

**TO:** HONORABLE CHAIRMAN AND PLANNING COMMISSION

**FROM:** ED GALLAGHER, COMMUNITY DEVELOPMENT DIRECTOR

**SUBJECT:** PLANNED DEVELOPMENT 14-001 & VESTING TENTATIVE PARCEL MAP  
PR 14-0033 (PINE STREET PROMENADE)

**DATE:** AUGUST 12, 2014

**Needs:** For the Planning Commission to consider the development of the Pine Street Promenade project filed by Debbie Lorenz and Brett Van Steenwyk, which proposes the following components:

- **Hotel Building:** a new 100 - 121 room luxury hotel, 21,189 square foot public market, 3,578 square feet of meeting and function rooms, spa and exercise room, and a wine cellar, with a 1,848 square foot dining/function room, along with 162 valet parking spaces;
- **Restaurant:** a new upscale restaurant attached to the hotel building with a basement wine cellar adjacent to a 1,277 square foot banquet room. On the ground level would be the 2,940 square foot interior dining, and 1,661 square foot outdoor terrace dining, a total of 6 hotel suites on the upper floors;
- **Plaza Building:** a new three-story building for commercial and office uses on the three floors with a basement parking level, or alternatively developed to include 21 additional hotel accommodations (included in the 121 rooms noted above);
- **Surface Parking lot:** at the time of the Phase I development, a surface parking lot for 86 parking spaces will be constructed on the southern half of new Parcel 2. The parking lot will be removed with the development of Phase II and the spaces will be incorporated into a new parking structure, described below;
- **Performing Arts Center:** 400 – 500 seat PAC providing a public entertainment venue that could be used for a range of theatrical and musical performances, as well as lectures, seminars, and public and private meetings;
- **Parking Structure:** 5-level, 224 space parking structure, including 2,991 square feet of commercial space along Pine Street, and 6,768 square feet of office space on the upper floors;
- **Subdivision:** Vesting Tentative Parcel Map PR 14-0033, which would subdivide the site into two parcels with the hotel, plaza and restaurant buildings on Parcel 1, and the PAC on Parcel 2. The subdivision also includes creation of four condominium units for financing purposes, which would include the hotel, restaurant, plaza building, and the public market. Along with the request for the

parcel map is a request for a summary abandonment of the public utility easement

**Facts:**

1. The project is located at 944 Pine Street. (See Vicinity Map, Attachment 1).
2. The General Plan designation is Downtown Commercial (DC). The current zoning designation is TC-1 (Town Center-1) within the Uptown/Town Center Specific Plan (Specific Plan).
3. The DC General Plan land use designation along with the TC-1 zoning allows hotels, restaurants and performing arts centers as permitted uses.
4. The project would be constructed in two phases. Phase I would include the hotel, restaurant, plaza building, and the surface parking lot. Phase II would include the performing arts center and parking structure. See Applicant's Project Description (Attachment 2).
5. The proposed hotel project consists of a 4-story, 100-room hotel that is approximately 94,000 square feet. The hotel building type would be considered a "Flex Block" building which is a permitted building type in the Specific Plan.
6. The plaza building is designed to include 16,200 square feet of office space, with the option of developing the building with an additional 21 hotel rooms instead of the office space.
7. The applicants are requesting that the Planning Commission allow for the following modifications from standards within the Specific Plan:
  - Allow the building to exceed the 50 foot height limit for portions of the hotel building;
  - Allow for the fourth floor of the hotel building to exceed the 25% fourth floor massing ratio.
8. The project includes Vesting Tentative Parcel Map PR 14-0033, a request to subdivide the 2.42 acre site into two parcels; where Parcel 1 would be 1.78 acres and include Phase I, and Parcel 2 would be 0.64 acres and include Phase II. The subdivision also includes a request to approve the 4-lot condominium plan. The four condominium units would all be created within Phase I, to allow for separate ownership/financing between the Hotel, Plaza Building, Restaurant, and Marketplace.
9. When 9th Street was abandoned between Pine Street and the Railroad, a Public Utility Easement was retained over its entire width. This easement needs to be abandoned with recordation of the first phase of the final parcel map. Therefore, this application for the entitlements for the project includes a request for a summary abandonment of the existing Public Utility Easement.

10. At its meeting on June 3, 2014 the City Council authorized the filing of the development plan and subdivision, which proposes to develop the parking structure on the City owned parcels adjacent to the Transportation Center. The City Council imposed the following condition of approval, which has been added to the PD Resolution:

*Prior to the issuance of a grading and/or building permit for Phase II, the applicant shall have entered into a development and disposition agreement (DDA) approved by the City, establishing the terms and conditions for the disposition, development, use, operation and maintenance of the City-owned parcels that are immediately south of applicant's property.*

11. The DRC reviewed the project on May 5, 2014. The presentation included a discussion on the proposed height and massing modifications. The DRC recommended that the Planning Commission approve the project, with modifications, but they also requested the applicant provide more specific information on projected water use, and provide a discussion on the energy and water saving elements that are proposed to be designed into the project.
12. Pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA, an Initial Study and Mitigated Negative Declaration (MND) was prepared and circulated for public review and comment. The Study concluded that potential impacts to air quality, greenhouse gas emissions and oak trees can be adequately mitigated to a less than significant level with mitigation measures implemented.

## **Analysis and**

### **Conclusion:**

#### **Modification Request:**

The Specific Plan allows for multi-story buildings in the TC-1 zone. The project has been designed to comply with the 50-foot tall height limit to the eave, except for the two tower elements of the hotel building, which extends to about 55-feet in height. Additionally, the "flyloft" (which is the area above the stage that encompasses the equipment such the lighting, speakers and other equipment) for the performing arts building, is proposed to be just over 61-feet tall.

The other modification request is to exceed the 25-percent fourth-floor coverage ratio over the lower floors. The intent of this requirement is to allow for four-story buildings, but require that the fourth floor be reduced in area and be setback from the lower floors, so that the massing of the building is reduced. However, the Promenade building has building design elements that "pop-out" or are setback, so that the portions of the building where all four floors are on the same plane appear reduced in massing.

The DRC discussed the proposed modifications and were comfortable with the exception requests, since the building has many different architectural elements,

including changes in the massing that add architectural interest and quality to the building.

**Water Use:**

A Water Conservation Analysis was prepared for the project by In-Balance Green Consulting, see Attachment 4. The project is designed to incorporate water conservation strategies that include: water conservation fixtures; efficient landscaping and irrigation; and potentially the use of gray water and/or rain water catchment. The analysis indicates that baseline conservation measures will reduce the total water usage from 3,520,000 gallons per year to 1,280,000 gallons per year, which would be a 36% water savings per year. There is an opportunity to provide additional water savings with the use of gray water systems, which could increase the yearly water savings of an additional 21%, for a total of 57% of water savings over baseline projections. The applicant intends to work with the Building Department to determine the logistics and feasibility to achieve this.

**LEED Certification:**

The project will be submitted for “LEED” Certification. LEED certification is recognition of a construction project or building that utilizes extraordinary environmentally-friendly and energy efficient building practices during construction or remodeling. (The name stands for Leadership in Energy and Environmental Design, and it is the Green Building Rating System developed by the U.S. Green Building Council).

LEED certification is not a requirement by the City, but is a commitment by the applicants to go above and beyond the building and site design requirements to create a project that meets the highest level of environmental design and construction. See the Project Description (Attachment 2) for a more specific description of how this project will comply with LEED criteria.

**Parking:**

A Parking Analysis has been prepared which outlines the various types of parking that will only be utilized for the project (Attachment 5). For Phase I, the hotel parking will only be provided by valet parking, it will be located in the basement area of the hotel building. For the other uses in Phase I, a surface parking lot will be constructed. For Phase II, the surface parking lot will be removed to accommodate the development of the PAC structure, and a parking structure will be built to provide the Phase II parking, and the parking that was displaced with the removal of the surface parking lot for Phase I.

It is anticipated that over 100 parking spaces will be available for the public to use on a typical weekdays, and when performances are not scheduled at the performing arts center.



**Oak Trees:**

An Arborist Report was prepared for the project which indicates that the project will be designed in a manner that will preserve and protect the six oak trees on the site. Based on past building and parking encroachments into the dripline/Critical Root Zones of the oaks, the Arborist has indicated that the encroachments proposed by this project can be done in a manner that will not significantly impact the trees. Mitigation measures have been included with the project that requires preservation and monitoring of the oak trees during construction.

**Traffic:**

A Traffic Report was prepared by Orosz Engineering Group for this project (June 2014, see Attachment 8 of the Initial Study). The Traffic Report summarizes trip generation, traffic impacts and parking operations analysis for the project. The Traffic Report studied the adjacent intersections on Pine Street, as well as intersections at 13<sup>th</sup> and Riverside, 10<sup>th</sup> and Riverside, 10<sup>th</sup> and Spring and Pine Street at Riverside (4<sup>th</sup> Street Underpass). The Report concludes that with the addition of the project, the existing intersection operations would not change significantly. All intersections in the vicinity of the project would continue to operate at a level of service of “LOS C” or better during the AM and PM peak hours with existing, projected, and project-related traffic.

While the report uses “LOS” for determining traffic impacts of the project, the City’s Circulation Element does not use LOS as the metric for thresholds of significance. Instead it identifies “capacity utilization” of streets. In this case, according to Table CE-1 of the Circulation Element, it identifies that the existing capacity utilization on Pine Street between 6<sup>th</sup> and 13<sup>th</sup> Street is 35%, and that in 2025 the capacity utilization will improve to 31%. With the project included, it would increase to a worst case utilization of 69%, which is an acceptable condition for street capacity. Therefore, impacts of traffic on the nearby intersections were determined to be less than significant.

**City Property:**

The applicants are proposing the parking structure be built in Phase II on a City parcel located adjacent to the south end of the project. A condition of approval has been added to the project that would require the City Council to enter into an agreement with the applicants for the use of the property prior to any permits being issued for Phase II.

**Phasing:**

As described above, this project is proposed to be constructed in two phases. In the event that Phase II is not constructed, Phase I can operate without Phase II improvements. The Phase II portion of the site could be developed with uses that would comply with the TC-1 zone, subject to a new development review process.

**Conclusion:**

The Pine Street Promenade project would develop an area in downtown that is currently under-developed. The project would provide an anchor on the south end of downtown, and provide a connection between the Transportation Center to downtown. It is anticipated that this project will also allow for the opportunity to bring people and events to the downtown that will support other downtown business.

The project would meet the intent of the Uptown/Town Center Specific Plan, as well as the General Plan and Economic Strategy, since it would provide for infill development that is pedestrian-oriented, provide jobs, use resources efficiently, and will help support the local tourism industry.

**Policy**

**Reference:** General Plan, Uptown/Town Centre Specific Plan, and Economic Strategy.

**Fiscal**

**Impact:** There are no specific fiscal impacts identified with approval of this Planned Development for Phase I of the project. Fiscal impacts will be evaluated with consideration of the DDA for Phase II in regard to use of City Property.

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

- A.
  - 1. Adopt a Resolution approving a Mitigated Negative Declaration for the project;
  - 2. Adopt the attached Resolution approving Planned Development 14-001 and Tentative Parcel Map PR 14-0033, allowing for the construction of the Pine Street Promenade project, with modifications to applicable standards in the UpTown/Town Center Specific Plan for building management and 4<sup>th</sup>-floor coverage limitations, and tentative approval of four condo units with in Phase I; subject to standard and site-specific conditions of approval.
- B. Amend, modify, or reject the above-listed action.

**Attachments:**

- 1. Vicinity Map
- 2. Project Description
- 3. City Engineer’s Memo
- 4. In-Balance Green Consulting Letter
- 5. Draft Resolution to adopt a Mitigated Negative Declaration
- 6. Draft Resolution to adopt PD 14-001& PR 14-0033
- 7. Mail and Newspaper Affidavits





**Attachement 1**  
Vicinity Map  
PD 14-001  
(Promenade)



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AUG 07 2014

City of Paso Robles  
Pine Street Development Dept.

## NARRATIVE FOR PINE STREET PROMENADE

This narrative (the "Project Narrative") has been prepared by Pine Street Promenade LLC, a California limited liability company ("PSP"), to accompany its "Development Application Form" and "Application Guide For Major Development" (together the "PSP Application") submitted on April 11, 2014 to the City of El Paso De Robles, California ("City") for a proposed redevelopment of the property described below. This Project Narrative is made a part of the PSP Application and is incorporated into the PSP Application.

### THE PROPERTY

In December 2012, PSP acquired 2.42 acres of commercial property located at 944 Pine Street in Paso Robles, California ("Property"). For many years the Property was operated as a lumberyard, most recently by Hayward Lumber Company. Three buildings constructed for that use ("Existing Structures") remain on the Property. The Property is bounded on the west by Pine Street, on the north by 10<sup>th</sup> Street, on the east by a Union Pacific Railroad right of way and railroad track, and to the south by property owned by the City ("City Property").

### THE PINE STREET PROMENADE VISION

PSP proposes to redevelop the Property into the "Pine Street Promenade", a vibrant master-planned hotel, retail and entertainment venue that will be designed and constructed using a common, Tuscan-inspired architectural theme. Pine Street Promenade will become a City landmark and will provide a commercial and pedestrian connection between the AMTRAK station and its adjacent retail and entertainment venues, and the central business district surrounding the downtown park area of Paso Robles.

The creation of Pine Street Promenade will require the demolition of the existing structures, followed by development and new construction to be planned in two stages ("Phase One" and "Phase Two").

#### Phase One Development

Development of Phase One will include the concurrent construction of the following:

- a new **luxury hotel** (planned to include 100 rooms, a 21,189 square foot public market, more than 3,578 square feet of meeting and function rooms, a spa and exercise room, a 1,848 square foot dining room, and 148 spaces for all-valet parking) (collectively the "Hotel")
- a new upscale **restaurant** attached to the hotel with a basement wine cellar adjacent to a 1,277 square foot banquet room. On the ground level there will

- be 2,940 square feet of interior dining and 1,661 of outdoor patio dining, and a total of 6 hotel suites on the upper floors, collectively (the Restaurant”), and
- a new three-story commercial **building** that may be developed for offices on all three floors with a basement parking level, or, alternatively, developed to include up to 21 additional hotel accommodations and a basement tavern (the “ Plaza Building”).

The Hotel, the Restaurant, and the Commercial Building (collectively the “Phase One Buildings”) will surround and overlook a 14,500 square foot pedestrian plaza (the “Plaza”). The proposed footprints of the Phase One buildings and the proposed location of the Plaza are shown on the Phase One Site Plan. Each of the building exteriors will be integrated and utilize a Tuscan-inspired architectural theme. Based upon the traffic and parking study prepared by Orosz Engineering Group, Inc. submitted concurrently with the PSP Application, the parking required for the anticipated uses of the Phase One Buildings will be satisfied by both (1) the parking spaces included in the Hotel, and (2) retaining and utilizing 86 of the parking spaces contained in an existing surface parking area (“Existing Surface Parking”) located on the south side of the Property.

The Phase One parcel will be developed as a commercial, non-residential condominium under the new Commercial and Industrial Common Interest Development Act that became effective on January 1, 2014. The Developer will be submitting a Parcel Map for Condominium Purposes (the “Parcel Map”). The Parcel Map will propose that the Property be divided into two separate parcels, one that will accommodate the Phase One Buildings (the “Phase One Parcel”), and the other that will contain a portion of the area devoted to the Existing Surface Parking and anticipated to be developed in Phase Two as described below (the “Phase Two Parcel”). The Parcel Map will preserve the right of the Developer or its successor to develop the Phase Two Parcel in a manner consistent with the zoning for the Phase Two Parcel, whether as a performing arts center, condominium or otherwise (for Phase Two, the present zoning permits both residential and commercial/non-residential condominium uses and the Developer simply wishes to preserve its options for development of the Phase Two Parcel at this time).

### Phase Two Development

#### Performing Arts Center

To complement the development of Phase One and further to enhance Pine Street Promenade as a public entertainment venue, PSP has commissioned Hodge Company: Land Planning & Civil Engineering (“Hodge Company”) and Steve Puglisi Architects, Inc. (“Puglisi Architects”) to design a performing arts center (the “PAC”) that, if built, could be used for a range of theatrical and musical performances, as well as for lectures, seminars, and public and private meetings. It is envisioned that:

- The PAC exterior would use the same architectural style as that used in the Phase One Buildings
- The PAC would face onto the Plaza rather than onto Pine Street.
- Subject to City approval, the PAC would be designed to be constructed on the Phase Two Parcel, adjacent to the City Property.
- PSP will work with individuals, businesses, government entities (including the City of Paso Robles), and other non-profit organizations to seek funding for the PAC and to provide ongoing support for the PAC and its programs.
- Once initial and ongoing funding for the PAC has been obtained or committed (and subject to obtaining necessary financing and City approvals to allow the concurrent development and construction of the "New Parking Structure" discussed in the following paragraph), PSP will work with the relevant interested parties to provide for and allow construction of the PAC on the Phase Two Parcel, whether by PSP or a successor.
- Because the Phase One Buildings require the Existing Surface Parking to satisfy parking space requirements, it will be necessary for the developer and the City to anticipate and develop an interim parking plan for use during the construction of the PAC, such interim plan to remain in place until completion of the New Parking Structure.

The proposed footprint of the PAC on the Phase Two Parcel is shown on the Phase Two Site Plan. Please note that while the current exhibits illustrate a 400-seat theater, the theater and its final seating capacity might be expanded to include up to 500 seats, based upon the results of a market analysis that is presently being conducted.

