aesthetics, biological resources, air quality, GHG emissions, traffic and services, the project will not result in impacts that are individually limited or cumulatively considerable.

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

Discussion: With mitigation measures applied as noted in VXIII b. above 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 2010	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
14	Gateway Design Standards	Community Development Department
15	Paso Robles Bicycle Master Plan	Same as above

Attachments:

1. Vicinity Map
2. Site Plan
3. Visual Simulations
4. Elevations
5. Applicant PD Overlay Letter
6. Air Quality and GHG Assessment
7. Biological Study
8. Arborist Report
9. Geological Study
10. Storm Water Quality Management Plan
11. Noise Assessment
12. Traffic Study
13. Mitigation Measures Summary

ATTACHMENTS CAN BE DOWNLOADED AT
WWW.PRCITY.COM/CDD

OR BY EMAILING SDECARLI@PRCITY.COM

RESOLUTION NO:

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF PASO ROBLES
ADOPTING A MITIGATED NEGATIVE DECLARATION
FOR PLANNED DEVELOPMENT 13-005, TENTATIVE PARCEL MAP PR 13-0109
AND AN OAK TREE REMOVAL OTR 13-008
MARRIOTT RESIDENCE INN
121 WILMAR PLACE, APN: 009-631-011
APPLICANT – EXCEL PASO ROBLES, LP**

WHEREAS, an application for Planned Development 13-005, Tentative Parcel Map PR 13-0109, and an Oak Tree Removal OTR 13-008 has been filed by Excel Paso Robles, LP; and

WHEREAS, Planned Development 13-005, Tentative Parcel Map PR 13-0109, and Oak Tree Removal OTR 13-008 were filed for development of a Marriott Residence Inn hotel with 128 rooms and ancillary site improvements; and

WHEREAS, the project is consistent with the General Plan land use designation of Regional Commercial (RC) and Zoning of Highway Commercial/Planned Development (C2-PD), the Gateway Design Standards, and Economic Strategy; and

WHEREAS, 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 a Draft Mitigated Negative Declaration was prepared and circulated for a 30-day public review period beginning on February 24, 2014 and concluding March 25, 2014; and

WHEREAS, public comments were received on the Draft Mitigated Negative Declaration (MND) and Initial Study and are incorporated into the record for this MND; and

WHEREAS, mitigation measures have been incorporated into the MND to address potential environmental impacts to: aesthetics; air quality; traffic; greenhouse gas emissions; and noise that may result from this project to mitigate potential impacts to a less than significant level. These mitigation measures are provided in Exhibit A, "Mitigation Measures Summary", attached to this Resolution; and

WHEREAS, public notice of the proposed Draft MND was posted as required by Section 21092 of the Public Resources Code; and

WHEREAS, a public hearing was conducted by the Planning Commission on March 25, 2014 to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development, Tentative Parcel Map, Oak Tree Removal, and environmental determination; and

WHEREAS, based on the information and analysis contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the Planning Commission finds that there is no substantial evidence that there would be a significant impact on the environment with mitigation measures implemented as a result of the development and operation of the proposed project.

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of El Paso de Robles, based on its independent judgment, that it does hereby adopt a Mitigated Negative Declaration for Planned Development 13-005, Tentative Parcel Map PR 13-0109, and Oak Tree Removal OTR 13-008, in accordance with the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA.

PASSED AND ADOPTED THIS 25th day of March, 2014, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

CHAIRMAN VINCE VANDERLIP

ATTEST:

ED GALLAGHER, PLANNING COMMISSION SECRETARY

RESOLUTION NO.

**A RESOLUTION OF
THE PLANNING COMMISSION OF THE CITY OF EL PASO DE ROBLES
APPROVING PLANNED DEVELOPMENT 13-005 AND
TENTATIVE PARCEL MAP PR 13-0109,
FOR MARRIOTT RESIDENCE INN
121 WILMAR PLACE, APN 09-631-011
APPLICANT – EXCEL PASO ROBLES, LP**

WHEREAS, Planned Development 13-005 and Tentative Parcel Map PR 13-0109 has been filed by Excel Paso Robles, LP for a Marriott Residence Inn; and

WHEREAS, Planned Development and Tentative Parcel Map PR 13-0109 were filed for development of a Marriott Residence Inn hotel with 128 rooms and ancillary site improvements; and

WHEREAS, the project is consistent with the General Plan land use designation of Regional Commercial (RC) and Zoning of Highway Commercial/Planned Development (C2-PD), the Gateway Design Standards, and Economic Strategy; and

WHEREAS, the Planning Commission held a duly noticed public hearing on March 25, 2014 on this project to accept public testimony on Planned Development and Tentative Parcel Map PR 13-0109; and

WHEREAS, any oak tree removals requested to accommodate the proposed development site plan shall be approved by the City Council, and oak tree replacements shall be established in compliance with the City's Oak Tree Preservation Ordinance; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared and circulated for public review and comment; and

WHEREAS, based on the information and analysis contained in the Initial Study, a determination has been made that the proposed project as designed and with appropriate mitigation measures added as conditions of approval will not result in significant environmental impacts, and it is appropriate for the Planning Commission to adopt a Mitigated Negative Declaration, which is included in a separate resolution; 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:

1. As conditioned, the design and intensity/density of the proposed Planned Development for the Marriott Residence Inn is consistent with the adopted codes, policies, standards and plans of the City, specifically the Zoning Ordinance, General Plan, and Gateway Design Standards; and
2. As conditioned, the proposed development plan 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, including traffic safety, noise and light; and

3. The proposed development plan accommodates the aesthetic quality of the City as a whole, especially where development will be visible from Highway 101 and State Route 46 West as a “gateway” to the City, scenic corridors, and the public right-of-way through sensitive site design, landscaping, and quality architecture; and
4. Per Chapter 21.16 (A) of the City Zoning Code, Planned Development Overlay Zone, exceeding the 50 foot height limit of the Highway Commercial (C2-PD) zoning district to allow the proposed project to have varying building heights in some portions of the roofline (between 53 to 66 feet in height) using tile roofing materials would result in a better project design since it would help balance the massing of the building.
5. The proposed development plan is compatible with, and is not detrimental to, surrounding land uses and improvements and provides an appropriate visual appearance since it complements existing development in the nearby area, and reduces environmental impacts to air quality, noise, traffic and aesthetics to a less than significant level; and
6. The proposed development plan is compatible with existing scenic and environmental resources such as hillsides, oak trees, vistas, etc.; and
7. The proposed development plan contributes to the orderly development of the City as a whole.
8. The proposed development project is consistent with and supports implementation of the Economic Strategy by providing local and regional tourism and employment opportunities within the City of Paso Robles.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby approve Planned Development 13-005 and Tentative Parcel Map PR 13-0109, subject to the following conditions:

STANDARD CONDITIONS:

1. This project shall comply with the checked standard Conditions of Approval, attached hereto as Exhibit “A” and incorporated herein by reference.

SITE SPECIFIC CONDITIONS:

NOTE: In the event of conflict or duplication between standard and site-specific conditions, the site-specific condition shall supersede the standard condition.

Planning Division Conditions:

2. 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 of Approval
B	Site Plan, Landscape Plan, Elevations, and Preliminary Grading Plan

3. This is an application for a Marriott Residence Inn hotel with 128 rooms and ancillary site improvements.

4. The project shall be designed and constructed to be in substantial conformance with the site plan, landscape plan, elevations, and preliminary grading plan approved with this resolution.
5. Approval of this project is valid for a period of two (2) years from date of approval. Unless permits have been issued and site work has begun, the approval of Planned Development 13-005 and Tentative Parcel Map PR 13-0109 shall expire on March 25, 2016. The Planning Commission may extend this expiration date if a Time Extension application has been filed with the City along with the fees before the expiration date.
6. Prior to issuance of certificates of use and occupancy, the property owner or authorized agent is required to pay the City's Development Impact Fees.
7. No underground or aboveground storage of hazardous materials shall be allowed on-site without first obtaining City approval.
9. No storage of trash cans or recycling bins shall be permitted within the public right-of-way.
10. Temporary construction noise levels in excess of 60 decibels shall be restricted to the daylight hours of 7am to 6pm. Noise levels shall be measured or monitored from site boundaries or the nearest adjoining residential use to determine compliance.
11. Use and operation of the project and its appurtenances shall be conducted in compliance with the City's General Performance Standards for all uses (Section 21.21.040 of Chapter 21.21 Performance Standards of the City's Zoning Ordinance).
12. Prior to occupancy, the applicant shall extend an 8-inch sewer line in South Vine Street from SR 46W north to serve the project.
13. Low impact development best management practices as outlined in the project submittals shall be incorporated into the project grading and drainage plans.
14. The applicant shall install site landscaping per approved Landscape Plan, including parking lot and site trees to help reduce the visual impacts of building massing.
15. Reduce emissions through encouraging 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 through participation in implementation of the following measures:
 - Voluntary Trip Reduction Program
 - Local Transit System Improvements (e.g. bus stop along project frontage)
 - Regional Transit Improvements
 - Bicycling and Bikeway Enhancements
 - Park and Ride Lots
 - Hotel shuttle service for hotel guests
16. The following measures shall be implemented to minimize nuisance impacts associated with construction-generated 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.
17. Prior to any grading activities a geologic evaluation shall be conducted to determine if Naturally Occurring Asbestos (NOA) is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to:
- a. Development of an Asbestos Dust Mitigation Plan which must be approved by the SLOAPCD before operations begin, and,
 - b. Development and approval of an Asbestos Health and Safety Program (required for some projects). If NOA is not present, an exemption request must be filed with the SLOAPCD. More information on NOA can be found at <http://www.slocleanair.org/business/asbestos.asp>.
 - c. Demolition of onsite structures shall comply with the National Emission Standards for Hazardous Air Emissions (NESHAP) requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of onsite structures, the SLOAPCD shall be notified, per NESHAP requirements.
18. The following mitigation measures, or a combination thereof, shall be implemented to reduce project-generated GHG emissions:
- a. The proposed project shall demonstrate compliance with the City of Paso Robles' Climate Action Plan. To assist with this determination, the CAP includes a worksheet that identifies various "mandatory", as well as, "voluntary" measures. All "mandatory" actions must be incorporated as binding and enforceable components of the project to be considered consistent with the CAP. If a project cannot meet one or more of the "mandatory" actions, substitutions may be allowed provided