### New Parking Structure

Construction of the PAC or any other permitted use within the Phase Two Parcel will require that any City parking requirements for the Phase Two development be met, and may require the construction of additional public parking. Accordingly, PSP has also commissioned Hodge Company and Puglisi Architects to design a new parking structure ("New Parking Structure") for this purpose. PSP proposes that the New Parking Structure be constructed entirely within the City Property, adjacent to and serving not only the uses developed on the Phase Two Parcel, including, but not limited to the PAC, but also, more generally, the parking needs of the City. The development of the New Parking Structure would be conditioned upon the City allowing the use of the City Property for this purpose. As envisioned in the initial design, the New Parking Structure would have five levels with 224 parking spaces, and, to maintain architectural consistency with the Phase One Buildings and the buildings developed on the Phase Two Parcel, including, but not limited to, the PAC, the New Parking Structure would also include attached commercial space facing

Pine Street, with 2,991 square feet of retail space on the ground floor and 6,768 square feet of office space on the upper floors.

As part of its commitment to the master development plan, PSP intends:

- to propose that the City Property be made available for the development of the New Parking Structure using a long-term ground lease;
- to present options to the City for ownership of the New Parking Structure;
- to coordinate with the City and the owner of the Phase Two Parcel to explore public and private financing sources for the construction of the New Parking Structure; and
- to present alternatives for the operation and management of the New Parking Structure, as well as the leasing and management of the New Parking Structure retail and office space.

Based upon preliminary investigation, PSP believes that the New Parking Structure will need to be operated as a "pay-to-park" facility; however any proposal or plan to construct or operate the New Parking Structure would not be conditioned upon the City implementing a plan for paid or metered surface parking within the downtown business area.

#### Alternative Phase Two Development.

PSP is committed to developing the Phase One Buildings regardless of whether development of the Phase Two Parcel occurs and a New Parking Structure is developed. The New Parking Structure is not required to provide parking for the Phase One Buildings, regardless of their use.

In anticipation that the development of the Phase Two Parcel (whether as the PAC or otherwise), and the New Parking Structure may not commence until after development of the Phase One Buildings, the PSP Application is submitted with the express understanding that the Existing Surface Parking will remain in place within the Phase Two Parcel upon and following completion of construction for the Phase One Buildings.

The PSP Application is also submitted with the express understanding and intention that, although the development of the PAC and the New Parking Structure are of primary interest of PSP, such development may not proceed for any number of reasons. Accordingly, PSP retains the right to and also applies for the necessary permit to develop the Phase Two Parcel for any use permitted upon that property, whether as the PAC, a commercial or a residential development, and whether as a commercial non-residential or residential condominium, or some combination thereof. The PSP Application is subject to PSP's ability to obtain approval from the City for Phase One with the right to modify Phase One and/or Phase Two at a later

date, with any such modification subject to the satisfaction of all necessary City requirements for such development, including parking.

### LEED - The Path for Sustainable Development

LEED, or Leadership in Energy & Environmental Design, is a green building certification program that recognizes best-in-class building strategies and practices. To receive LEED certification, building projects satisfy prerequisites and earn points to achieve different levels of certification. LEED is a program of the US Green Building Council, a national non-profit organization established in 1993.

For the Pine Street Promenade, consideration for LEED certification began at the earliest stages of project design. The project team recognized that LEED-certified buildings cost less to operate, by reducing energy and water bills and decreasing maintenance costs. Businesses and organizations across the globe use LEED to increase the efficiency of their buildings, freeing up valuable resources that can be used to create new jobs, attract and retain top talent, and expand operations. LEED buildings also have higher lease rates, greater employee retention and happier occupants overall.

The Pine Street team also recognized that LEED benefits the larger community. Sustainability in general and LEED certification in particular, are attractive to visitors who admire the natural beauty of the Central Coast. LEED buildings promote walk-ability and alternative transportation, community connections, and open space. LEED buildings conserve resources, reduce pollution, and create healthy environments. The benefits of LEED certification are integral to the success of the Pine Street Promenade.



## MEMORANDUM

**TO:** Darren Nash  
**FROM:** John Falkenstien  
**SUBJECT:** PD 14-001, Pine Street Promenade, 944 Pine Street  
Tentative Parcel Map PR 14-0033  
**DATE:** July 22, 2014

### Streets

The project is located at the southeast corner of Pine and 10<sup>th</sup> Streets. The conversion of the property from a lumber yard to a hotel and retail uses creates the need to re-evaluate the existing street improvements. The proposed hotel entrance does not work well with the existing angled parking on Pine Street. The project frontage in the block between 9<sup>th</sup> and 10<sup>th</sup> Streets will need to be converted to parallel parking. This provides the opportunity to reduce the existing paved width and create a wide green walking entrance towards the downtown. It also provides an opportunity to re-route surface drainage from 9<sup>th</sup> Street; resolving another site constraint.

The corner of 10<sup>th</sup> and Pine Streets will be improved to provide a prominent grand pedestrian entrance to the project while reducing the walking distances across Pine and 10<sup>th</sup> Streets.

The Circulation Element states that *"New developments shall conform to guidelines"*. Among those is *"Continuous paths of travel shall be established and connected for walking and bicycling from the development area to downtown"*. It is recommended that a portion of the development impact fees generated by this project be used to complete sidewalk and bike lane improvements over the railroad crossing at 10<sup>th</sup> Street.

### 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.

These new requirements include on-site retention of stormwater. This site design is not conducive to accommodation of stormwater retention facilities due to its underground parking and very dense building coverage. The City has offered the Water Board off-site compliance through the establishment of a Watershed Plan. This Plan allows the applicant to contribute to the construction of off-site stormwater control measures to meet their retention requirements.

The applicant has prepared a storm water control plan offering a site assessment of constraints and opportunities and corresponding storm water management strategies to meet stormwater quality treatment requirements in compliance with the regulations. Stormwater retention requirements will be met by either contributing fees or by constructing an off-site retention facility in the Watershed Master Plan of improvements.

### Attachment 3

City Engineer Memo

PD 14-001 & PR 14-0033

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(Promenade)

**Sewer and Water**

There is 12-inch sewer line in Pine Street available to serve the project.

There is a 12-inch water main in Pine Street available to the project.

**Tentative Parcel Map**

When 9<sup>th</sup> Street was abandoned between Pine Street and the Railroad, a Public Utility Easement was retained over its entire width. This easement needs to be extinguished with recordation of the first phase of the final parcel map. Therefore, the application for the entitlements for the project must include a summary abandonment of the existing Public Utility Easement.

**Conditions**

Prior to occupancy, 10<sup>th</sup> Street and Pine Street shall be improved in accordance with plans approved by the City Engineer.

Prior to occupancy of Phase I, the street crossing of the railroad at 10<sup>th</sup> Street shall be improved with sidewalks and bike lanes. These improvements will be funded with transportation impact fees generated by the project.

Stormwater control measures as outlined in the project submittals shall be incorporated into the project grading and drainage plans. The applicant shall pay mitigation stormwater fees or build a facility as described in the Watershed Master Plan of improvements to meet compliance with post-construction stormwater retention requirements.



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City of Paso Robles  
Community Development Dept.

**Pine Street Promenade, Paso Robles  
Water Conservation Analysis**

May 16, 2014

**Introduction**

This project is a new construction hotel development with a conference center and retail space located in downtown Paso Robles, CA. The intent of this analysis is to identify and provide a preliminary assessment of opportunities for water conservation for the building and site. The future performing arts center is not included in the analysis.

This initial analysis outlines different water savings options as well as quantifies water saving strategies. The project can achieve water savings through a combination of water conserving fixtures, efficient landscape and irrigation, and use of gray water and/or rainwater catchment.

The water-saving strategies in this report are:

1. Water Conserving fixtures
2. Water Conserving Landscape
3. High efficiency washing equipment
4. Recycling Laundry Water
5. Rainwater Catchment
6. Graywater use for landscape
7. Graywater use for cooling tower
8. Graywater use for indoor plumbing

**Assumptions**

In order to quantify the annual water use, we made certain assumptions, based on the drawings and discussion with the project team. For indoor water use (not including the Phase II PAC), we made the following assumptions for occupants, *average per day*:

- Employees: 58 full-time equivalent (FTE)
- Hotel guests: 82
- Restaurant customers or other visitors: 485
- Retail customers: 250
- Restaurant/café seating: 200 seats, 480 meals served (80%, 3 turn-overs)

**Strategies**

The following strategies include a description, water savings, and an 'order-of-magnitude' cost – low (\$), medium (\$\$) and high (\$\$\$).



**Strategy 1: Water Conserving Fixtures**

The California standard for indoor water use is already 20% below baseline, but ultra low-flow fixtures can further reduce water use. In addition, low-flow showers and lavatories decrease hot water demand.

Flow Fixtures	GPM Standard	GPM Proposed
Lavatory	.5	0.4
Lavatory - Residence	2.2	1.0
Sink	2.2	1.5
Shower - Residence	2.2	2.0
Shower - Commercial	2.5	1.8
Flush Fixtures	GPF Standard	GPF Proposed
Urinal	1	0.125
Toilet	1.6	1.28

Water Saved: 30% better than “standard” indoor use, or 440,000 gallons/year  
(10% better than CA Green Building Code, or 150,000 gallons per year)  
Cost: Negligible, if any

**Strategy 2: Water Conserving Landscape**

The landscape has been designed by Firma Landscape Architecture to include drought-tolerant and adapted species, as well as high-efficiency irrigation, reducing the water needed for irrigation.

Water Saved: 50% better than baseline irrigation use, or 170,000 gallons per year.  
Cost: \$

**Strategy 3: High efficiency washing equipment**

As laundry will be done onsite, there will be considerable water use for laundry. Although ozone washing machines have a somewhat higher first-cost, they use less water and less hot water. In addition, there is no need for bleach with ozone washers, and high-efficiency washing machines reduce dryer demand as well.

Water saved: 16% over standard washing machines, or 200,000 gallons/year  
Cost: \$

**Strategy 4: Laundry Reclamation**

A laundry water reclamation system will reduce the overall water demand by reusing 70% of the water from the wash cycle. The recycling unit is approximately 8’ deep x 10’ wide x 8’ high.

Water Saved: 70% of input water, or 740,000 gallons/year  
Cost: \$\$\$

**Strategy 5: Rainwater Catchment**

Firma Landscape has estimated that the irrigation will use 170,000 gallons per year. Using 28,000 sq ft of roof catchment area would produce 50,000 gallons of rainwater per year, covering almost 1/3 of the irrigation demand. A 50,000 gallon cistern would take up a volume approximately the size currently shown on the plans. Rainwater catchment also helps with storm water management

Water Saved: 30% of irrigation demand, or 50,000 gallons/year  
 Cost: \$\$

**Graywater**

The following three strategies involve capturing some or all of the graywater from showers and bathroom lavatories for re-use. Graywater collection would involve dual plumbing the waste water drains and some low level of treatment of the waste water, depending on the end use.

Treatment for graywater can be a mechanical filtration and treatment system, similar to the laundry re-use system, but less intense. Another treatment option could include organic treatment through a "living machine" system of rocks and plants. This living machine could bring a notable eco-conscience presence to the hotel, providing a visual display of water reclamation, enhancing the landscaping, and reducing energy consumption.

Shower and lavatory use would generate about 670,000 gallons of graywater per year. An advantage of graywater is that, unlike rainwater, graywater is generated consistently throughout the year.

The following table quantifies the total annual water use and the potential for graywater reuse.

Use / Source	Gallons per year			
	Potable Water Needed	Generates Graywater	Black Water	Can be supplied by Graywater or rainwater
Showers	500,000	500,000		
Lavatories	170,000	170,000		
Toilets/Urinals	360,000		360,000	360,000
Laundry	1,060,000	740,000	320,000	740,000
Irrigation	170,000			170,000
Cooling Tower	200,000			200,000
Food service sinks	1,080,000		1,080,000	
<b>Totals</b>	<b>3,540,000</b>	<b>1,410,000</b>	<b>1,760,000</b>	<b>1,470,000</b>

**Strategy 6: Graywater use for landscape**

Graywater could provide all of the water demand for the drip irrigation. The irrigation design may include a small quantity of rotary, above-ground water distribution, which would require a somewhat higher level of treatment for graywater use

Water Saved: 100% of irrigation water, or 170,000 gallons/year

Could supplement rainwater catchment

Cost: \$\$ (due to dual plumbing of waste lines)

**Strategy 7: Graywater use for cooling tower**

The air conditioning system may use a cooling tower, which loses water to evaporation. Graywater can be used for the cooling tower.

Water Saved: 100% of cooling tower water, or 200,000 gallons/year

Cost: \$\$ (due to dual plumbing of waste lines)

**Strategy 8: Graywater use for indoor plumbing**

Graywater can provide 100% of water for flushing toilets and urinals. In this option, dual plumbing would be required for supply to the toilets and urinals ("purple pipe"), in addition to the dual waste plumbing. The storage tank could be relatively small since the shower water and toilet water follow the same use patterns. Toilets would likely have a label for non-potable water.

Water Saved: 35% of indoor plumbing, or 360,000 gallons/year

Cost: \$\$\$ (due to dual plumbing of waste lines and supply lines)

**Summary**

Total Water Use:		3,520,000
Water-saving Strategy	Annual Savings	% of Total
1. Water Conserving fixtures	160,000	5%
2. Water Conserving Landscape	170,000	5%
3. High efficiency washing equipment	210,000	6%
4. Recycling Laundry Water	740,000	21%
Baseline Savings	1,280,000	36%
5. Rainwater Catchment	50,000	1%
6. Graywater use for landscape*	120,000	3%
7. Graywater use for cooling tower	200,000	6%
8. Graywater use for indoor plumbing	360,000	10%
Total Savings	2,010,000	57%

\*Could supplement or replace rainwater catchment

Based on this analysis, it is assumed that the project would incorporate strategies 1, 2, 3, and 4, as noted as the "Baseline Savings", above. As design develops and costs are further refined, options 5-8 will be considered.

The above conclusions are based on preliminary assumptions and may vary significantly. Water use for the restaurant is a significant portion of the project so will impact savings and strategies depending on operations and number of meals served. As the project progresses, the design team can further refine the assumptions and calculations generated in this report.

In any case, the combination of water-conserving design and water reclamation and re-use further highlight the project commitment to environmental stewardship and to the residents and visitors of Central Coast.

Respectfully Submitted,

A handwritten signature in black ink that reads "Andrea Pease". The signature is written in a cursive, flowing style.

Andrea Pease, AIA, LEED AP  
Principal

**RESOLUTION NO:**

**A RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF EL PASO DE ROBLES  
ADOPTING A MITIGATED NEGATIVE DECLARATION FOR  
PLANNED DEVELOPMENT 14-001 and PR 14-0033  
(Pine Street Promenade)**

**WHEREAS**, PD 14-001 and PR 14-0033 has been submitted by Debbie Lorenz and Brett Van Steenwyk to establish a 121 room hotel, restaurant, office space, performing arts center and parking garage to be developed in two phases; and

**WHEREAS**, the project is proposed to be located on the 2.5-acre site located on the east side of Pine Street between 10<sup>th</sup> and 8<sup>th</sup> Streets (944 Pine Street); and

**WHEREAS**, in conjunction with PD 14-001, Vesting Tentative Parcel Map PR 14-0033 has been submitted to subdivide the 2.42 acre site into two parcels where Parcel 1 would be 1.78 acres and include Phase I, and Parcel 2 would be .64 acres and include Phase II; and

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

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

**WHEREAS**, a public hearing was conducted by the Planning Commission on August 12, 2014, to consider facts as presented in the staff report prepared for this project, and to accept public testimony regarding this proposed Development Plan, Tentative Parcel Map, and associated draft Mitigated Negative Declaration; and

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

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

**WHEREAS**, based on the information contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the Planning Commission finds no substantial evidence that there would be a significant impact on the environment based on the attached Mitigation Agreement and mitigation measures described in the Initial Study, and contained in the resolution approving Planned Development 14-001 and Tentative Parcel Map as site-specific conditions summarized below.



Topic of Mitigation	Condition #
Air Quality	AQ 1- AQ 8
Biological – Oak Trees	BIO 1 – BIO 3
Greenhouse Gas	GHG1 – GHG3
Noise	N1 – N7

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of El Paso de Robles, based on its independent judgment, approves a Mitigated Negative Declaration for PD 14-001 & Vesting Tentative Parcel Map PR 14-0033, in accordance with the California Environmental Quality Act; and

PASSED AND ADOPTED by the Planning Commission of the City of Paso Robles this 12th day of August, 2014 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

DOUG BARTH, CHARIMAN

ATTEST:

---

ED GALLAGHER, PLANNING COMMISSION SECRETARY

ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM  
AND MITIGATED NEGATIVE DECLARATION  
CITY OF PASO ROBLES  
July, 2014

- 1. PROJECT TITLE:** Pine Street Promenade
- Concurrent Entitlements:** Planned Development (PD 14-001)  
Tentative Tract Map PR 14-0033
- 2. LEAD AGENCY:** City of Paso Robles  
1000 Spring Street  
Paso Robles, CA 93446
- Contact:** Darren Nash  
**Phone:** (805) 237-3970  
**Email:** dnash@prcity.com
- 3. PROJECT LOCATION:** 944 Pine Street (SEC of 10<sup>th</sup> and Pine St.)  
Paso Robles, CA 93446  
(See Attachment 1, Vicinity Map)
- Assessor Parcel Number 009-156-008
- 4. PROJECT PROPONENT:** Brett VanSteenwyk / Debbie Lorenz
- Contact Person:** Debbie Lorenz  
**Phone:** (805) 471-1357  
**Email:** tbeconsults@gmail.com
- 5. GENERAL PLAN DESIGNATION:** Downtown Commercial (DC)
- 6. ZONING:** Town Center -1 (TC-1)
- 7. PUBLIC REVIEW PERIOD:** July 24, 2014 through August 12, 2014
- 8. PROJECT DESCRIPTION:**

The proposed project is intended to be built in two phases, where Phase I would include a 4-story hotel with 106 rooms, a 7,500 square foot restaurant, 21,885 square foot retail market space, and 16,169 square foot office space (within the Plaza building). All three buildings (Hotel, Restaurant and Plaza buildings) would be interconnected and would total 188,142 square feet. The buildings are proposed to be an average of 50-feet in height, with roof and tower elements up to 62 feet in height. The architectural design is an Italian design theme, and includes use of stucco and stone veneer exterior finish materials, and clay tile roofing.