equivalent reductions can be achieved, and shall be approved by the Community Development Director.

- b. If the project proponent cannot demonstrate compliance with the City's CAP, then the applicant shall pay offsite mitigation fees to the SLOAPCD, sufficient to reduce project-generated emissions to below 1,150 MTCO_{2e}/year. Based on the analysis of offsite mitigation discussed below, offsite mitigation would be required for a total of 9,809 MTCO_{2e}. 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. The project proponent shall submit proof to the Paso Robles Community Development Department that this condition has been met prior issuance of a certificate of occupancy of the hotel.

At a minimum, the onsite GHG-reduction measures to be implemented shall include the following:

1. Use low-VOC cleaning supplies. This requirement shall be reflected in the operational procedures manual for the proposed project.
2. Use low-VOC paint having a VOC content of 100 grams per liter, or less. This requirement shall be reflected in the operational procedures manual for the proposed project.
3. A shuttle shall be provided for hotel guests to provide transportation to and from the Amtrak transit station.
4. 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.
5. Utilize low-flow faucets and toilets and water-efficient irrigation systems to reduce energy demands associated with water use.
6. 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.
7. Install energy-efficient appliances (i.e., Energy Star rated).
8. Incorporate water-reducing features into building and landscape design, including use of drought-tolerant landscaping, minimizing turf 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.

19. Migratory Bird Protection.

To the maximum extent possible, site preparation, ground-disturbing, and construction activities should be conducted outside of the migratory bird breeding season. If such activities are required during this period, the applicant should retain a qualified biologist to conduct a nesting bird survey and verify that migratory birds are not occupying the site. If nesting activity is detected the following measures should be implemented:

- a. The project should be modified or delayed as necessary to avoid direct take of identified nests, eggs, and/or young protected under the MBTA;
- b. The qualified biologist should contact the USFWS and CDFW to determine an appropriate biological buffer zone around active nest sites. Construction activities within the established buffer zone will be prohibited until the young have fledged the nest and achieved independence; and,

- c. The qualified biologist should document all active nests and submit a letter report to the USFWS, CDFW, and City documenting project compliance with the MBTA and applicable project mitigation measures.

20. San Joaquin Kit Fox Protection.

- a. Prior to construction, a qualified biologist should conduct a pre-activity survey to identify known or potential dens or sign no less than 14 days and no more than 30 days prior to the beginning of the site preparation, ground-disturbing, or construction activities, or any other activity that has the potential to adversely affect San Joaquin kit fox. If a known or potential den or any other sign of the species is identified or detected within the project area, the biologist will contact the USFWS and CDFW immediately. No work will commence or continue until such time that the USFWS and CDFW determine that it is appropriate to proceed. Under no circumstances will a known or potential den be disturbed or destroyed without prior authorization from the USFWS and CDFW. Within 7 days of survey completion, a report will be submitted to the USFWS, CDFW, and the City. The report will include, at a minimum, survey dates, field personnel, field conditions, survey methodology, and survey results.
- b. During the site-disturbance and/or construction phase, to prevent entrapment of the San Joaquin kit fox, all excavation, steep-walled holes, or trenches in excess of 2 feet in depth should be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches should also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled or covered, they should be thoroughly inspected for entrapped kit fox. If any kit fox is found, work will stop and the USFWS and CDFW will be contacted immediately to determine how to proceed.
- c. During the site disturbance and/or construction phase, any pipes, culverts, or similar structures with a diameter of 4 inches or greater stored overnight at the project site should be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If any kit fox are found, work will stop and the USFWS and CDFW will be contacted immediately to determine how to proceed.
- d. Prior to, during, and after the site disturbance and/or construction phase, use of pesticides or herbicides should be in compliance with all federal, state, and local regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.
- e. During the site disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped should be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant should immediately notify the USFWS and the CDFW by telephone. In addition, formal notification should be provided in writing within 3 working days of the finding of any such animal(s). Notification should include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured should be turned over immediately to the CDFW for care, analysis, or disposition.

- f. Prior to final inspection, should any long internal or perimeter fencing be proposed or installed, the City should do the following to provide for kit fox passage:
 - If a wire strand/pole design is used, the lowest strand should be no closer to the ground than 12 inches.
 - If a more solid wire mesh fence is used, 8×12-inch openings near the ground should be provided every 100 yards.
- g. Upon fence installation, the applicant should notify the City to verify proper installation. Any fencing constructed after issuance of a final permit should follow the above guidelines.

21. Oak Tree Protection.

- a. Prior to site disturbance, the CRZ of all oak trees with a DBH of 6 inches or greater must be fenced to protect from construction activities.
- b. During the site disturbance and/or construction phase, grading, cutting, or filling within 5 feet of a CRZ of all oak trees with a DBH of 6 inches or greater must be supervised by a certified arborist approved by the City. Such activities beyond 5 feet of a CRZ must be monitored to insure that activities are in accordance with approved plans. Root pruning outside of the CRZ must be done by hand.
- c. Oil, gasoline, chemicals, or other construction materials potentially harmful to oak trees may not be stored in the CRZ of any oak tree with a DBH of 6 inches or greater.
- d. Drains shall be installed according to city specification so as to avoid harm by excessive watering to oak trees with a DBH of 6 inches or greater.
- e. Landscaping within the CRZ of any oak tree with a DBH of 6 inches or greater is limited to indigenous plant species or non-plant material, such as cobbles or wood chips.
- f. Wires, signs, or other similar items shall not be attached to oak trees with a DBH of 6 inches or greater.
- g. For each oak tree removed (DBH of 6 inches or greater), a tree or trees of the same species must be planted with a combined DBH of 25% of the removed tree's DBH within the property's boundary.