The retail market space would consist of a 21,885 square foot open-air market located on the plaza level within the hotel building. It is anticipated that the Plaza building will be utilized for office space, however there is the possibility that rather than office space, that 21 additional hotel rooms could be provided (for a total of 127 hotel rooms).

The proposed parking for Phase I would exceed the 220 spaces required by the City Zoning Code standards, and proposes to provide 248 parking spaces. 162 spaces would be for valet parking spaces, and 86 spaces would be provided on the surface parking lot. Parking spaces include standard, compact, and handicapped accessible parking stalls, plus bicycle parking racks, and motorcycle spaces as required by the Parking Ordinance. The project is adjacent to the City's Transportation Center where transit and rail services are available.

Phase II includes development of a 500 seat Performing Arts Center (PAC). The PAC would provide a public entertainment venue that could be used for a range of theatrical and musical performances, as well as lectures, seminars, and public and private meetings. A 230 space parking structure would also be built in Phase II that would replace the surface parking spaces built in Phase I, adding an additional 68 parking spaces.

See Attachment 2 - Site Plan. The hotel will include ancillary guest facilities including:

- Dining room for hotel guests
- conference rooms
- gym
- business center
- entertaining terrace
- outdoor pool, BBQ and patio terraces

The total existing lot area is 2.75 acres. The proposal includes a tentative parcel map to subdivide the property into two parcels, where Parcel I would be approximately 2 acres and include Phase I, and Parcel II to would be approximately 0.75 acres and include Phase 2.

#### **9. ENVIRONMENTAL SETTING:**

Except for the existing planter areas and areas around the existing trees, the 2.75 acre site is currently covered in pavement and buildings. There are 6 existing oak trees located on the site that will be protected and preserved. Other non-oak tree species that are not protected under City regulations will be removed.

The site is bounded by 10<sup>th</sup> Street on the north, Pine Street on the west (and is across the street from the City Emergency Services Center), the Union Pacific Railroad on the east, and the City Transportation Center on the south.

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. The property would be served with municipal water service. A more thorough discussion of municipal water supply and the City's ability to serve development anticipated in the Urban Water Master Plan is provided in Section IX, Hydrology and Water Quality.

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

No other permits are required from other agencies for implementation of this project.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

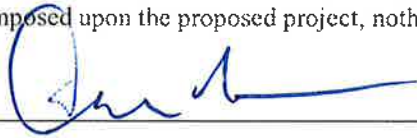
- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                          | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality             |
| <input checked="" type="checkbox"/> Biological Resources     | <input type="checkbox"/> 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 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

7/27/14

## 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
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**I. AESTHETICS:** Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project site is located at the southeast corner of 10<sup>th</sup> Street and Pine Street, and is adjacent to the Union Pacific Railroad tracks along the eastern boundary.

The project site is located in the downtown core and is surrounded by development. The City's Transportation Center is located to the south, the City Emergency Services buildings are located across Pine Street to the west, and commercial buildings are located to the north and east. Therefore, the property is surrounded by a mix of land uses, development intensities, and building forms.

The railroad corridor is designated in the General Plan, Conservation Element (Figure C-3), as being in a scenic view corridor. The property is visible from Pine Street, 10<sup>th</sup> Street, 9<sup>th</sup> Street, 8<sup>th</sup> Street and Riverside Ave.

The project has been designed in a manner that includes "four-sided" architecture that includes various architectural elements, building heights, materials and balconies, and provides design details on the east elevation adjacent to the railroad tracks. Since the project incorporates numerous architectural details, particularly when viewed from the railroad tracks, the project impact on scenic vistas can be considered to be less than significant.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no scenic resources such as rock outcroppings or historic buildings located on the site or immediately near it and all of the oak trees located on the property will be protected and preserved; 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The visual quality of the site is moderate since it currently developed with commercial-industrial buildings that once accommodated a construction supply business. Most of the property was used for outdoor storage of lumber and is currently paved.

The Specific Plan allows for multi-story buildings in the TC-1 zone. The project has been designed to comply with the 50-foot tall height limit to the eave, except for the two tower element of the hotel building, which extends to about 55-feet in height, and the flyloft for the performing arts building, which is proposed to be just over 61-feet tall. The applicants are requesting the Planning Commission approve a modification to allow for the increase in height.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Besides height, the other modification request the applicants are requesting, is the ability to have more than a 25-percent fourth floor coverage over the lower floors. The intent of this requirement is to provide for four story buildings, but require that the fourth floor be reduced in area and be setback from the lower floors, so that the massing of the building is reduced. In the case of the Promenade hotel building, each floor has elements of the building that “pop-out” or are setback, so the portions of the building where all four floors are on the same plane, are minimal.

The proposed project would replace the existing buildings. While the project will alter the visual character of the existing site, the new development provides multi-story buildings at or close to the back of the sidewalk, which is encouraged in the TC-1 zone, and 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 clay tile roofing. Therefore, the proposed project including the proposed modifications would not likely significantly degrade the existing visual character of quality of the site and its surroundings.

- 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)

Discussion: The existing site is currently developed with one commercial building, a large shed building, and a large open lot area 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.

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**II. AGRICULTURE AND FOREST RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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?

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.				
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 site is located in the urban downtown core, and is surrounded by commercial uses. Therefore, 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

An Air Quality Analysis was prepared by David Dubbink Associates, July 15, 2014. The Assessment indicated that according to the SLOAPCD's *CEQA Air Quality Handbook (2012)*, a consistency analysis with the Clean Air Plan is required for a Program Level environmental review, and may be necessary for a Project Level environmental review, depending on the project being considered. Project-Level environmental reviews which may require consistency analysis with the Clean Air Plan (CAP) and Smart/Strategic Growth Principles adopted by lead agencies include: subdivisions, large residential developments and large commercial/industrial developments. For such projects, evaluation of consistency is based on a comparison of the proposed project with the land use and transportation control measures and strategies outlined in the CAP. If the project is consistent with these measures, the project is considered consistent with the CAP.

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

- Campus-Based Trip Reduction
- Voluntary Trip Reduction Program
- Local Transit System Improvements



Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Regional Transit Improvements
- Bicycling and Bikeway Enhancements
- Park and Ride Lots
- Motor Vehicle Inspection and Control Program
- Traffic Flow Improvements
- Telecommuting, Teleconferencing, and Telelearning

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

The proposed project is located within the urban core area with access to existing transit and is located adjacent to the City's Transportation Center, which includes the Amtrak station. The location of the project is within one block of the downtown core. It is anticipated that many hotel guests leave their car in valet parking and take advantage of the multiple uses within the Pine Street Promenade project, as well as walk to downtown shops, restaurants and events.

Therefore, the project with recommended conditions is not in conflict with CAP. The analysis reported in Impacts b and c below, shows that while there are impacts, these impacts are below the significance thresholds established by the San Luis Obispo County APCD or, in the several cases where thresholds are exceeded, mitigations can be implemented to reduce impacts to less than significant levels. See mitigation measures AQ1 – AQ8 in the sections below. This impact is considered less than significant with mitigation measures incorporated.

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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:

As noted in Impact c, below, short-term construction activities may result in localized concentrations of pollutants that may adversely affect nearby sensitive receptors. Therefore, with recommended conditions the project does not violate the standards of the local APCD, and the Pine Street Promenade does not substantially contribute to non-attainment problems. Therefore, with the implementation of Mitigation Measures AQ1-AQ8, listed in the mitigation summary, the project would be less than significant with mitigation measures incorporated.

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

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

Discussion:

The Air Quality Study that was prepared for this project (Attachment 4) assessed the project's short term air quality impacts during the construction phases. The study determined, after running the necessary modeling that the project would exceed the APCD thresholds for short term construction emissions. Mitigation measures were provided that when applied to the project would bring the projects impacts from construction activities to less than significant.

The on-going impacts related to the long term operations of the project were also assessed. The study determined that vehicle travel by customers, hotel guests and employees accounts for most of the emissions. On-site equipment operation, maintenance and landscape work is also included in the computations. It was concluded that the project exceeds the emission threshold for the daily production of ROG+NO<sub>x</sub>, both with and without mitigations, for both scenarios both with and without the PAC.

The Air Pollution Control District CEQA handbook includes an extensive listing of actions that can be incorporated to reduce project emissions, see Table 3-5 (Attachment 3). Projects that generate between 25 and 29 lbs/day of combined ROG+NO<sub>x</sub> are to implement at least 8 mitigation actions. Projects that generate between 30 and 34 lbs/day of combined ROG + NO<sub>x</sub> are to implement at least 14 mitigation measures. The project sponsor has identified 32 mitigation measures appropriate to the Promenade that are suitable for implementation, and that would reduce ROG + NO<sub>x</sub> emissions to a less than significant level. These measures are highlighted in Table 3-5.

Therefore, with the implementation of Mitigation Measures AQ1-AQ8, the projects impacts would be less than significant with mitigation measures incorporated.

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

Discussion: There are residential homes located sporadically within the surrounding TC-1 and TC-2 zones. The closest residential use is a senior care facility that has been approved (not yet built) to be located within a block away from the Promenade site (to the south at 721-731 Pine Street). The pollutants identified in Sections a-c above, are mostly related to construction equipment, and automobile trips coming and going from the site.

Since the construction equipment will be temporary, only during construction, and since the construction equipment will be regulated to comply with required Air Pollution Control District standards, impacts on sensitive receptors from construction equipment will be less than significant.

Regarding vehicle trips, the traffic study that was prepared for the project indicated that with both Phase I and II that the addition of trips from the project would not have an impact on the intersections studied, and trip levels would not increase above those anticipated with the City's Circulation Element. Therefore, it is not anticipated that pollution from automobiles using the project site will have a significant impact on sensitive receptors in the vicinity of the project.

Therefore, impacts from pollution created by construction equipment or from automobiles using this project, will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Create objectionable odors affecting a substantial number of people? (Source: 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: There will be newly created odors from the project, generally from the restaurant and food service components of the project. Exhaust fans from the kitchen will be required to comply with building code requirements for sound as well as the amount of exhaust released. Since restaurants are permitted in the TC-1 zone, the odor from restaurant is anticipated in a downtown district. The refuse and recycling area for all of the uses within Phase I will be located in the ground floor within the parking garage near the 10<sup>th</sup> Street entrance, which is on the northeast corner of the site.

Based on the closest existing residence being approximate 900 feet from the refuse area, and odors from restaurants being common in the commercial zones, objectionable odors affecting substantial numbers of people, would be 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The property contains six oak trees located on the site. Four of the trees range in size from 32-40 inches in diameter, with the other two trees being 14 and 18 inches. Five of the trees are valley oak trees (*Quercus lobata*), and one tree is a Coast Live Oak (*Quercus agrifolia*). The project has been designed to preserve the trees on site. All six trees will be protected and preserved as outlined within the City Oak Tree Preservation Ordinance (2002). This ordinance applies to all oak tree species native to Paso Robles with a DBH equal to or greater than 6 inches and their corresponding critical root zone.

As a result of previous development of the site, most of the trees have existing CRZ & dripline encroachments, from building foot prints, site and parking lot paving, and curb, gutter and sidewalk improvements.

An Arborist Report prepared by Jeremy Lowney of Solid Oak Tree Management (Attachment 8), indicates precautions that can be implemented to allow for the CRZ encroachments in a manner that will not significantly impact the trees. See Mitigation Measures BIO-1 through BIO-14 are listed in the Mitigation Summary, Attachment 4).

As an urban infill site, except for the oak trees mentioned above, the site does not have any biological resources located on it. As proposed, the project would have no direct or indirect effect on wetland or riparian habitat. The proposed project will have no direct or indirect effect on the movement of resident or migratory fish and wildlife species.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Avoidance and mitigation measures included in the Mitigation Measures Summary (Attachment 4) will be applied (via a Mitigation Monitoring and Reporting Program that would be adopted with the project, if approved) to ensure the potential impacts to the oak trees 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 six oak trees on the property that are within the area of disturbance of the project. The project has been designed to preserve the trees and keep them as an amenity to the project. Oak trees that are 6 inches in diameter (dbh) are protected under the City's Oak Tree Protection Ordinance. Tree protection is also required for work that may occur within the "critical root zone" of the trees. An Arborist Report (see Attachment 9) was prepared for this project which identifies oak tree mitigations to reduce potential impacts to a less than significant level. Mitigations help protect the health of oak trees that can be impacted by activities such as watering in the root zone or stacking materials or equipment in this area. Grading or other site disturbances in the root zone are controlled with mitigation measures to protect tree roots by requiring hand cutting of roots, etc. With implementation and use of special techniques for site disturbance as described in the measures, no significant effects will result from the proposed project.

- 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: Since this is an infill site and was previously developed, 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Since this is an infill site and was previously developed, and has continually been fenced in and is not within a migration corridor of any type, development of this site would not impact native resident or migratory fish or wildlife species.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: See IV b. above. The project would not conflict with any local policies or ordinances established to protect biological resources.

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"/>
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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 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.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VI. GEOLOGY AND SOILS:** Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

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

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

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

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

Discussion: Per the General Plan EIR, the project site is located in an area with soil conditions that have a low potential for liquefaction or other type of ground failure due to seismic events and soil conditions. Per the Geotechnical Engineering Report prepared by Geo Solutions (April 2014, on-file), 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv. Landslides?  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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss 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. The erosion control plan will insure that soil erosion will be handled in a manner that complies with City standards, and therefore impacts will be less than significant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?  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, therefore impacts would less than significant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?  Discussion: In accordance with the City's Local Hazard Mitigation Plan, Figure 6-7, Expansive Soils Map, the project site is identified to have a potential moderate risk for expansive soils. This condition is common throughout the City. Application of standard California Building Code requirements for structures, risks associated with moderately expansive soils can be addressed through routine implementation of building construction methods to stabilize foundations, sheer walls, roofing, etc. to reduce the potential for creating substantial risks to life or property to a less than significant level.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?  Discussion: The development will be connected to the City's municipal wastewater system. Therefore, there would not be impacts related use of septic tanks.	<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

**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?

Discussion: A Greenhouse Gas Impact Analysis was prepared by David Dubbink Associates, July 2014. Construction emissions (amortized over 25 years) are included within the estimates for annual operations. The SLOAPCD adopted a quantitative threshold of 1,150 metric tons of CO<sub>2</sub>e per year. Table 7, below, shows that the project, with the standard mitigations exceeds the accepted threshold for both the scenarios, including with and without the PAC.

	Source	CO <sub>2</sub> e annual metric tons
With PAC	Construction (Amortized)	34
	Operations	2062
	Total	2096
Without PAC	Construction (Amortized)	27
	Operations	1921
	Total	1948
SLOAPCD	Threshold	1150

Table 7: Annual Greenhouse Gas Emissions with Mitigations Compared to Threshold

In addition to the adopted threshold the APCD includes alternate compliance with state and local objectives. If a project is consistent with a qualified greenhouse gas reduction plan, adopted by a local government, it is determined that the project will result in less than significant impacts.

In November of 2013, the City of Paso Robles adopted a qualified Climate Action Plan (CAP). The adopted plan includes a "Compliance Checklist" identifying mandatory and voluntary actions to reduce greenhouse gas emissions. Attachment 5, to this environmental study (Appendix D of the GHG Study) lists actions that should be implemented by the project's sponsor to achieve greenhouse gas reductions consistent with the City's compliance checklist.

The project sponsor has accepted all required actions and has committed to taking additional voluntary actions to reduce greenhouse gas emissions, consistent with the Climate Action Plan, therefore impacts on greenhouse gas emissions will be less than significant with the following mitigation measures incorporated. See Mitigation Measures GHG1-GHG3 in the mitigation summary Attachment 9.

The Promenade project is exceptional in the quantity of design and operational features that can reduce the production of greenhouse gasses. The project is uniquely located adjacent to a transit center and this offers opportunities to reduce auto use. Also, guests at a hotel with valet parking would likely generate fewer trips than is assumed in the City's general model for estimating trip production and the forecasts generated in this report. The square footage of the restaurant basement is included in the computation of floor area but it is unlikely this would produce significant volumes of traffic. There is also an excellent potential for linking



Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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events at the PAC with local restaurants offering pre-or-post theater dining.

The project proposes a number of mitigation actions that are qualitative, but demonstrate consistency with City CAP. These include;

- The project is adjacent to the Paso Robles Transit Center which should increase its transit accessibility.
- The project has a solar PV system that will generate 50-60 mW of electric solar power, lessening dependence on imported energy.
- The parking structure serves more than the needs of the project. It is consistent with the City's "park once" policy and will contribute to infill development which should reduce sprawl and promote transit use.
- The project is at the confluence of the City's planned bikeway network. A Class 2 bikeway is proposed bordering the project. A Bike Boulevard is planned a block away and there will be direct access to bike trails along the Salinas River.
- The hotel, with its location next to the Amtrak station could be a center for a vehicle free visit to the city. Frommer's guide already includes proposals for a rail excursion from the Bay Area with an overnight at Paso Robles and wine tasting at the downtown tasting rooms. The Coast Starlight connects with Los Angeles and San Francisco and the Frommer Guide recommends the San Francisco link as an ideal, car free holiday destination. Other California cities are served by Amtrak trains, including links to the central valley.
- Having a hotel and restaurant adjacent to the Performing Arts Center presents additional opportunities to "package" events and eliminate separate trips.