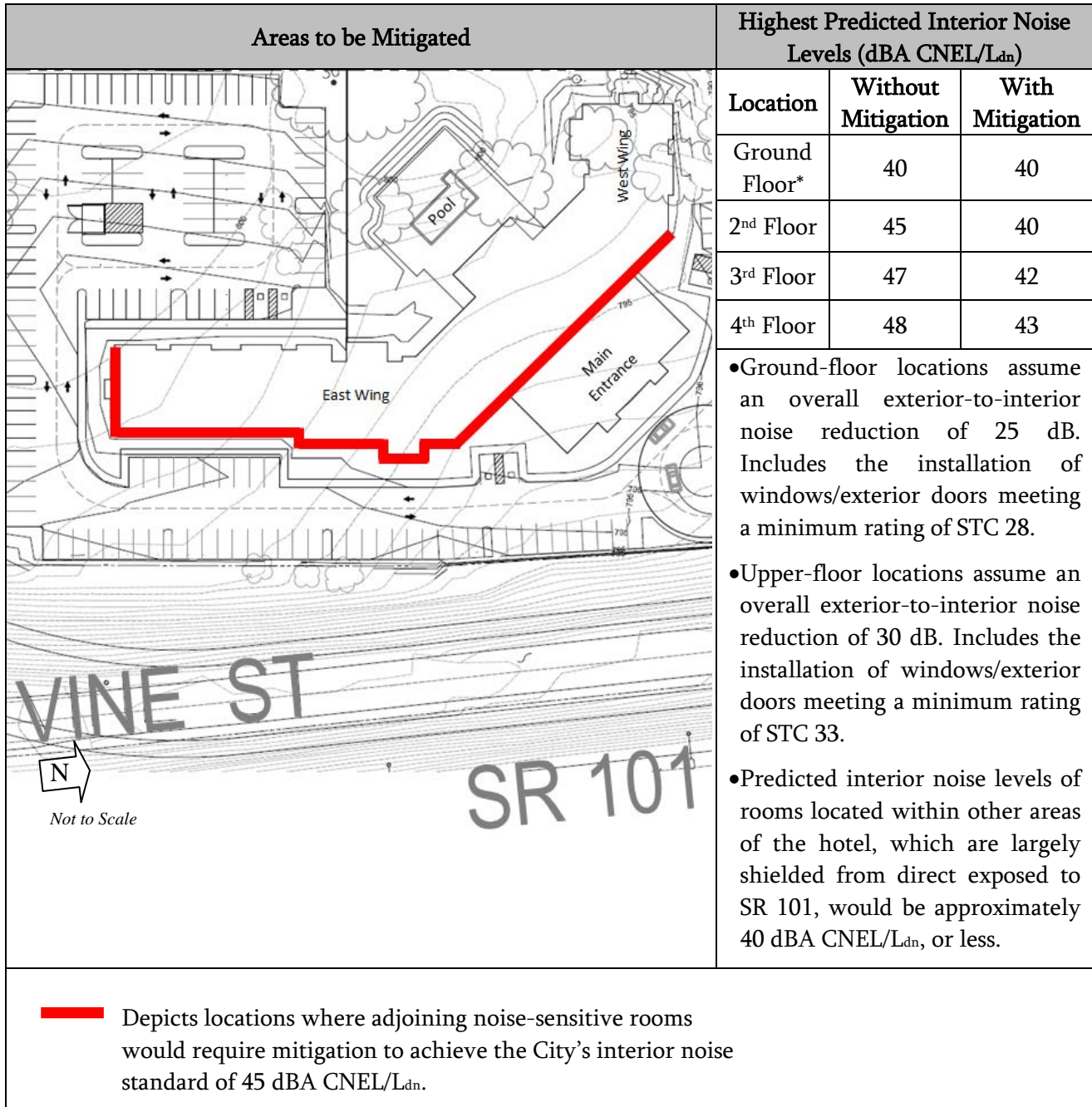
22. Noise

The following measures shall be implemented for noise-sensitive rooms (e.g., guest rooms, meeting rooms, etc.) located along the eastern, northeastern, and southern-most facades of the hotel, within line-of-sight of SR 101 (Recommended areas of mitigation are depicted in **Figure 7**):

- a. To ensure an overall exterior-to-interior noise reductions of 25 dB, windows and exterior doors of noise-sensitive rooms located on the ground floor should have a minimum sound transmission class (STC) rating of STC 28. This requirement is also recommended for any noise-sensitive rooms to be located along the eastern and northern building facades of the hotel's main entrance area.
- b. Windows and exterior doors of noise-sensitive rooms located on the 2nd-4th floors should have a minimum STC 33 rating.

- c. The total window area of noise-sensitive rooms should not exceed 20 percent of the room's exterior wall area.
- d. The perimeter of window and exterior door frames should be caulked and sealed airtight to the exterior wall construction.
- e. Any penetrations of the exterior walls (e.g., ducts, pipes, conduit, etc.) shall be minimized to the extent possible and sealed with caulked or filled with mortar.
- f. The installation of appliances (e.g., fireplaces, ventilation units, etc.) requiring venting to exterior walls located along building facades with direct line-of-sight of SR 101 should be prohibited.
- g. Exterior walls should have a minimum STC rating of 35. The construction of exterior walls with siding-on-sheathing, stucco, or brick; and, compliance with current Title 24 building standards is typically sufficient to achieve a minimum STC 35 for exterior walls.
- h. The above measures should be implemented unless it can be shown, to the acceptance of the Paso Robles Community Development Department Staff, that alternative mitigation would achieve equivalent reductions sufficient to reduce interior noise levels within noise-sensitive locations to below the City's interior noise level of 45 dBA CNEL/ L_{dn} .
- i. Unless otherwise provided for in a validly issued permit or approval, noise-generating construction activities should be limited to the hours of 7:00 a.m. and 7:00 p.m. Noise-generating construction activities should not occur on Sundays or city holidays.
- j. Construction equipment should be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds should be closed during equipment operation.

**FIGURE 7
PREDICTED INTERIOR NOISE LEVELS**



23. The Marriott Residence Inn Project shall be required to contribute to the improvements planned at the U.S. 101/SR 46W interchange. Those improvements include widening the U.S. 101 bridge over SR 46W to accommodate the planned widening of U.S. 101 to a six-lane facility.
24. A reciprocal access easement shall be recorded to provide access to Parcel 1 (Marriott Residence Inn) from South Vine Street via Wilmar Place over the "Remainder" parcel, prior to recordation of the Final Map for PR 13-0109.
25. In the event archaeological resources are unearthed or discovered during any construction activities, the following standards apply:
 - a. Construction activities shall cease, and the Community Development Director shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.
 - b. In the event archaeological resources are found to include human remains, or in any other case where human remains are discovered during construction, the County Coroner is to be notified in addition to the Community Development Director so that proper disposition may be accomplished.
26. All proposed oak tree removals are subject to approval by the City Council. If the City Council does not allow removal of the oak trees, the project will need to be redesigned to accommodate the trees. The project revisions would need to be presented to the Development Review Committee (DRC) for approval.

PASSED AND ADOPTED THIS 25th day of March, 2014 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

CHAIRMAN VINCE VANDERLIP

ATTEST:

ED GALLAGHER, PLANNING COMMISSION SECRETARY

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: March 25, 2014

Applicant: Marriott Residence Inn Location: S. Vine Street

APN: 009-631-011

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 March 25, 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. 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.
- 16. 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.
- 17. No storage of trash cans or recycling bins shall be permitted within the public right-of-way.
- 18. 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.
- 19. 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.
- 20. Prior to the issuance of building permits, the
 - Development Review Committee shall approve the following:
 - Planning Division Staff shall approve the following:

(Adopted by Planning Commission Resolution _____)

- 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:

South Vine Street property frontage landscaping and irrigation between the applicant's property boundary and the City public right-of-way.

(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

(Adopted by Planning Commission Resolution _____)

Standards and Specifications.

- 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:

Street Name	City Standard	Standard Drawing No.
-------------	---------------	----------------------

- 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

(Adopted by Planning Commission Resolution _____)

shoulder adequate to provide for two-way traffic.

- 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 Union Road along the frontage of the project.
- 8. The applicant shall install all utilities. 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

(Adopted by Planning Commission Resolution _____)

gypsum board, etc.) and removed from the project in accordance with the City's Source Reduction and Recycling Element.

- 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.

(Adopted by Planning Commission Resolution _____)

- Knox box key entry box or system.
- Fire department connection to fire sprinkler system.
- 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 _____)

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF PASO ROBLES
AUTHORIZING THE REMOVAL OF 5 OAK TREES
FOR PLANNED DEVELOPMENT 13-005 AND
TENTATIVE PARCEL MAP PR 13-0109
EXCEL PASO ROBLES LP/MARRIOTT RESIDENCE INN

WHEREAS, Excel Paso Robles, LP/Marriott Residence Inn has submitted a request to remove five oak trees; and

WHEREAS, the request for removal of the trees is in relation to a Mitigated Negative Declaration approved by the Planning Commission on March 25, 2014, for Planned Development 13-005 and Tentative Parcel Map PR 13-0109; and

WHEREAS, with the approval of the Mitigated Negative Declaration for Planned Development 13-005 and Tentative Parcel Map PR 13-0109 the Planning Commission recommended approval to remove the five oak trees; and

WHEREAS, four of the trees are in poor health due to site conditions, with one of the four trees harmed by wire fencing embedded in it. The fifth tree is in good health, but is located in an awkward location in relation to the site plan parking area; and

WHEREAS, the Director could not make the determination that the trees are “clearly dead or diseased beyond correction,” and therefore, Section 10.01.050.C of the Oak Tree Ordinance would consider the trees “healthy” and require that the City Council make the determination of whether the trees should be allowed to be removed after consideration of the factors listed in Section 10.01.050.D; and

WHEREAS, the City Council considered the factors listed in Section 10.01.050.D and determined that site grading for proposed structures and road access make retention of the trees undesirable; and

WHEREAS, in conjunction with the entitlements noted above, Chip Tamagni of A & T Arborists submitted an Arborist Report analyzing all of the oak trees located within the development area that may be impacted by the project and require tree protection methods. Protection measures were identified for potentially impacted trees that would remain. The report also identified the health of the five trees proposed for removal. The tree removals were rated in terms of their relative health on a scale of 1-10, with 10 being the best health. One of the trees was rated “1”, two of the trees were rated “2”, one was rated a “3”, and the last tree was rated a “4”.

WHEREAS, the project design would necessitate the need to remove healthy oak trees due to grading and construction of the hotel building, access driveway, and parking lot.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of El Paso de Robles does hereby:

1. Authorize the removal of five oak trees based on the trees being in marginal health, minimal environmental and scenic impacts, and that the removals are necessary in order to accommodate the proposed project.
2. Require the planting of 16.5 inches diameter replacement oak trees to be planted on the site at the direction of the arborist to ensure maximum potential for the trees to flourish, and/or off site at a location at the direction of the Community Development Director. The specific size and number of replacement trees shall be determined by the project arborist provided that the replacement trees equal the required mitigation requirement.

PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 6th day of May, 2014 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Duane Picanco, Mayor

ATTEST:

Caryn Jackson, Deputy City Clerk



Marriott International, Inc.
Hotel Development

1301 Dove Street, Suite 500
Newport Beach, CA 92660

Scott McAllister
Vice President
480-962-1809
480-907-1191Fax

February 23, 2014

Paso Robles City Council
Paso Robles City Hall
1000 Spring St.
Paso Robles, CA 93446

To Whom it May Concern:

I am writing this letter to you in regards to the proposed Residence Inn by Marriott hotel to be developed on the northwest corner of Hwy 101 and Hwy 46. Marriott has recently received the application for the hotel, presented the project to our Marriott Hotel Development Committee and received unanimous approval to move forward with the development of this project.

Paso Robles is a market that we have long wanted to expand our presence in. Marriott currently has one hotel in Paso Robles, a Courtyard by Marriott that is performing very well. The Courtyard runs a strong occupancy and a strong average rate and are one of the top performing hotels in Paso Robles based on data from Smith Travel Research. The Residence Inn brand outperforms the Courtyard brand in both occupancy and ADR, confirming the fact that the proposed Residence Inn in Paso Robles will do well.

As of the end of February, 2014, Residence Inn has about has 650 hotels open throughout the United States with 125 in still in development. In reviewing the current lodging choices within the Paso Robles market, we feel that there are no extended stay hotels, which we believe the proposed Residence Inn would satisfy. Among the five Marriott select-service and extended stay brands, the Marriott Residence Inn remains the strongest among the group based on its all-suite design as well as the numerous amenities that are offered to the guests.

Marriott brings great resources and distribution channels to Paso Robles. With over 44 million Marriott Reward members representing approximately 60% of our occupied rooms, Marriott brings great depth of traveling guests to a market. Marriott.com was named the eighth largest retailer on the internet and the Marriott app had the third highest sales mobile app sales of all apps.

For all of these reasons; the great hotel market conditions of Paso Robles, the power brand of Residence Inn, the performance of Marriott in the market already and the great strength and power that Marriott delivers, we fully support this new Residence Inn project and hope that you share the same optimism and enthusiasm as we do about developing this new project.

I will be attending the Planning Commission hearing scheduled for March 25, 2014 and would be happy to answer any questions that the city might have at that time.

With kind regards,

A handwritten signature in black ink that reads "Scott McAllister". The signature is written in a cursive, slightly slanted style.

Scott McAllister
Area Vice President
Marriott Lodging Development

Project Description**Residence Inn by Marriott – Paso Robles, California**

Located on South Vine Street, just north of Highway 46, the Residence Inn by Marriott is a 4 story hotel consisting of 128 guestrooms situated on a site of 3.15 acres. The hotel amenities will include a customized Gatehouse lobby/lobby lounge featuring Tuscan decor, breakfast lounge area, meeting rooms, fitness center, business center, wine tasting bar, outdoor terraces, BBQ area, and outdoor swimming pool with lush landscaping within the courtyard area as well as surrounding the site.

Residence Inn by Marriott represents the top brand for an Extended Stay Hotel based on its affiliation with Marriott hotels as well as the level of standards and service the hotel provided to its guest. Furthermore, the hotel provides 136 spaces of on grade-level parking. Wood construction is used for the building's main structural elements and floor. The Residence Inn by Marriott will feature an oversized guestroom and suites with each room designed to have a comfortable living room area and a fully equipped kitchen.

Currently, there are no hotels that cater to extended stay consumers in Paso Robles. Further, the market indicates that there is significant demand for extended stay product and therefor the Residence Inn will fill a void in the current Paso Robles market.

Residence Inn by Marriot is the world's largest and best known hotel brand specifically designed to meet needs of business travelers and families due to the unmatched level of amenities and offerings provided to their guests. As the top brand for an Extended Stay Hotel with more than 630+ locations and 145+ hotels in the pipeline, Residence Inn is poised to extend their leadership as the preferred hotel for guests globally.

The building will provide lodging and entertainment for families as well as business travelers who visit the Paso Robles area. It is located strategically among many vineyards and the downtown business center. The hotel is easily accessible and greatly visible from Highway 101, and the hotel entry is made through a single drive on South Vine Street.