- b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?

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 MTCO<sub>2</sub>e/year), this impact would be considered less than significant, and would not conflict with the policies of SLO APCD or the City's CAP.

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**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The project site is located adjacent to the Union Pacific Railroad, which runs north to south along the sites eastern boundary. According to the City's Local Hazard Mitigation Plan, the railroad is a major transportation route that passes through the City. Trains commonly carry a variety of hazardous materials. The City may be exposed to the effects of a major catastrophic hazardous material emergency due to the proximity of this transportation route in a densely populated area of the city. The City's Emergency Services Department along with the San Luis Obispo County Hazardous Incident Response Team is trained to respond to hazardous materials incidents and take the precautions necessary to properly manage and contain the release of hazardous materials. Therefore, the impacts of a hazardous materials release on this project can be considered less than significant.

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"/>
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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 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site is not identified as a hazardous site per Government Code Section 65962.5.

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"/>
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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"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: (VIII e & f) The project site is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip.

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 City does not have *adopted* emergency response or evacuation plans. Per the City Emergency Services Battalion Chief, the proposed location does not pose a risk that would impair City response to emergencies.

- |    |   |                          |                          |                          |                                     |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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, and the Public Review Draft of the 2014 Local Hazard Mitigation Plan Update, the project is not in the vicinity of wildland fire hazard areas.

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**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 Control Plan was prepared by Michael Hodge, RCE and David Foote, LA, (April 2014, on-file) 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 incorporate conditions of approval to comply with these standards. With the imposition of these regulatory requirements, no impact would result as these regulatory requirements are designed to ensure that water quality standards are maintained.

The proposed project is designed to retain stormwater on-site through installation of various low-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 | <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
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for which permits have been granted)?  
 Would decreased rainfall infiltration or  
 groundwater recharge reduce stream  
 baseflow? (Source: 7)

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 Lake pipeline project.

In light of the current drought situation and reports of declining groundwater levels in the Paso Robles Groundwater Basin (“the basin”), the City established a groundwater stewardship policy to not expand dependency on the basin over historic use levels/pumping from the City’s peak (pumping) year of 2007. Additionally, to address drought concerns, and in compliance with State law and water reduction requirements, the City has implemented a comprehensive water conservation program to reduce water consumption citywide since 2009. The City has exceeded State-required water conservation measures since the program was established. Additionally, the City augmented water supply and treatment capacity by procuring surface water from Lake Nacimiento and construction of delivery facilities to the City. This project will not affect the amount of groundwater that the City withdraws from the Paso Robles Groundwater Basin. Per the City’s 2010 Urban Water Management Plan (UWMP), page 21:

*“The City is progressing with its plans for a water treatment plant (WTP) to treat surface water received from Lake Nacimiento. The WTP is being designed to treat 4 million gallons per day (mgd), with construction to begin in 2015. The WTP can be expanded to treat 6 mgd to meet future demands (Paso Robles website, October 13, 2010). Specific facilities include a water treatment plant, treated water reservoir and pump station, transmission pipeline, appurtenances and other site improvements (Padre, 2008). Half of the initial 4,000 AFY Nacimiento allocation and half of the 4 mgd Phase 1 treatment plant capacity are to replace lost well production capacity and improve water quality. The remaining capacity is to provide for new development. In order to limit reliance on the highly-stressed groundwater basin new development—per City policy—is required to be served with surface and recycled water. Therefore, the second 1,400 AFY Nacimiento allocation, the 2 mgd treatment plant expansion, and recycled water infrastructure will be funded by development.”*

The project proponent would be required to pay water connection fees for water service expansion and availability to mitigate its proportionate share of related impacts. Additionally, the City assigns “duty” factors that anticipate the amount of water supply necessary to serve various types of land uses. These factors are derived from determining the average water demands for each zoning district in the City. In this circumstance, the water supply necessary for development of commercial land uses permitted in the TC-1 Zone includes hotels, as well as other uses, and is incorporated into the water demand assumptions of the UWMP. As noted above, the City has augmented future reliance on groundwater resources to surface water resources, and commercial development has been accounted for in the overall water projections and demand for the City. As noted in the Project Description, the proposed project would be served with the City’s municipal water supply system. Since the City’s water supply, as documented in the UWMP, is not reliant on increased groundwater pumping for new development, it demonstrates adequate water supply procured from Lake Nacimiento to accommodate the projected growth in the City and it demonstrates that this project will have adequate water supply available, and will not further deplete or in any way affect, change or increase water demands on the basin.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In addition, in compliance with recently adopted updates to the applicable code sections of the California Green Building Code (adopted by the City in 2013), the project will be required to install more restrictive water-conserving plumbing fixtures than what would have previously been required in 2010 when the UWMP was adopted. The City also implements the State Landscape Water Conservation regulations, which requires further reductions in water demand for landscaping. Additionally, in compliance with the City's Climate Action Plan adopted in 2013, "Project Consistency Checklist", Appendix C, the applicant will be incorporating landscape water fixtures and drought-resistant landscaping that will achieve a 20 percent reduction in water demand above what is required by State law.

In addition, a Water Conservation Analysis was completed by Andy Pease of Balance Green Consulting (Attachment 6). The Analysis outlines different water saving options as well as quantifies water saving strategies. The project can achieve water saving through a combination of water conserving fixtures, efficient landscaping and irrigation, and use of grey water and/or rainwater catchment.

The water-saving strategies outlined in the report are as follows:

1. Water Conservation Fixtures
2. Water Conserving Landscape
3. High Efficiency washing equipment
4. Recycling Laundry Water
5. Rainwater Catchment
6. Gray water use for landscaping
7. Gray water use for cooling tower
8. Gray water use for indoor plumbing

The letter indicates that based on the analysis, it is assumed that the project would incorporate strategies 1, 2, 3, and 4. As the design develops and costs are further refined, options 5-8 will be considered.

With utilizing strategies 1-4 it is expected that an additional 1,280,000 gallons of water per year can be saved, or a 36 percent baseline savings. With the addition of strategies 5-8 a total of 2,010,000 gallons of water per year could be saved.

Thus, the project will implement *all* best management practices available to reduce water demands over "business-as-usual" and what is anticipated in the UWMP. In addition the project will use water conserving plumbing fixtures, water conserving landscaping, high efficiency washers, recycled laundry water, and the possibility of utilizing gray water systems, for additional water savings over the "business-as-usual" practices. 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)
- 

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 or within the adjacent right of way areas. There are no streams, creeks or rivers on or near the project site that could be

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?<br>(Source: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: As noted in IX a. above, per the Stormwater Management Plan prepared for this project, surface drainage will be managed either onsite or in adjacent right-of-way areas, 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?  Discussion: See IX h. above. Additionally, there are no levees or dams in the City.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by mudflow?  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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k. Conflict with any Best Management Practices found within the City's Storm 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?  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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

---

**X. LAND USE AND PLANNING:** Would the project:

a. Physically divide an established community?  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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?  Discussion: As a mixed-use project including the proposed hotel, retail, restaurant, and performing arts uses, the project is consistent with the with the Downtown Commercial General Plan Land Use Designation and the Town Center-1 zoning. The project proponent is requesting a modification to the Uptown Town Center Specific Plan to allow for exception to the 50 foot height limit of the TC-1 zoning district. As demonstrated in Section I, Aesthetics (of this study), exceeding the height limit would not result in significant aesthetic-related environmental effects, and in compliance with meeting specific criteria and making established findings, the project would not conflict with the applicable zoning.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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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?<br>(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-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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 and Vibration Study was prepared by David Dubbink, Associates for this project (Attachment 7). The study indicates that the major noise and vibration issue at this location is the Union Pacific Railroad that is located immediately east of the project site. Traffic from Highway 101 also contributes to the acoustic environment, as well as traffic on local streets.

The Noise Study indicates that the design for the Pine Street Promenade is exemplary in that the most noise sensitive activities are not located in the most acoustically exposed areas on the eastern side of the buildings. Only two of the 106 hotel rooms are oriented in this direction. The access corridor for the offices in the office section is at the eastern side of the office spaces, providing a level of acoustic screening for sounds coming from that direction.



Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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While the orientation of the building in relation to the train tracks reduces a significant amount of noise from the exterior and interior areas, the Noise Consultant has provided a list of measures that could reduce exterior to interior transmission of sound by 25 dBA. With the incorporation of mitigation measures N1-N7 into the project, impacts on this project from noise would be less than significant.

- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Discussion: The Vibration Study provided an analysis taking in consideration the vibration of a train passing the site at a speed of 20mph at a distance of 50-feet. The analysis indicates that ground vibration would be distinctly perceptible, but below a level where it would be considered disturbing, and therefore the report concludes that the exposure to excessive ground borne vibration or ground borne noise levels on people, with the incorporation of mitigation measures N1-N7 into the project, impacts on this project from vibration would be less than significant.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Discussion: The noise study indicates that noise will be produced by vehicle movement in the parking areas; however the vehicle noise will not significantly increase noise beyond that already experienced, because of downtown traffic or the railroad. For areas that are in the acoustic shadow of the project structures, the present ambient noise will be reduced. Therefore, the possibility of the project creating substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, will be less than significant.

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Discussion: During the construction phase of the project, there will be temporary increase in ambient noise levels in the project vicinity above levels existing without the project. However, the City allows construction activities that temporarily exceed the standards if the work conforms to guidelines for construction activities, such as only operating construction equipment during the hours of 7am to 7pm. Meeting the requirements of the City Building Department with the issuance of building and grading permits related to hours in which construction activities can occur, will address construction noise. Therefore, the impacts of temporary and periodic increase in ambient noise levels in the project vicinity will be less than significant.

- 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)

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.

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

There are no homes located on this site. As such, the project would not displace a substantial number of existing housing.

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

As noted above, there are no homes located on the project site. Therefore, there is no displacement of people, and therefore no impact.

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Fire protection? (Sources: 1,10)         | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Police protection? (Sources: 1,10)       | <input type="checkbox"/> | <input type="checkbox"/> | <input 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.

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

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

Discussion (a&b):

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.

**XVI. TRANSPORTATION/TRAFFIC: Would the project:**

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

Discussion:

A Traffic Report was prepared by Orosz Engineering Group for this project (June 2014, see Attachment 8). The traffic report summarizes the trip generation, traffic impacts and parking operations analysis for the project.

The Report indicates that the Pine Street Promenade project is expected to generate a (worst case) total of 2,551 average daily trips (ADT), with 140 trips during the AM peak hour and 232 trips during the PM peak hour when a large event is occurring at the Performing Arts Center (PAC). During a majority of the weekdays, the PAC would not be holding events. During a typical weekday, the project is expected to generate 2,109 ADT with 140 AM and 165PM peak hour trips.

The Traffic Report studied the adjacent intersections on Pine Street, as well as intersections at 13<sup>th</sup> and Riverside, 10<sup>th</sup> and Spring, 10<sup>th</sup> and Riverside and Pine Street at Riverside (4<sup>th</sup> Street Underpass).

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Report concludes that with the addition of the project, the existing intersections operating characteristics would not change. All intersections in the vicinity of the project would continue to operate at LOS C or better during the AM and PM peak hours with project traffic.

While the report indicates trip generation of the project, the City's Circulation Element does not use ADT to determine whether a project will have significant impacts on a street or intersection. It identifies capacity utilization of streets. In this case according to Table CE-1 of the Circulation Element, it identifies that the existing capacity utilization on Pine Street between 6<sup>th</sup> and 13<sup>th</sup> Street is 35% and that in 2025 the capacity utilization will improve to 31%. With the project included, it would increase to a worst case utilization of 69 %, which is an acceptable condition for street capacity; therefore impacts on traffic on the nearby intersections would be less than significant.

Even though the Traffic Report did not find that mitigation was necessary for this project, the Circulation Element indicates that all project subject to a Development Plan (PD) be required to pay transportation impact fees established by the City Council in affect at the time of occupancy to mitigate future impacts with planned improvements by the City.

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

Discussion: See XVI a. above. Additionally, the project site is located adjacent to the City's Transportation Center which will provide pedestrian connections from the Center to the project. Therefore, impacts related to congestion management will be 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.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 per the City Engineering Standards and Specifications, City Zoning Code, Section 22.22.080, and the California Fire Code, the project access is designed in compliance with all emergency access safety features to City emergency access standards (e.g. a paved 25 foot wide access driveway, required turning radius and turnarounds, etc.).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 sidewalks, and walkways, and a transit stop at the adjacent Transpiration Center. 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"/>
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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"/>
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Discussion: Per the City's General Plan EIR, Urban Water Management Plan, Sewer System Management Plan (SSMP), Wastewater Master Plan (WWMP), the City's water and wastewater treatment facilities in the vicinity and at the wastewater and water treatment plants 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 to offset and mitigate the projects proportional share of impact to these facilities. 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"/>
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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. Per the Storm Water Control Plan prepared for this project, stormwater will be controlled through several types of facilities. These include constructing the parking lot and flatwork areas to convey stormwater to landscaped bioswales,

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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installation of pervious paving materials in the rear parking lot area, installing a rooftop drainage cistern system for use on landscaping, and a drainage retention basin. 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?

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?

Discussion: Per the WWMP, the capacity of the City's wastewater treatment plant is 4.9 million gallons per day (MGD). Existing flows to the wastewater treatment plant are approximately 2.9 MGD, so the plant has a remaining capacity of 2 MGD.

Based on data from other existing hotels of similar size, wastewater generation by the proposed project would not exceed 20,000 gallons per day. This would require up to 1% of the remaining capacity of the wastewater treatment plan. Therefore, it can be determined that the City has adequate capacity to accommodate the wastewater estimated to be produced by the proposed project.

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

Discussion: Per the City's 2010 Landfill Master Plan, the City's landfill has adequate capacity to accommodate construction-related and operational solid waste disposal for this project. Landfill design capacity permitted (as of 2013) is 6,495,000 cubic yards, with a maximum of up to 75,000 tons/year. The City's overall waste stream averages about 45,000 tons/year, inclusive of residential and non-residential hauling rates. Based on General Plan build-out projections, landfill capacity is documented to be sufficient until at least 2051. The 5-year Joint Technical Update (currently in process of being updated) projects capacity until 2071. However, the landfill plan includes numerous zero-waste and renewable energy production programs that are designed to reduce the waste stream and extend the life of the capacity much further.

An analysis of another hotel project currently under construction (Ayres Hotel - 134,000 s.f. which is similar in size to the proposed Pine Street Promenade Hotel - 142,588 s.f.), the Ayres Hotel estimated that it will result in approximately 10.02 tons of construction and debris (C&D) solid waste (including a 50% diversion rate). Since the proposed project is similar in size, it is estimated that it would result in 11.00 tons of C&D solid waste.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on capacity information of the City's Landfill capacity, annual waste stream and estimated C&D, it can be determined that the City's landfill has adequate capacity to accommodate the proposed projects solid waste disposal needs.

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

Discussion: The project proponent will be required to comply with the City's adopted Municipal Code which encompasses the California Green Building Code for C&D waste, as well as landfill permit tonnage limitations (see XVII (f) above). Based on averages of typical hotel waste streams (which are included in the landfill capacity analysis of the 2010 Landfill Master Plan), as well as an estimate of C&D waste, the proposed project will comply with local and state solid waste regulations. Local and State solid waste regulations are in compliance with the federal solid waste regulations of the Environmental Protection Agency. Therefore, the proposed project will comply with all applicable 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?

Discussion: As noted within this environmental analysis on biological resources, as a result of previous development and uses of the project site, the site does not contain habitat for wildlife species. There will be no impact to fish habitat as well as no impact to fish and wildlife populations. Therefore, there is no impacts to fish, wildlife, or plant habitat.

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

<p><b>Potentially Significant Impact</b></p>	<p><b>Less Than Significant with Mitigation Incorporated</b></p>	<p><b>Less Than Significant Impact</b></p>	<p><b>No Impact</b></p>
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Discussion: The analyses prepared for this project demonstrate that potentially significant impacts that may result from implementation of this project will not:

- individually; and/or
- in connection with effects of past projects, and/or
- in connection with current projects; and/or
- in connection with probable future projects, result in cumulatively considerable significant impacts.

Based on substantial evidence in the record, potential impacts identified related to air quality, GHG emissions, noise and biological, are not cumulatively considerable. There are no other development projects currently being considered in the near vicinity. There are no probable future projects be contemplated at this time.

Air Quality: The Air Quality report prepared for this project indicates that the project may result in potentially significant short-term construction-related air quality impacts. Several mitigation measures are incorporated with this analysis to reduce those short-term impacts to a less than significant level. With these measures incorporated, cumulative impacts as a result of construction-related emissions would be less than significant. Therefore, there is no substantial evidence supporting a “fair argument” that this project would make a cumulatively considerable contribution to significant cumulative impacts related to air quality. (CEQA Guidelines, Section 15064 (f)(1))

GHG Emissions: The GHG Analysis prepared for this project indicates that the project would exceed locally adopted thresholds for GHG emissions. The applicant shall reduce emissions to a less than significant level by implementing onsite GHG emission reductions and one of two options: 1) offsite emission reductions measures in coordination with CAPCOA, SLOAPCD and the City; or 2) demonstration of compliance with the City’s Climate Action Plan, Project Consistency Checklist. Cumulative impacts of GHG emissions would therefore be reduced to a less than significant level. Therefore, there is no substantial evidence supporting a “fair argument” that this project would make a cumulatively considerable contribution to significant cumulative impacts related to GHG emissions. (CEQA Guidelines, Section 15064 (f)(1))

Water: The 2010 Urban Water Master Plan indicates that anticipated water demand will continue to be met with the anticipated water supply that will be available to the City. In fact, the supply of water is forecasted to be in excess of total anticipated demand through the Year 2035. See, Tables 20-22 of the 2010 Urban Water Master Plan. Further, as stated in the Hydrology and Water Quality discussion in Section IX b. above, the current drought situation is unlikely to change these conclusions. The City’s municipal water supply is composed of groundwater from the Paso Robles Groundwater Basin, an allocation of the Salinas River underflow, and a surface water allocation from the Nacimiento Lake pipeline project. Current drought conditions may have caused declining groundwater levels in the Paso Robles Groundwater Basin. Even so, the City has established a groundwater stewardship policy to not expand dependency on the basin over historic use levels/pumping from the City’s peak (pumping) year of 2007. Additionally, to address drought concerns, and in compliance with State law and water reduction requirements, the City has implemented a comprehensive water conservation program to reduce water consumption citywide since 2009. The City has exceeded State-required water conservation measures since the program was established. Additionally, the City augmented water supply and treatment capacity by procuring surface water from Lake Nacimiento and construction of delivery facilities to the City. As such, water supply will be in excess of demand through 2035 and this project, combined with other projects, is not anticipated to result in any cumulative water supply impact even in light of current drought conditions.



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

<b><u>Reference #</u></b>	<b><u>Document Title</u></b>	<b><u>Available for Review at:</u></b>
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
16	Development Impact Fees (DIF) in accordance with Council Resolution No. 14-035, and related Justification Study prepared by David Taussig & Associates dated March 20, 2014.	Community Development Department
17	Initial Study/Mitigated Negative Declaration prepared by Caltrans and the City of Paso Robles dated December 2009	Community Development Department

**Attachments:**

1. Vicinity Map
2. Site Plan
3. Table 3-5 of APCD Handbook
4. Air Quality and GHG Assessment
5. Arborist Report
6. Water Conservation Analysis
7. Noise Assessment
8. Traffic Study
9. Mitigation Measures Summary
10. Mitigation Monitoring and Reporting Program





Riverside Av

10th St

NORTH

U.P.R.R.

SITE

Pine St

9th St

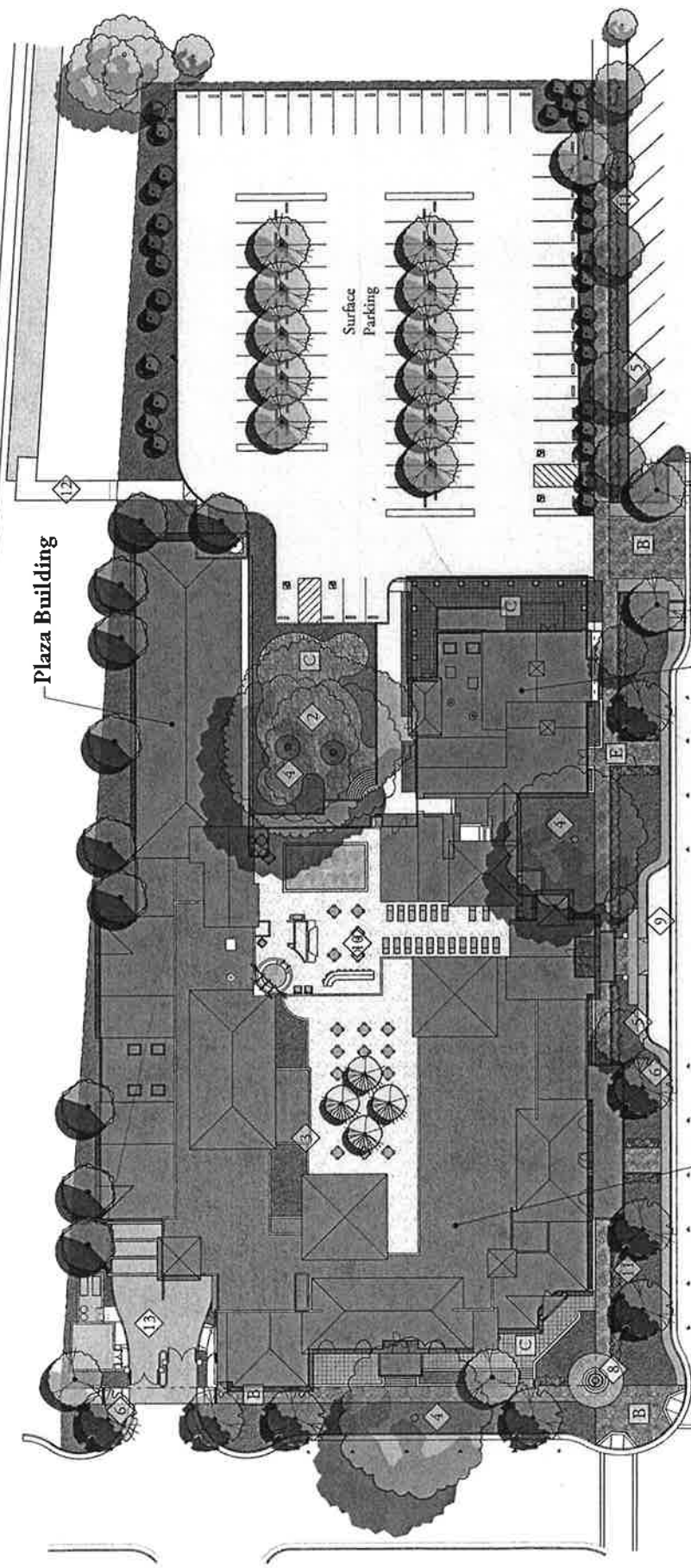
Park St

Attachment 1  
Vicinity Map  
PD 14-001  
(Promenade)



# PINE STREET PROMENADE LLC

944 PINE STREET EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK DEBBIE LORENZ



## Hotel

- 1 Plaza
- 2 Sunken Courtyard with decorative pavers
- 3 Entrance
- 4 Existing oak trees to remain
- 5 Existing street trees to remain
- 6 Proposed street trees
- 7 Trillis
- 8 Fountain
- 9 Valet parking drop-off
- 10 Pool terrace
- 11 Boxwood hedges
- 12 Pedestrian access to train station
- 13 Ingress / egress to parking garage



## PHASE ONE ILLUSTRATIVE SITE PLAN

P1.3

**Attachement 2a**  
Site Plan - Phase I  
PD 14-001  
(Promenade)

# PINE STREET PROMENADE LLC

944 PINE STREET EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK DEBBIE LORENZ

## Key to Site Finishes

- A Permeable Pavers (plaza)
- B Permeable Pavers (sidewalks)
- C Tile / Stone Pavers

- 9 Valet parking drop-off
- 10 Pool terrace
- 11 Boxwood hedges
- 12 Pedestrian access to train station
- 13 Ingress / egress to parking garage

- Site Elements
- 1 Plaza
- 2 Sunken Courtyard with decorative pavers
- 3 Terrace
- 4 Existing oak trees to remain
- 5 Existing street trees to remain
- 6 Proposed street trees
- 7 Trellis
- 8 Fountain

Performing Arts Building

Parking Structure

Plaza Building

PHASE 2

Union Pacific Railroad

Train Station

Pine Street

8Th St.

9Th

Restaurant

PHASE TWO ILLUSTRATIVE SITE PLAN

**Attachment 2b**  
Site Plan - Phase II  
PD 14-001  
(Promenade)



Table 3-5: Mitigation Measures

LAND USE Residential (R) Commercial (C) Industrial (I)	Measure Type	MITIGATION MEASURE	POLLUTANT REDUCED Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
R, C, I	Site design, Transportation	Improve job / housing balance opportunities within communities.	O, P, GHG
R, C, I	Site design	Orient buildings toward streets with automobile parking in the rear to promote a pedestrian-friendly environment.	O, P, GHG
R, C, I	Site design	Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe (including appropriate signalization and signage).	O, P, GHG
R, C, I	Site design	Provide good access to/from the development for pedestrians, bicyclists, and transit users.	O, P, GHG
R, C, I	Site design	Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	O, P, GHG
R, C, I	Site design	Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees. <sup>3</sup>	Underground Parking O, P, GHG
R, C, I	Site design	Pave and maintain the roads and parking areas.	P
R, C, I	Site design	Driveway design standards (e.g., speed bumps, curved driveway) for self-enforcing of reduced speed limits for unpaved driveways.	P
R, C, I	Site design	Use of an APCD-approved suppressant on private unpaved roads leading to the site, unpaved driveways and parking areas; applied at a rate and frequency that ensures compliance with APCD Rule 401, visible emissions and ensures offsite nuisance impacts do not occur.	P
R, C	Site design	Development is within 1/4 mile of transit centers and transit corridors.	O, P, GHG
R, C	Site design	Design and build compact communities in the urban core to prevent sprawl.	O, P, GHG
R, C	Site design	Increase density within the urban core and urban reserve lines.	O, P, GHG
R, C	Site design	For projects adjacent to high-volume roadways or railroad idling zones, design project to include provide effective buffer zone between the source and the receptor.	DPM
R, C	Site design	For projects adjacent to high-volume roadways, plant vegetation <sup>4</sup> between receptor and roadway.	DPM, P
R	Site design	No residential wood burning appliances.	O, P, GHG
R, C, I	Site design, Transportation	Incorporate traffic calming modifications to project roads, such as narrower streets, speed platforms, bulb-outs and intersection designs that reduce vehicles speeds and encourage pedestrian and bicycle travel.	O, P, GHG
R, C, I	Site design, Transportation	Increase number of connected bicycle routes/lanes in the vicinity of the project.	O, P, GHG
R, C, I	Site design, Transportation	Provide easements or land dedications and construct bikeways and pedestrian walkways.	O, P, GHG
R, C, I	Site design, Transportation	Link cul-de-sacs and dead-end streets to encourage pedestrian and bicycle travel to adjacent land uses.	O, P, GHG
R, C, I	Site design, Transportation	Project is located within one-half mile of a 'Park and Ride' lot or project installs a 'Park and Ride' lot with bike lockers in a location of need defined by SLOCOG.	O, P, GHG
C, I	Site design, Transportation	Provide onsite housing for employees.	O, P, GHG

<sup>3</sup> Trees must be maintained for life of project

<sup>4</sup> Certain types of vegetation provide maximum effectiveness. Vegetation must be maintained over the life of the project.

<p><b>LAND USE</b> Residential (R) Commercial (C) Industrial (I)</p>	<p><b>Measure Type</b></p>	<p><b>MITIGATION MEASURE</b></p>	<p><b>POLLUTANT REDUCED</b> Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)</p>
C, I	Site design, Transportation	Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.	O, P, GHG
C, I	Site design, Transportation	Provide employee lockers and showers. One shower and 5 lockers for every 25 employees are recommended.	O, P, GHG
C, I	Site design, Transportation	Parking space reduction to promote bicycle, walking and transit use.	O, P, GHG
R	Site design	Tract maps resulting in parcels of one-half acre or less shall orient at least 75% of all lot lines to create easy due south orientation of future structures.	GHG
R	Site design	Trusses for south-facing portions of roofs shall be designed to handle dead weight loads of standard solar-heated water and photovoltaic panels. Roof design shall include sufficient south-facing roof surface, based on structures size and use, to accommodate adequate solar panels. For south facing roof pitches, the closest standard roof pitch to the ideal average solar exposure shall be used.	O, GHG
R, C, I	Energy efficiency	Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double counted. <b>Title 24 2008</b>	O, GHG
R, C, I	Energy efficiency	Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer. <sup>5</sup>	O, GHG
R, C, I	Energy efficiency	Utilize green building materials (materials which are resource-efficient, recycled, and sustainable) available locally if possible.	O, DPM, GHG
R, C, I	Energy efficiency	Install high efficiency heating and cooling systems.	O, GHG
R, C, I	Energy efficiency	Orient 75 percent or more of homes and/or buildings to be aligned north / south to reduce energy used to cool buildings in summer.	O, GHG
R, C, I	Energy efficiency	Design building to include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design).	O, GHG
R, C, I	Energy efficiency	Utilize high efficiency gas or solar water heaters.	O, P, GHG
R, C, I	Energy efficiency	Utilize built-in energy efficient appliances (i.e. Energy Star <sup>®</sup> ).	O, P, GHG
R, C, I	Energy efficiency	Utilize double-paned windows.	O, P, GHG
R, C, I	Energy efficiency	Utilize low energy street lights (i.e. sodium) <b>LED</b>	O, P, GHG
R, C, I	Energy efficiency	Utilize energy efficient interior lighting.	O, P, GHG
R, C, I	Energy efficiency	Utilize low energy traffic signals (i.e. light emitting diode).	O, P, GHG
R, C, I	Energy efficiency	Install door sweeps and weather stripping (if more efficient doors and windows are not available).	O, P, GHG
R, C, I	Energy efficiency	Install energy-reducing programmable thermostats.	O, P, GHG
R, C, I	Energy efficiency	Participate in and implement available energy-efficient rebate programs including air conditioning, gas heating, refrigeration, and lighting programs. <b>Savings by Design</b>	O, P, GHG

<sup>5</sup> Trees must be maintained for the life of the project



<b>LAND USE</b> Residential (R) Commercial (C) Industrial (I)	<b>Measure Type</b>	<b>MITIGATION MEASURE</b>	<b>POLLUTANT REDUCED</b> Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
R, C, I	Energy efficiency	Use roofing material with a solar reflectance values meeting the EPA/DOE Energy Star <sup>®</sup> rating to reduce summer cooling needs.	O, P, GHG
R, C, I	Energy efficiency	Utilize onsite renewable energy systems (e.g., solar, wind, geothermal, low-impact hydro, biomass and bio-gas).	O, P, GHG
R, C, I	Energy efficiency	Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.	O, GHG
R, C, I	Energy efficiency	Provide and require the use of battery powered or electric landscape maintenance equipment for new development.	O, GHG
C, I	Energy efficiency	Use clean engine technologies (e.g., alternative fuel, electrification) engines that are not subject to regulations.	O, DPM, GHG
R, C, I	Transportation	Provide and maintain a kiosk displaying transportation information in a prominent area accessible to employees and patrons.	O, P, GHG
R, C, I	Transportation	Develop recreational facility (e.g., parks, gym, pool, etc.) within one-quarter of a mile from site.	O, P, GHG
R, C, I	Transportation	If the project is located on an established transit route, provide improved public transit amenities (i.e., covered transit turnouts, direct pedestrian access, covered bench, smart signage, route information displays, lighting etc.).	O, P, GHG
R, C, I	Transportation	Project provides a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.	O, P, GHG
R, C, I	Transportation	Provide electrical charging station for electric vehicles.	O, P, GHG
R, C, I	Transportation	Provide neighborhood electric vehicles / car share program for the development.	O, P, GHG
R, C, I	Transportation	Provide bicycle-share program for development.	O, P, GHG
R, C, I	Transportation	Provide preferential parking / no parking fee for alternative fueled vehicles or vanpools.	O, P, GHG
R, C, I	Transportation	Provide bicycle lockers for existing 'Park and Ride' lots where absent or insufficient.	O, P, GHG
R, C, I	Transportation	Provide vanpool, shuttle, mini bus service (alternative fueled preferred).	O, P, DPM, GHG
C, I	Transportation	Provide secure on-site bicycle indoor storage, lockers, or racks.	O, P, GHG
C, I	Transportation	For large developments, provide day care facility on site.	O, P, GHG
C, I	Transportation	Provide on-site bicycle parking both short term (racks) and long term (lockers, or a locked room with standard racks and access limited to bicyclist only) to meet peak season maximum demand. One bike rack space per 10 vehicle/employee space is recommended.	O, P, GHG
C, I	Transportation	On-site eating, refrigeration and food vending facilities	O, P, GHG
C, I	Transportation	Implement a Transportation Choice Program to reduce employee commute trips. The applicant shall work with Rideshare for free consulting services on how to start and maintain a program.	O, P, GHG
C, I	Transportation	Provide incentives (e.g., bus pass, "Lucky Bucks", etc.) to employees to carpool/vanpool, take public transportation, telecommute, walk bike, etc.	O, P, GHG
C, I	Transportation	Implement compressed work schedules (i.e., 9-80s or 4-10s).	O, P, GHG
C, I	Transportation	Implement a telecommuting program.	O, P, GHG
C, I	Transportation	Implement a lunchtime shuttle to reduce single occupant vehicle trips.	O, P, GHG

<b>LAND USE</b> Residential (R) Commercial (C) Industrial (I)	<b>Measure Type</b>	<b>MITIGATION MEASURE</b>	<b>POLLUTANT REDUCED</b> Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
C, I	Transportation	Include teleconferencing capabilities, such as web cams or satellite linkage, which will allow employees to attend meetings remotely without requiring them to travel out of the area.	O, P, DPM, GHG
C, I	Transportation	If the development is or contains a grocery store or large retail facility, provide customers home delivery service in clean fueled vehicles	O, P, DPM, GHG
C, I	Transportation	At community event centers (i.e., amphitheaters, theaters, and stadiums) provide valet bicycle parking.	O, P, GHG
C, I	Transportation	Implement a "No Idling" program for heavy-duty diesel vehicles, which includes signage, citations, etc.	DPM, GHG
C, I	Transportation	Develop satellite work sites.	O, GHG
C, I	Transportation	Require the installation of electrical hookups at loading docks and the connection of trucks equipped with electrical hookups to eliminate the need to operate diesel-powered TRUs at the loading docks.	DPM, GHG
C, I	Transportation	If not required by other regulations (ARB's on-road or off-road diesel), restrict operation to trucks with 2007 model year engines or newer trucks.	O, DPM, GHG
C, I	Transportation	If not required by other regulations (ARB's on-road or off-road diesel), require or provide incentives to use diesel particulate filters for truck engines.	DPM
R	Transportation	Provide storage space in garage for bicycle and bicycle trailers, or covered racks / lockers to service the residential	O, P, GHG
R	Transportation	Provide free-access telework terminals and/or wi-fi access in multi-family projects.	O, P, GHG
C	Transportation	Develop core commercial areas within 1/4 to 1/2 miles of residential housing or industrial areas.	O, P, GHG

### 3.8.3 Off-Site Mitigation

Operational phase emissions from large development projects that cannot be adequately mitigated with on-site mitigation measures alone will require off-site mitigation in order to reduce air quality impacts to a level of insignificance if emissions cannot be adequately mitigated with on-site mitigation measures alone. Whenever off-site mitigation measures are deemed necessary, it is important that the developer, lead agency and APCD work together to develop and implement the measures to ensure successful outcome. This work should begin at least six months prior to issuance of occupancy permits for the project.