The design of the hotel will be a celebration of the regions' historic winery culture, utilizing materials both old world and of recent years. A substantial base of rich stone veneer grounds the project to the landscaping. Careful attention is being given toward maximizing the preservation of the many beautiful Oak trees in the current landscape, and therefore the current design concepts strive to incorporate, and maintain the integrity of, the trees in the landscape. Stucco finishes of varied colors and shade adorn the façade, with ample trim and cornices throughout. The building is topped off by a Spanish barrel tile roof. Throughout the project are clear glass windows with medium bronze mullions and many recessed openings are accentuated with wrought iron.

The project will incorporate a number of water saving measures, including low flow fixtures and a roof water recovery system to minimize project irrigation demand. Low Impact Development (LID) measures for storm water quality will also be incorporated, including permeable hardscape for a portion of the parking lot, storm water quality treatment, and percolation facilities for volume reduction

The average occupancy among the 630+ Residence Inn hotels is over 77.7% occupancy (highest among all Marriott branded hotels and all extended stay hotels). The proposed Residence Inn on the subject site is anticipated to perform at 78% occupancy with an average daily rate (ADR) of \$145 upon stabilization. The estimated economic impact to the City of Paso Robles is expected to be significant ranging from job creation to valuable transient occupancy tax (TOT) revenue including:

- Construction jobs being employed within the region – triggering daily expenditures within the local economy (hotel stays by subcontractors, dining expenditures etc.)
- Transient occupancy tax revenue to be over \$600,000 per year at 12% TOT rate based on the anticipated Occupancy and ADR. These funds generated by the hotel will be used to improve the City of Paso Robles community services.
- Upon completion, spending by visitors within the local economy and sales tax generation
- Enhancement to the gateway area of Paso Robles with the hotel's unique design, thus increasing values of overall neighborhood

THE *Newspaper of the Central Coast*
TRIBUNE

3825 South Higuera • Post Office Box 112 • San Luis Obispo, California 93406-0112 • (805) 781-7800

In The Superior Court of The State of California
In and for the County of San Luis Obispo
AFFIDAVIT OF PUBLICATION

AD # 7043756
CITY OF PASO ROBLES

STATE OF CALIFORNIA

SS.

County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen and not interested in the above entitled matter; I am now, and at all times embraced in the publication herein mentioned was, the principal clerk of the printers and publishers of THE TRIBUNE, a newspaper of general Circulation, printed and published daily at the City of San Luis Obispo in the above named county and state; that notice at which the annexed clippings is a true copy, was published in the above-named newspaper and not in any supplement thereof – on the following dates to wit; FEBRUARY 21, 2014, that said newspaper was duly and regularly ascertained and established a newspaper of general circulation by Decree entered in the Superior Court of San Luis Obispo County, State of California, on June 9, 1952, Case #19139 under the Government Code of the State of California.

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Jane E. Durand

(Signature of Principal Clerk)

DATED: FEBRUARY 21, 2014

AD COST: \$145.45

RECEIVED

FEB 25 2014

City of Paso Robles
Community Development Dept.

CITY OF EL PASO DE ROBLES

NOTICE OF PUBLIC HEARING AND NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR PLANNED DEVELOPMENT (PD 13-005) AND TENTATIVE PARCEL MAP (PR 13-0109), AND A RECOMMENDATION TO THE CITY COUNCIL TO APPROVE AN OAK TREE REMOVAL PERMIT (OTR 13-008)

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold a Public Hearing on Tuesday, March 25, 2014 at 7:30 p.m. at the City of El Paso de Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers, to consider approval of a Mitigated Negative Declaration in accordance with the provisions of the California Environmental Quality Act (CEQA) for the following project:

- **Development Plan:** to establish a 128 room extended-stay hotel with guest breakfast dining room, business center and outdoor patio and pool facilities.
- **Tentative Parcel Map:** a lot split to subdivide the existing 12.8 acres into 1 parcel that would be 3.17 acres for the hotel site, and a "remainder" lot of 9.44 acres.
- **Oak Tree Removal Permit:** to remove 5 oaks trees.

The public review period for the Mitigated Negative Declaration (MND) is February 24, 2014 through March 25, 2014. The proposed MND may be reviewed at the Community Development Department, 1000 Spring Street, Paso Robles, California. Copies may be purchased for the cost of reproduction. A copy of the MND is also available on the City website at: <http://www.prcity.com/government/departments/commdev/index.asp>.

Written comments on the proposed project and corresponding MND may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446 or emailed to sdecarli@prcity.com, provided that the comments are received prior to the time of the public hearing. Oral comments may be made at the hearing. Should you have any questions regarding this application, please call Susan DeCarli at (805) 237-3970 or email at sdecarli@prcity.com.

If you challenge this application in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at or prior to the public hearing.

Susan DeCarli, AICP
City Planner
February 21, 2014

7043756