The first step in determining whether off-site mitigation is required is to compare the estimated operational phase emissions to the APCD significance thresholds. If the sum of ROG + NO<sub>x</sub> emissions exceeds 25 tons/year, off-site mitigation will be required. Off-site mitigation may also be required for development projects where emissions exceed the 25 lb/day threshold. Examples of projects potentially subject to off-site mitigation include rural subdivisions, drive-through facilities and commercial development located far from the urban core.

If off-site mitigation is required, potential off-site mitigation measures may be proposed and implemented by the project proponent following APCD approval of the appropriateness and effectiveness of the proposed measure(s). Alternatively, the project proponent can pay a mitigation fee based on the amount

# **Air Quality and Greenhouse Gas Impact Analysis**

**For the  
Pine Street Promenade**

Prepared by:



David Dubbink Associates  
864 Osos Street, Ste D  
San Luis Obispo, CA 93401

July 15, 2014

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## Air Quality Study for the Pine Street Promenade

### Project Description

This report examines the air quality impacts for the proposed Pine Street Promenade. The project includes a hotel, a restaurant, market, offices, and a Performing Arts Center (PAC) in downtown Paso Robles. Figure 1 shows an aerial of the project location with elements of the site plan superimposed. The project site, not including the parking, is 2.4 acres. Several existing structures on the site will be demolished.

The project is segmented into two phases. Phase 1 will be a 106 room hotel; four stories high, with a public market on the lower level. There will be an attached restaurant with indoor and outdoor seating. A separate office structure, the Plaza Building will also be constructed on the site. Phase 1 occupies the northern, 1.6 acres, of the site.

Phase 2 includes a 500 seat Performing Arts Center (PAC) that would be located on the remaining .8 acres. A 230 space parking structure would be constructed on City land to the south of the PAC. The parking structure includes commercial and office uses fronting onto Pine Street.



Figure 1: Aerial View of the Project Site

### Plan Alternatives

There are uncertainties that need to be considered in evaluating this overall plan. Construction of the PAC is contingent on there being sufficient community support and commitment of resources. If the support is not available, the plan would change. Phase 2 with the PAC and the parking structure would not be constructed. The PAC site would be developed with alternate land uses.

The trip generation and parking analysis for the project dealt with this ambiguity by estimating traffic and parking needs, with and without the performing arts center<sup>1</sup>. If alternate development were to take place on the arts center site, it would be accompanied by parking sufficient to meet city code requirements. We have adopted a similar approach in conducting the air quality analysis. Because of the complexity of the multi-phased plan the air quality analysis will consider two different development scenarios; one with and one without the PAC.

<sup>1</sup> Orosz Engineering Group, Pine Street Promenade Trip Generation and Parking Analysis (2014)

The traffic study did not evaluate trips that might be generated by the 230 space parking structure; only those that were associated with the Pine Street Promenade and the PAC. The parking structure would serve the PAC but it would be “shared parking”. The parking structure is exceptional in that its major role is to serve other downtown users and facilitate the “park once” policy of the City’s Uptown/City Centre Specific Plan<sup>2</sup>. The “park once” policy is grounded in the notion that with centrally located parking, the need for individual trip making is reduced. The construction and operation of a sizable parking structure has air quality effects but it is problematic to equitably distribute the environmental costs and benefits. In this analysis, the parking structure will be given independent treatment. This will allow for future determinations on how to equitably assign the environmental costs to those that would benefit from its construction. It could also be determined how the longer term air quality benefits of a parking structure should be balanced against its direct impacts.

The components of the project considered in the air quality analysis are listed below:

- Hotel 106 rooms (meeting rooms and spa)
- Market/Retail 21,885 SF
- Plaza Office Building 16,169 SF
- Restaurant 7,492 SF (indoor, outdoor, and basement)
- Parking - Hotel and Restaurant 162 Enclosed Valet Spaces
- Parking for Offices and Restaurant 86 Surface Spaces<sup>3</sup>
- Performing Arts Center 500 Seats
- Additional Offices (Phase 2) 7,082 SF
- Additional Commercial (Phase 2) 3,541 SF
- Parking Structure 230 spaces

### **Purpose of this Report**

The environmental review for the project is managed by the City of Paso Robles following procedures specified by the California Environmental Quality Act (CEQA). As another agency responsible for permitting the project, the San Luis Obispo Air Pollution Control District (APCD) reviews the environmental studies and makes recommendations to the City. The CEQA guidelines specify that APCD significance criteria may be relied on to evaluate project impacts. The APCD has adopted an Air Quality Handbook (2012) to assist agencies, planners, and project sponsors in assessing air quality impacts and needed mitigations.

This study will evaluate the air quality impacts of the project using the technologies recommended in the Handbook. An air quality assessment model, CalEEMod, with defaults set to the San Luis Obispo County setting, is used for this purpose<sup>4</sup>. The APCD

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<sup>2</sup> City of Paso Robles, Uptown/Town Centre Specific Plan (adopted 2011, updated 2013)

<sup>3</sup> Surface parking not needed if the PAC and parking structure is constructed.

<sup>4</sup> The assessment model was developed by the California Air Resources Board for estimating the air quality impacts of projects. <http://www.caleemod.com/>

Handbook defines criteria for determining the significance of impacts and links these to appropriate mitigation measures as required. The air quality model forecasts consider air contaminants as well as production of greenhouse gasses. Additionally, this study for the Pine Street Promenade, evaluates the project according to the policies of the City's recently adopted Climate Action Plan (2013).

The report includes responses to questions from the CEQA Checklist related to air quality impacts and greenhouse gas emissions. This section of the report proposes mitigation measures that lessen both the short term and longer term impacts of the project.

### **Air Quality Management**

Air quality standards involve a tiering of Federal, State, Regional, and Local initiatives. The Federal Clean Air Act sets national air quality standards and delegates responsibilities for implementation to the States. California has been a leader in promoting air quality improvements and has its own standards that, in many cases, exceed federal requirements. The California Clean Air Act assigns planning and regulatory duties to local Air Quality Management Districts. These are made up of areas sharing similar meteorological settings, generally defined by assemblages of Counties. San Luis Obispo County is in the South Central Coast Air Basin along with Ventura and Santa Barbara Counties. Planning and administrative jurisdiction is assigned to the San Luis Obispo Air Pollution Control District (APCD).

The permit streamlining provisions of the California Environmental Quality Act (CEQA) are designed to consolidate the project reviews for all agencies with permitting responsibility for projects. In this case, the City of Paso Robles, as the lead agency for the review, will define the approval conditions on the Oaks Hotel Expansion. In doing this, the City will rely on specialists at the County Air Pollution Control District for technical guidance on air quality issues.

### **The Air Quality Setting**

The most populated coastal portions of San Luis Obispo County enjoy relatively good air quality<sup>5</sup>. The Nipomo Mesa is impacted by windblown dust from the Oceano Dunes and ozone levels exceeding both federal and state standards have been measured in the eastern portion of the county. A report to the APCD board noted that, over the past decade, air contaminants have declined in the County<sup>6</sup>. Measurements made at air quality monitoring stations show that ozone levels remain highest in the eastern part of the county, but have declined elsewhere. Particulate matter counts (PM10) continue to show higher concentrations in the south county than other areas, with no decline.

In spite of normally clear skies, San Luis Obispo County is currently designated as nonattainment for the state's 1-hour and 8-hour ozone standards, as well as the state's 24-hour and annual standards for particulate matter less than 10 microns in diameter (PM10).

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<sup>5</sup> Report to APCD Board, Larry Allen, November 13, 2013

<sup>6</sup> Ibid, Report to APCD Board.

In addition, the eastern portion of the county has been recently designated as marginally nonattainment for federal 8-hour ozone standards

Air quality data from a monitoring station in Paso Robles (maintained by the California Air Resources Board) shows that pollutant levels are within threshold standards<sup>7</sup>. Pollutant levels have declined over the last decade.

### Assessing Air Quality Impacts

The computer model, CalEEMod, separately considers emissions produced during construction and continuing operation. The forecasts are presented in the form of daily averages under winter and summer conditions and as annual contributions. A discussion of the modeling assumptions is attached as Appendix B. This section includes information on input values that differ from the default values supplied by CalEEMod. Copies of the CalEEMod estimates for project emissions are included as Appendix C-1 for the project with the PAC, C-2 for the project without the PAC and C-3 for the parking structure.

### The Construction Phase

Promenade with the PAC

Phase Name	Start Date	End Date	Days	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Demolition	1/1/2015	1/9/2015	7	■																							
Site Preparation	1/12/2015	1/16/2015	5	■																							
Grading	1/19/2015	2/13/2015	20	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Building Construction	2/9/2015	9/16/2016	420	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Architectural Coating	5/23/2016	12/30/2016	160																								
Paving	8/22/2016	12/16/2016	85																								

Promenade Without the PAC

Phase Name	Start Date	End Date	Days	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Demolition	1/1/2015	1/9/2015	7	■																							
Site Preparation	1/12/2015	1/16/2015	5	■																							
Grading	1/19/2015	2/13/2015	20	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Building Construction	2/9/2015	6/17/2016	355	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Architectural Coating	12/25/2015	4/27/2016	89																								
Paving	5/27/2016	6/30/2016	25																								

Parking Structure

Phase Name	Start Date	End Date	Days	J	F	M	A	M	J	J	A	S	O	N	D
Demolition	1/1/2015	1/6/2015	4	■											
Site Preparation	1/7/2015	1/15/2015	7	■											
Grading	1/9/2015	1/19/2015	7	■											
Building Construction	1/20/2015	9/1/2015	161	■	■	■	■	■	■	■	■	■	■	■	■
Architectural Coating	5/15/2015	8/21/2015	71												
Paving	8/17/2015	9/1/2015	12												

Figure 2: Construction Phases

Figure 2 shows the construction phases for the project in chart form, with and without the PAC. With the PAC included, construction will take two years. The associated parking structure would be completed in eight months. If the performing arts center is not

<sup>7</sup> Ibid.



included, the parking structure would not be constructed and the construction time is reduced to 18 months.

The different phases of construction involve differing sources and quantities of air contaminants. For example, during site preparation, dust and diesel exhaust are the major problematic contaminants while, as construction nears completion, the solvents used in paint and coatings become a major concern. Reactive Organic Gasses (ROG), along with Nitrogen Oxide (NOx), is significant because they jointly contribute to the creation of ozone. Particulate matter (PM) is also an issue, with the particulate material in diesel exhaust (DPM) a particular concern because it poses special health risks. The CalEEMod model does not directly produce estimates of DPM but it does estimate PM10 Exhaust which serves as a proxy.

Table 1 on the following page shows the CalEEMod estimates for the construction of the project with and without the performing arts center, and separately, for the parking structure. This is with no mitigations. The values show daily totals for winter and summer as well as quarterly quantities. Since the duration of the construction period is not the same for all scenarios, the quarterly values represent only the period when activities are taking place.

Table 2 shows how the emission estimates for the project compare with the threshold standards adopted by the APCD. The numbers that are **highlighted** on Table 1 are the values that are used in the comparisons.

Pollutant	Threshold <sup>(1)</sup>			Project <sup>(2)</sup> With PAC		Project <sup>(2)</sup> Without PAC	
	Daily	Quarterly Tier 1	Quarterly Tier 2	Daily	Quarterly	Daily	Quarterly
ROG + NOx (combined)	137 lbs	2.5 tons	6.3 tons	90.20	1.64	109.35	2.30
Diesel Particulate Matter (DPM)	7 lbs	0.13 tons	0.32 tons	3.00	0.06	3.00	0.06
Fugitive Particulate Matter (PM10), Dust		2.5 tons			0.11		0.11

1) Daily and quarterly emission thresholds are based on the California Health and Safety Code and the CARB Carl Moyer Guidelines.

2) Details on the CalEEMod inputs are reported in Appendix B. The most significant assumptions are that; application of architectural coatings begins at the midpoint of the building construction period and the emission rate is averaged over this time, the daily maximum for DPM combines construction, paving, and application of architectural coatings. The quarterly estimates are based on the annual estimates produced by CalEEMod. For the project including the PAC, the quarterly number is ¼ of the 2016 annual. For the project without the PAC the quarterly number is ½ of the 2016 annual because, construction takes place during only half of the year.

Table 2: Threshold Standards Compared with Project Construction Emissions  
(with no mitigations)

The estimated emissions during the construction period for the project with and without the PAC any of the listed pollutants for the project, with or without the PAC.

**With Performing Arts Center**

Winter (Daily Total lbs)	ROG +NOx	PM10 Exhaust	PM10 Total	Summer (Daily Total lbs)	ROG +NOx	PM10 Exhaust	PM10 Total
Demolition - 2015	35.51	1.90	3.59	Demolition - 2015	35.41	1.90	3.59
Site Preparation - 2015	35.40	1.60	2.19	Site Preparation - 2015	35.39	1.60	2.19
Grading - 2015	34.37	1.75	8.00	Grading - 2015	34.35	1.75	8.00
Building Construction - 2015	34.69	1.82	2.79	Building Construction - 2015	34.42	1.82	2.79
Building Construction - 2016	32.59	1.67	2.65	Building Construction - 2016	32.36	1.67	2.65
Architectural Coating - 2016	37.72	0.20	0.37	Architectural Coating - 2016	37.70	0.20	0.37
Paving - 2016	19.89	1.13	1.27	Paving - 2016	19.88	1.13	1.27
Sum: for Construction, Architectural Coating and Paving (2016)	<b>90.20</b>	<b>3.00</b>	<b>4.29</b>	Sum: for Construction, Architectural Coating and Paving (2016)	89.93	3.00	4.29

Quarterly 2015 = Annual Tons/4	1.15	0.08	0.11
Quarterly 2016:= Annual Tons/4	1.64	0.05	0.08

**Without the Performing Arts Center**

Winter (Daily Total lbs)	ROG +NOx	PM10 Exhaust	PM10 Total	Summer (Daily Total lbs))	ROG +NOx	PM10 Exhaust	PM10 Total
Demolition - 2015	35.51	1.90	3.59	Demolition - 2015	35.41	1.90	3.59
Site Preparation - 2015	35.40	1.60	2.19	Site Preparation - 2015	35.39	1.60	2.19
Grading - 2015	34.37	1.75	8.00	Grading - 2015	34.35	1.75	8.00
Building Construction - 2015	34.69	1.82	2.79	Building Construction - 2015	34.42	1.82	2.79
Building Construction - 2016	32.59	1.67	2.65	Building Construction - 2016	32.36	1.67	2.65
Architectural Coating - 2015	57.13	0.22	0.39	Architectural Coating - 2015	57.11	0.22	0.39
Architectural Coating - 2016	56.86	0.20	0.37	Architectural Coating - 2016	56.84	0.20	0.37
Paving - 2016	19.89	1.13	1.27	Paving - 2016	19.88	1.13	1.27
Sum : Construction, Architectural Coating and Paving (2016)	<b>109.35</b>	<b>3.00</b>	<b>4.29</b>	Sum: Construction, Architectural Coating and Paving (2016)	109.07	3.00	4.29

Quarterly 2015 = Annual Tons/4	1.19	0.06	0.11
Quarterly 2016 = Annual Tons/2	2.30	0.06	0.09

**The Parking Garage**

Winter (Daily Total lbs)	ROG +NOx	PM10 Exhaust	PM10 Total	Summer (Daily Total lbs)	ROG +NOx	PM10 Exhaust	PM10 Total
Demolition - 2015	13.49	0.88	0.97	Demolition - 2015	13.48	0.88	0.97
Site Preparation - 2015	15.79	0.88	1.01	Site Preparation - 2015	15.79	0.88	1.01
Grading - 2015	13.49	0.88	1.73	Grading - 2015	13.48	0.88	1.73
Building Construction - 2015	18.28	1.03	1.54	Building Construction - 2015	18.14	1.03	1.54
Architectural Coating - 2015	37.05	0.22	0.31	Architectural Coating - 2015	37.04	0.22	0.31
Paving - 2015	13.00	0.73	0.90	Paving - 2015	12.98	0.73	0.90
Sum: Construction, Architectural Coating and Paving (2015)	<b>68.33</b>	<b>1.98</b>	<b>2.76</b>	Sum: Construction, Architectural Coating and Paving (2015)	68.16	1.98	2.75

Quarterly: Annual Tons/2.333	0.30	0.04	0.06
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Table 1: Pollutants Associated with Project Scenarios During Construction

## Emissions Associated with Construction of the Parking Structure

In the framework of CalEEMod a parking structure is not assumed to generate trips. The trip production is computed for the land use activities that make use of the parking. Because of this, the CalEEMod produces estimates of emissions produced during the construction of a parking facility but it does not produce forecasts related to future operations.

The parking structure will have 230 spaces and will occupy an area of .58 acres. The emissions during its construction period do not exceed the APCD thresholds as shown in Table 3 below.

Pollutant	Threshold <sup>(1)</sup>			Parking Structure	
	Daily	Quarterly Tier 1	Quarterly Tier 2	Daily	Quarterly <sup>(2)</sup>
ROG + NOx (combined)	137 lbs	2.5 tons	6.3 tons	68.33	0.30
Diesel Particulate Matter (DPM)	7 lbs	0.13 tons	0.32 tons	1.98	0.04
Fugitive Particulate Matter (PM10), Dust		2.5 tons			0.06

1) Daily and quarterly emission thresholds are based on the California Health and Safety Code and the CARB Carl Moyer Guidelines.  
 2) Details on the CalEEMod inputs are reported in Appendix B. The most significant assumptions are that; application of architectural coatings begins at the midpoint of the building construction period and the emission rate is averaged over this time, the daily maximum for DPM combines construction, paving, and application of architectural coatings. The quarterly estimates are based on the annual estimates produced by CalEEMod. The quarterly estimates are 2.333 of the annual estimate since construction activity only takes place eight months of the year.

Table 3: Threshold Standards Compared with Parking Structure Construction Emissions (with no mitigations)

The parking structure is to be built in association with the PAC and construction emissions should consider the combined effect. The worst case situation for daily emissions combines construction, application of architectural coatings and paving. As indicated in Figure 2, it is not likely that this worst case combination for the project and the parking structure would occur at the same time. Table 4, on the next page, shows the combined totals for the Promenade, including both the PAC and the parking structure. The situation depicted is one where both projects are started at the same time and the parking structure is completed before the completion of the entire project. When the parking structure is in its worst case phase the PAC will still be in its initial construction phase. (The numbers used are within cells that are tinted in blue on Table 1).

Combining the worst case scenario for the parking garage with the construction phase of the project gives totals for pollutants that are still within the thresholds established by the APCD. The recommended conditions for the project include a provision that construction work be scheduled so that the worst case daily emissions for the parking structure do not coincide with the worst case daily emissions for the Promenade and the PAC.

Pollutant	Threshold <sup>(1)</sup>			Parking Structure with Promenade and PAC	
	Daily	Quarterly Tier 1	Quarterly Tier 2	Daily	Quarterly <sup>(2)</sup>
ROG + NOx (combined)	137 lbs	2.5 tons	6.3 tons	103.02	1.45
Diesel Particulate Matter (DPM)	7 lbs	0.13 tons	0.32 tons	3.8	0.10
Fugitive Particulate Matter (PM10), Dust		2.5 tons			0.17

1) Daily and quarterly emission thresholds are based on the California Health and Safety Code and the CARB Carl Moyer Guidelines.

2) Details on the CalEEMod inputs are reported in Appendix B. The most significant assumptions are that; application of architectural coatings begins at the midpoint of the building construction period and the emission rate is averaged over this time, the daily maximum for DPM combines construction, paving, and application of architectural coatings. The quarterly estimates are based on the annual estimates produced by CalEEMod. The quarterly estimates are 1/2.333 of the annual estimate for the parking structure and ¼ of the annual estimate for 2015 for the Promenade and PAC.

Table 4: Threshold Standards compared to Construction Emissions for both the Parking Structure and the Promenade including the PAC (with no mitigations).

### Asbestos Materials and Naturally Occurring Asbestos

Asbestos has been identified as a toxic air contaminant by the state Air Resources Board. Historically, it was used as a building material in a variety of applications including insulation and utility pipes. The project includes demolition of several structures that are on the site and materials containing asbestos could be encountered. These would require special handling and disposal. If utility pipelines are removed, the project could be subject to additional regulatory requirements. The recommended project conditions include the standard APCD conditions of approval to deal with a situation where asbestos containing materials are encountered during demolition.

Asbestos fibers are also present in natural silicate minerals such as serpentine and ultramafic rock. If these materials are present, soil disturbance could pose problems. But this is not an issue at this location. A geologic study was conducted and it was determined that no asbestos containing soils are present<sup>8</sup>.

### Impacts from Continuing Project Operations

The CalEEMod technology also produces estimates of air contaminants generated during future years of project operations. Vehicle travel by customers, hotel guests and employees accounts for most of the emissions. On-site equipment operation, maintenance and landscape work is also included in the computations. The estimates for the emissions created during future project operations are shown in Table 5 as they would be with no special mitigations. The table shows impacts for the scenarios with and without the PAC.

<sup>8</sup> GeoSolutions, 944 Pine: Review of Geological Conditions, (2014)

	Operations	ROG +NOx	CO	PM10 Exhaust	PM10 Total
SLOAPCD Threshold	lbs/day	25.00	550.00	25.00	1.25
	tons/year	25.00		25.00	
With PAC	lbs/day (Summer)	38.38	78.53	0.43	6.82
	lbs/day (Winter)	40.57	91.14	0.43	6.82
	tons/year	6.89	14.69	0.08	1.13
With No PAC	lbs/day (Summer)	33.29	62.70	0.38	5.46
	lbs/day (Winter)	35.03	72.66	0.38	5.46
	tons/year	5.92	11.52	0.07	0.89

Table 5: Threshold Standards for Continuing Operations Compared to Project Emissions (with no mitigations)

CalEEMod allows for the inclusion of mitigations, making adjustments to emissions forecasts. Table 6 shows the same operational categories as Table 5 but with mitigations included.

	Operations	ROG +NOx	CO	PM10 Exhaust	PM10 Total
SLOAPCD Threshold	lbs/day	25.00	550.00	25.00	1.25
	tons/year	25.00		25.00	
With PAC	lbs/day (Summer)	31.11	59.57	0.32	4.21
	lbs/day (Winter)	32.96	72.56	0.32	4.22
	tons/year	5.59	11.55	0.06	0.70
With No PAC	lbs/day (Summer)	27.43	47.99	0.28	3.44
	lbs/day (Winter)	28.90	58.24	0.29	3.45
	tons/year	4.88	9.13	0.05	0.56

Table 6: Threshold Standards for Continuing Operations Compared to Project Emissions (with mitigations)

The project exceeds the emission threshold for the daily production of ROG+NO<sub>x</sub> both with and without mitigations but does not exceed the thresholds for other emissions. This is the case for both the scenarios including the PAC and the one without.

The CEQA handbook includes an extensive listing of actions that can be taken to reduce project emissions<sup>9</sup>. Projects that generate between 25 and 29 lbs/day of combined ROG+NO<sub>x</sub> are to implement at least 8 mitigation actions from the listing in the handbook<sup>10</sup>. Projects that generate between 30 and 34 lbs/day of combined ROG + NO<sub>x</sub> are to select at least 14 mitigation measures from the listing. The project sponsor has identified 32 mitigation measures appropriate to the Promenade that are suitable for

<sup>9</sup> CEQA Air Quality Handbook, SLOAPCD, page 3-16

<sup>10</sup> Ibid, pages 3-17 to 3-20, Also reproduced in Appendix D of this report.

implementation and would reduce ROG + NOx emissions<sup>11</sup>. The handbook’s listing of possible mitigation measures is included as Appendix D, with the ones most relevant to the Promenade project highlighted. The implementation of at least 18 of the mitigations should be made a project condition.

**Greenhouse Gasses**

Additionally, the CalEEMod technology provides estimates a project’s contribution to the greenhouse gasses linked to concerns about global warming. It computes the “equivalent carbon dioxide” value (CO<sub>2</sub>e) for the project which represents the cumulative warming potential for all emissions. The emissions during the construction period (amortized over 25 years) are included with CO<sub>2</sub>e total for annual operations. The SLOAPCD has adopted a quantitative “bright line” threshold of 1,150 metric tons of CO<sub>2</sub>e per year. Table 7, below, shows that the project, with the standard mitigations supplied to CalEEMod, exceeds this threshold for both the scenario that includes the PAC and the scenario that does not.

	Source	CO <sub>2</sub> e annual metric tons
With PAC	Construction (Amortized)	34
	Operations	2062
	Total	2096
Without PAC	Construction (Amortized)	27
	Operations	1921
	Total	1948
SLOAPCD	Threshold	1150

Table 7: Annual Greenhouse Gas Emissions with Mitigations Compared to Threshold

In addition to the “bright line” threshold the APCD includes compliance with a community’s qualified greenhouse gas reduction strategy as an additional way of determining a project’s compliance with state and local objectives<sup>12</sup>. If a project is consistent with a qualified greenhouse gas reduction plan adopted by a local government it is presumed the project will not have significant emission impacts and is consistent with AB 32 goals.

In November of 2013, the City of Paso Robles adopted a Climate Action Plan (CAP). It includes guidelines for project approvals and was adopted as a “qualified” plan. The adopted plan includes a “Compliance Checklist” identifying mandatory and voluntary actions to reduce the production of greenhouse gasses. Appendix D lists actions that

<sup>11</sup> The selected actions are listed in Appendix D.

<sup>12</sup> SLO County APCD, Greenhouse Gas Thresholds and Supporting Evidence, (2012), page 28.

should be implemented by the project's sponsor to achieve greenhouse gas reductions consistent with the City's guidelines.

The Promenade project is exceptional in the quantity of design and operational features that can reduce the production of greenhouse gasses. The project is uniquely located adjacent to a transit center and this offers opportunities to reduce auto use. Also, guests at a hotel with valet parking would likely generate fewer trips than is assumed in the City's general model for estimating trip production and the forecasts generated in this report. The square footage of the restaurant basement is included in the computation of floor area but it is unlikely this would produce significant volumes of traffic. There is also an excellent potential for linking events at the PAC with local restaurants offering pre or post theater dining. The project sponsor will work with the APCD and the City to minimize greenhouse gas emissions

### **Health Risks**

The project is in the commercial and administrative center of Paso Robles. There are no designated residential uses within a thousand feet of the project and the City's zoning plan shows none in the future. While emissions would produce some level of risk there will not be long term exposure.

There are potential health risks if traffic produced by the project lowers the level of service at intersections causes traffic backups. The trip generation and parking analysis for the project did not identify any special congestion issues, although it did not include specific intersection capacity studies

### **CEQA Determinations**

The California Office of Planning and Research (OPR) has developed guidelines for administration of the State's Environmental Quality Act. These include a "Checklist" that is to assist local agencies in determining the significance of a project's multiple impacts<sup>13</sup>. This is organized as a series of questions with a rating scale indicating the level of concern. The format of this section of the report is based on these questions and includes the paragraph designations used in the Checklist. Each segment starts with a question from the CEQA Guidelines, followed by a response which, where appropriate, includes mitigation measures designed to reduce impacts to less than significant levels. Sections describing mitigation actions are preceded by the ■ symbol. Specific language for project conditions is included to assure compliance is also presented.

III a) Does the project conflict with or obstruct implementation of the applicable air quality plan?

The project, with recommended conditions, is not in conflict with applicable air quality plans. The analysis reported above shows that, while there are impacts, these impacts are below the significance thresholds established by the San Luis Obispo County APCD or,

<sup>13</sup> California Office of Planning and Research, Guidelines for Implementation of the California Environmental Quality Act Appendix G Environmental Checklist Form

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in the several cases where thresholds are exceeded mitigations can be implemented to reduce impacts to less than significant levels.

III b) Does the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The project, with recommended conditions, does not violate the standards of the local APCD. The district has been delegated responsibility for development of air quality improvement plans and regulation of projects in a way that meets the goals of that plan. While there have been air quality violations in the County, the Pine Street Promenade does not substantially contribute to non-attainment problems and the project and recommended mitigations are consistent with APCD plans for the improvement of air quality.

- The duration of the period where architectural coatings is applied are significant in determining the daily emissions rate.

**Condition:** The project analysis assumes that during project construction the duration of the application of architectural coatings will require 138 days for the scenario with the PAC, 89 days for the scenario without the PAC, and 71 days for the parking structure. This pace of application should be made a condition for all scenarios.

- A geologic study has indicated that naturally occurring asbestos is not present at the site.

**Condition:** An exemption request is to be filed with the APCD for their concurrence.

- If demolition work encounters asbestos containing materials these are to be removed and disposed of in an appropriate manner. Should asbestos containing utility pipes be removed the APCD should be notified and requirements stipulated by federal and local agencies should be implemented.

**Condition:** The following APCD Standard Condition of Approval is added as a project condition:

Demolition of Asbestos Containing Materials

There are existing structures on the site that will be demolished. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). If building(s) are removed or renovated; or utility pipelines are scheduled for removal or relocation, this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 for further information.

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- The achievement of emission standards for the project is contingent on meeting the APCD requirements. Where project emissions for ROG+NOx exceeds the threshold limit of 25 lbs/day, implementation of mitigations is required. The APCD CEQA Handbook includes Table 3-5 listing possible mitigations. A project that generates between 25 and 29 lbs/day of combined ROG+NOx is to implement at least 8 mitigation actions from the listing in the handbook<sup>14</sup>. Projects that generate between 30 and 34 lbs/day of combined ROG + NOx are to select at least 14 mitigation measures from the listing. The project applicant is to provide documentation that the proposed actions are implemented and that they sufficient to reduce emissions to threshold levels for the selected construction scenarios.
- Some equipment that may be used during construction or during future operations may require additional permits. Activities that may require additional permits are listed in the APCD CEQA Handbook<sup>15</sup>. Potentially relevant activities include:
  - Portable generators and equipment with engines that are 50 hp or greater.
  - Electrical generation plants or the use of a standby generator.

The preceding analysis indicates that future operation of the project can increase the levels of the ozone precursors (ROG and NOx) above established APCD thresholds. However, the project can be conditioned to reduce levels to less than significant levels.

- The project should be conditioned to include multiple measures to lessen production of ROG and NOx. The project sponsor should incorporate at least 18 of the mitigation measures listed in Table 3-5 in the APCD CEQA Handbook with the objective of reducing emissions to less than threshold levels.

III d) Does the project expose sensitive receptors to substantial pollutant concentrations?

The project is not within 1,000 feet of a residential area that is considered to be a sensitive.

III c) Does the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)

Steps should be taken to limit the quantity of dust produced during site clearing and preparation.

- The APCD requires the following standard dust mitigation actions<sup>16</sup>:

<sup>14</sup> Ibid, pages 3-17 to 3-20, Also reproduced in Appendix D of this report.

<sup>15</sup> APCD CEQA Handbook, Technical Appendices, page 4-4

<sup>16</sup> SLOAPCD, CEQA Air Quality Handbook (2012)

**Condition:** The following expanded list of fugitive dust mitigation measures is made a condition of approval:

- 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.

Additionally, add a condition saying that:

The contractor is to demonstrate that the off-road fleet that will be used is cleaner than the State-wide average by 10%.

III d) Does the project create objectionable odors affecting a substantial number of people?
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None of the activities proposed for the Pine Street Promenade would be expected to create objectionable odors affecting substantial numbers of persons.

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

The preceding analysis used the Air Resources Board model, CalEEMod, to estimate the production of greenhouse gasses during construction and future operation of the project. The annual production of CO<sub>2</sub>e exceeds the APCD “bright line” threshold. However, the project is designed to conform to the City’s qualified greenhouse gas emission plan which reflects state requirements.

- The project sponsor should work cooperatively with City and APCD Staff to refine the estimates used in developing emissions forecasts, and to include other project features that will reduce production of greenhouse gasses.

**Condition:** The identified additional project features should be made a condition of approval. If off-site mitigations are required, the project sponsor should commit to sponsorship of these projects or to the state’s greenhouse gas reduction initiatives.

VII b) Does the project Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

The project, as conditioned, can be made consistent with standards for greenhouse gas emissions adopted by the APCD. The Climate Action Plan adopted by the City of Paso Robles includes a number of mandatory and voluntary actions that are to be followed in approval of projects. The project sponsor has accepted all required actions and has committed to taking additional voluntary actions to reduce greenhouse gas emissions, consistent with the Climate Action Plan.

**Condition:** Commitment to these actions should be made a condition of approval. Additionally:

- a) The project sponsor should demonstrate how the project meets and exceeds the 2013 Title 24 standards.
- b) The project shall have a solar PV system generating 50 – 60 kW
- c) The hotel commits to having bikes for guests to rent where they can also tie into the Local and Regional transit systems
- d) The project shall provide showers and changing areas for employees.
- e) The project shall provide electric vehicle charging stations for patrons. Initially, two charging stations will be provided and the number increased proportionate to the increase in registration of electric cars.

- f) The construction contractor will be required to use off-road vehicles that exceed the state average by 10%.
- g) Irrigation and plumbing will meet CAL Green standards.
- h) Greywater will be reused in toilets, cooling, or irrigation.

### **Evaluation of Mitigation Measures against GHG Standards**

The project proposes a number of mitigation actions that are not easy to quantify. These include;

The CalEEMod transit proximity component refers to a project being within a quarter mile of transit. The project is adjacent to the Paso Robles Transit Center which should increase its transit accessibility.

The project has a solar PV system that will generate 50-60 mW of power lessening dependence on imported energy.

The parking structure serves more than the needs of the project. It is consistent with the City's "park once" policy and will contribute to central area densification which should lessen sprawl and promote transit use.

The project is at the confluence of the City's planned bikeway network. A Class 2 bikeway is proposed bordering the project. A Bike Boulevard is a block away and there will be direct access to bike trails along the Salinas River.

The hotel, with its location next to the Amtrak station could be a center for a vehicle free visit to the city. Frommer's guide already includes proposals for a rail excursion from the Bay Area with an overnight at Paso Robles and wine tasting at the downtown tasting rooms. The Coast Starlight connects with Los Angeles and San Francisco and the Frommer Guide recommends the San Francisco link as an ideal, car free holiday destination. Other California cities are served by Amtrak trains, including links to the central valley.

Having a hotel and restaurant adjacent to the Performing Arts Center presents additional opportunities to "package" events and eliminate separate trips.

These and other proposed mitigations need to be defined and their emission reducing effects be appraised working with the City and the APCD.

**Condition:** The project sponsor shall work with the City and the APCD to implement reduction in greenhouse gas emissions to levels that are below the threshold of 1150 annual metric tons of CO<sub>2</sub>e. If this goal is not achievable with project based emissions, the project sponsor shall pay off-site mitigation fees at a rate specified by the APCD.

## Appendix A

### Terminology and Acronyms

ACM Asbestos Containing Material  
ADT Average Daily Trips  
APCD San Luis Obispo County Air Pollution Control District  
APS Auxiliary Power System  
ARB California Air Resources Board  
ATCM Air Toxics Control Measure  
BACT Best Available Control Technology for Construction Equipment  
CAAA 1990 Clean Air Act Amendments  
CAMP Construction Activity Management Plan  
CAP Clean Air Plan for San Luis Obispo County  
CAPCOA California Air Pollution Control Officers Association  
CEQA California Environmental Quality Act  
CNG Compressed Natural Gas  
CO Carbon Monoxide  
CO<sub>2</sub> Carbon Dioxide  
CO<sub>2</sub>e Equivalent Carbon Dioxide (measure of GHG)  
DEIR Draft Environmental Impact Report  
DOC Diesel Oxidation Catalyst  
DPM Diesel Particulate Matter  
EIR Environmental Impact Report  
EPA United States Environmental Protection Agency  
GHG Greenhouse Gases  
HRA Health Risk Assessment  
ITE Institute of Transportation Engineers  
LNG Liquid Natural Gas  
NESHAP National Emission Standard for Hazardous Air Pollutants  
NOA Naturally Occurring Asbestos  
NOP Notice of Preparation  
NO<sub>x</sub> Oxides of Nitrogen  
PAC Performing Arts Center  
PM Particulate Matter  
PM<sub>2.5</sub> Particulate Matter (less than 2.5 µm)  
PM<sub>10</sub> Particulate Matter (less than 10 µm)  
ROG Reactive Organic Gases  
SLO San Luis Obispo  
TAC Toxic Air Contaminant  
VDECS Verified Diesel Emission Control Systems  
VMT Vehicle Miles Traveled

## Appendix B

### Modeling Assumptions for CalEEMod and Reporting

#### Treatment of Land Uses

The listing of land uses includes two regional commercial and two office entries. This was done to facilitate evaluation of the project, with or without the PAC. One component of the office designation refers to the Plaza Building included in Phase I of the project. The second component refers to offices uses that would be incorporated into the parking structure. The same parallel treatment is given to the retail components that are divided into two "regional commercial" land uses. One component represents the Marketplace planned for Phase I of the project and the remaining segment is the square footage of the retail space that is incorporated into the parking structure.

There is a time lag in development of project parking. When only Phase I is constructed, 86 spaces of existing parking will be used, located at the site of the future PAC. If the PAC is not constructed, the parking structure is also not constructed. The office and commercial development that would have been incorporated into the parking structure then is shifted to the site of the PAC. In this case, the design plan would include the 86 spaces serving the hotel and restaurant; plus an additional 27 spaces to serve the relocated office and commercial uses based on City requirements (a total of 113). The 86 spaces of already existing parking involves no construction and the added trip making associated with hotel and restaurant operations is accounted for in the analysis. The alternative, where the PAC and the parking structure are not constructed, the required 113 spaces of parking are included in the form a parking structure integrated with the offices and retail uses.

#### Maximum Daily ROG + NO<sub>x</sub>

In computing the maximum daily ROG+NO<sub>x</sub> values shown in the tables and compared with APCD standards, is the combined daily total for Construction, Application of Architectural Coatings, and Paving. All these activities could occur simultaneously. This combined situation was considered for all scenarios.

#### Quarterly Values

The annual values computed by CalEEMod involve construction periods of differencing durations for the project scenario with and without the PAC and for the parking garage. For both the PAC and no PAC scenarios, the quarterly number is ¼ of the annual total for year 2015. For the year 2016 the project with the PAC lasts for the full year and the quarterly figure is ¼ of the annual. In 2016, the project scenario without the PAC lasts half of the year and the quarterly figure is half of the annual.

Construction of the parking garage takes place over eight months. The quarterly emissions data are the annual estimated divided by 2.333.

David Dubbink Associates

## Changes to CalEEMod Default Values

The CalEEMod emissions estimator supplies default values for project timing and for the quantity of emissions associated with project construction and future operations. These are based on averages obtained from appropriate technical sources and are reliable indicators of project impacts. More project and place specific information is often available and the CalEEMod estimator can be adjusted to make use of this supplementary information. The paragraphs that follow describe adjustments made to the estimator and the nature of the sources of data that were applied.

### Construction Scheduling

While the project does not cover an extensive area it consists of a variety of uses; a hotel, a restaurant, offices, retail space as well as a Performing Arts center and parking structure. It is to be constructed on a parcel of land that has been cleared and leveled for previous uses. The default construction scheduling generated by CalEEMod presumes a site that requires clearing and leveling and a construction schedule that takes place in sequential stages.

The project engineer and architect were asked to develop estimates of the time required for construction, including the notion that not all of the project components would be undertaken in concert with each other. The estimates were made for the different scenarios; the project with and without the PAC. The parking garage was treated as a separate component and was assigned its own schedule. (This is presently a City parking area and construction time is abbreviated to minimize the loss of surface parking at this location.

In estimating daily construction emissions, a worst case example was used where several different construction phases were assumed to be taking place at the same time. These were construction, application of architectural coatings, and paving work. The finishing of the multiple projects components will take place at different times and it was assumed that the application of coatings and finish would be an ongoing process involving more time than assumed in the CalEEMod defaults. Also, the façade treatments for the project involve a diversity of finishes and textures that requires additional effort. Since this assumption is significant in terms of the associated production of daily emissions, the extended period for the application of architectural coatings is included as a requirement in the proposed project condition.

### Trip Generation Rates

In estimating trip generation rates for projects, CalEEMod uses information developed by the Institute for Traffic Engineers (ITE). The numbers are based on land use activities and are based on data collected nationally.

The City of Paso Robles, sponsored a project to evaluate the trip generation rates for land uses within the city, based on locally collected data<sup>17</sup>. In the case of hotels, the per room trip generation rates were less than the national averages, probably reflecting the fact that many of hotels serve the stopover needs of travelers along Highway 101 and 46.

The CalEEMod assumes that a hotel room will generate 8.17 daily trips weekdays, 8.19 trips on Saturday and 5.95 on Sunday. The City's trip generation study indicated that hotels in Paso Robles produce 4.72 daily trips. The City study did not separate weekday and weekend use. Weekend data was extrapolated for CalEEMod input by proportioning the weekday to weekend trips the same as the default data; but using the lower overall trip generation rate. The City based values provided to CalEEMod are 4.71 trips per room weekdays, 4.73 Saturday and 3.43 Sunday.

The City trip generation rates were also used to describe the Office and Market components of the project. Again with weekday to weekend adjustment factors proportioned to the CalEEMod data. For the Office uses, the trip generation rates are 6.94 per square foot weekdays, 1.49 Saturday and 0.62 Sunday. The Marketplace concept is a departure from conventional shopping centers and the CalEEMod "regional shopping" land use is not an appropriate designation. The Marketplace concept resembles the organization of the Oxbow Public Market in Napa, where food stands, coffee bars, cheese shops, and a produce market share an open space that lets you walk between one stall and another. The City's rates for "downtown mixed use" were applied in CalEEMod. The trip generation rates for the Marketplace are 15.24 per thousand square feet weekdays, 15.24 Saturday and 8.96 Sunday.

Neither the CalEEMod collection of land uses or the City's travel forecasting model includes a Performing Arts Center. The closest approximation is the data for a movie theatre which is based on the number of seats for patrons. But the use of a movie theater is considerably more intensive than a PAC, which might host only a few performances a week rather than multiple daily seatings. The traffic report for the Promenade project assumed that the per seat trip generation rate for the PAC would be .93 trips. This number was used for both week days and weekend days in CalEEMod.

The restaurant trip generation rates were unchanged from the CalEEMod default values. This value is considered to be conservative in that the basement square footage of the restaurant was counted. This area would be used for special events and not for daily restaurant service.

#### Assumptions on Mitigations

The User Manual for CalEEMod does not include information on the model section dealing with Land Use and Site Enhancement. The special nature of the project design is a major feature of the Pine Street Promenade and a significant factor in assessing the operational emissions for the project and the production of greenhouse gasses. The

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<sup>17</sup> Fehr & Peers. Paso Robles Travel Demand Forecasting Model, 2009



Sacramento Metropolitan Air Quality Management District has developed guidelines and commentary useful for addressing this issue and this report provided the basis for dimensioning the mitigations for the Pine Street project<sup>18</sup>.

### Project Setting

The “Project Setting” option is the equivalent of the “Compact Infill” option in the COPCOA mitigation measures report which is the basis for the mitigation values applied by CalEEMod<sup>19</sup>. The example given in the guidelines is a, “Four story mixed use development adjacent to a light rail system” which is a close approximation of the design and setting of the Pine Street Promenade.

### Project Density

The CalEEMod assumes that employee density averages 20 employees per acre<sup>20</sup>. The proposed project has an employee density that is higher than this average. The hotel, the offices, and the restaurant are multistory. The floor area ration (FAR) is more than twice that of a single story structure. Also, the Marketplace concept features closely spaced spaces for individual vendors which would have an employee density that could be twice that of the default, regional commercial center (20 employees per acre). The employee density value entered into CalEEMod is twice the default value (40 employees per acre).

### Increase Diversity

The diversity option is selected because the project is, “characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with functional interrelationships and a coherent physical design”.

### Improve Walkability

The fundamental concept of the project is to be a “promenade”. The site presently is fenced from public access. The design for the project includes a wide pedestrian walkway across the center, with landscaping and seating. It connects the elements of the project externally and internally. It also widens the sidewalk along Pine Street and includes trees separating the sidewalks from vehicle traffic.

The project is adjacent to bikeways along Pine Street and Tenth Streets (which is programmed as a Type 2 bikeway. It is a block from the “Bicycle Boulevard” proposed for Riverside Road. The structure includes bike storage facilities and the hotel will provide guests with rental bicycles. The site neighbors the Paso Robles Transit Center that includes County bus and Amtrak services.

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<sup>18</sup> Sacramento Metropolitan Air Quality Management District, Recommended Guidance for Land Use Emission Reductions, Version 3.1. June 2014

<sup>19</sup> Ibid. page 11.

<sup>20</sup> Based on CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, August 2010, page 155

The CalEEMod rates walkability in terms of intersections per square mile, a metric that is not descriptive of designs for individual projects. The value of 40 was entered as the intersection count to insure that the estimation for “walkability” was not counted as a negative. This value is interpreted by CalEEMod as providing a .01 % VMT reduction.

#### Destination and Transit Accessibilities

The project is located in the historic downtown of Paso Robles. The distance to City Hall is a tenth of a mile. This was entered as the Accessibility value. The project is adjacent to the City’s Transit Center. A value of a tenth of a mile was entered for this feature as well.

#### Neighborhood Enhancements

The multiple improvements in pedestrian access and bike facilities are described in the Walkability discussion above. Additionally, the project includes components that will reduce vehicle speeds and provide safer pedestrian walkways and street crossings. The site design includes a widening of the sidewalk on Pine Street, adjacent to the hotel and marketplace which will have a traffic calming effect. It also includes pedestrian intersection improvements at the intersection of Pine and Tenth Street as well as a connecting crosswalk at the promenade across from the Ninth Street intersection. The improvements are assumed to affect 50% of the bordering roads and intersections.

#### Commuting Mitigations

The selections reflect policies and programs proposed by the project applicant.

## Appendix C

### CalEEMod Output

Appendix C presents the output files produced by CalEEMod for the project scenarios. The files are voluminous and are not replicated in this version of the report. PDF copies of the pages contained in Appendix C of the full report can be provided by the Community Development Department on request.

The page numbering system is maintained from the original full report.

C-1 is a copy of the report for the project with the Performing Arts Center

C-2 is a copy of the CalEEMod output for a scenario that does not include the Performing Arts Center or the parking structure.

C-3 is the CalEEMod report for the parking structure alone.

## **Appendix D**

### **Actions taken to Reduce Ozone Precursor and Greenhouse Gas Emissions**

The APCD has developed a listing of actions that can be taken to mitigate the production of Ozone Precursors (ROG+NO<sub>x</sub>), Diesel Particulate Matter (DPM), and Greenhouse Gas (GHG). These are presented in Table 3-5 in the APCD's CEQA Air Quality Handbook. The project proponent is required to select at least 18 actions from the list to mitigate impacts that exceed the established threshold. Section 1 of Appendix D replicates Table 3-5 highlighting 32 actions that are to be integrated into the project to accomplish the required mitigation.

The Climate Action Plan adopted by the City of Paso Robles includes a checklist that identifies actions to be taken to align projects with the City's greenhouse gas reduction goals.

Section 2 of Appendix D replicates the Climate Action Plan checklist with highlights and comments on how the project is designed to achieve the GHG reduction objective.

Section 3 of Appendix D replicates a scoring sheet indicating the project's compliance with the US Green Building Council standards for LEED certification. These actions encompass and supplement actions enumerated in the previous sections.

## Appendix D-1

This replicates Table 3-5 from the CEQA Air Quality Handbook, highlighting 32 actions that are to be integrated into the project to accomplish the required mitigation.

**Table 3-5: Mitigation Measures**

<b>LAND USE</b> Residential (R) Commercial (C) Industrial (I)	<b>Measure Type</b>	<b>MITIGATION MEASURE</b>	<b>POLLUTANT REDUCED</b> Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
R, C, I	Site design, Transportation	Improve job / housing balance opportunities within communities.	O, P, GHG
R, C, I	Site design	Orient buildings toward streets with automobile parking in the rear to promote a pedestrian-friendly environment.	O, P, GHG
R, C, I	Site design	Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe (including appropriate signalization and signage).	O, P, GHG
R, C, I	Site design	Provide good access to/from the development for pedestrians, bicyclists, and transit users.	O, P, GHG
R, C, I	Site design	Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	O, P, GHG
R, C, I	Site design	Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees. <sup>3</sup>	O, P, GHG
R, C, I	Site design	Pave and maintain the roads and parking areas.	P
R, C, I	Site design	Driveway design standards (e.g., speed bumps, curved driveway) for self-enforcing of reduced speed limits for unpaved driveways.	P
R, C, I	Site design	Use of an APCD-approved suppressant on private unpaved roads leading to the site, unpaved driveways and parking areas; applied at a rate and frequency that ensures compliance with APCD Rule 401, visible emissions and ensures offsite nuisance impacts do not occur.	P
R, C	Site design	Development is within 1/4 mile of transit centers and transit corridors.	O, P, GHG
R, C	Site design	Design and build compact communities in the urban core to prevent sprawl.	O, P, GHG
R, C	Site design	Increase density within the urban core and urban reserve lines.	O, P, GHG
R, C	Site design	For projects adjacent to high-volume roadways or railroad idling zones, design project to include provide effective buffer zone between the source and the receptor.	DPM
R, C	Site design	For projects adjacent to high-volume roadways, plant vegetation <sup>4</sup> between receptor and roadway.	DPM, P
R	Site design	No residential wood burning appliances.	O, P, GHG
R, C, I	Site design, Transportation	Incorporate traffic calming modifications to project roads, such as narrower streets, speed platforms, bulb-outs and intersection designs that reduce vehicles speeds and encourage pedestrian and bicycle travel.	O, P, GHG
R, C, I	Site design, Transportation	Increase number of connected bicycle routes/lanes in the vicinity of the project.	O, P, GHG
R, C, I	Site design, Transportation	Provide easements or land dedications and construct bikeways and pedestrian walkways.	O, P, GHG
R, C, I	Site design, Transportation	Link cul-de-sacs and dead-end streets to encourage pedestrian and bicycle travel to adjacent land uses.	O, P, GHG
R, C, I	Site design, Transportation	Project is located within one-half mile of a 'Park and Ride' lot or project installs a 'Park and Ride' lot with bike lockers in a location of need defined by SLOCOG.	O, P, GHG
C, I	Site design, Transportation	Provide onsite housing for employees.	O, P, GHG

Underground Parking

<sup>3</sup> Trees must be maintained for life of project

<sup>4</sup> Certain types of vegetation provide maximum effectiveness. Vegetation must be maintained over the life of the project.

<p><b>LAND USE</b> Residential (R) Commercial (C) Industrial (I)</p>	<p><b>Measure Type</b></p>	<p><b>MITIGATION MEASURE</b></p>	<p><b>POLLUTANT REDUCED</b> Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)</p>
C, I	Site design, Transportation	Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.	O, P, GHG
C, I	Site design, Transportation	Provide employee lockers and showers. One shower and 5 lockers for every 25 employees are recommended.	O, P, GHG
C, I	Site design, Transportation	Parking space reduction to promote bicycle, walking and transit use.	O, P, GHG
R	Site design	Tract maps resulting in parcels of one-half acre or less shall orient at least 75% of all lot lines to create easy due south orientation of future structures.	GHG
R	Site design	Trusses for south-facing portions of roofs shall be designed to handle dead weight loads of standard solar-heated water and photovoltaic panels. Roof design shall include sufficient south-facing roof surface, based on structures size and use, to accommodate adequate solar panels. For south facing roof pitches, the closest standard roof pitch to the ideal average solar exposure shall be used.	O, GHG
R, C, I	Energy efficiency	Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double counted. <b>Title 24 2008</b>	O, GHG
R, C, I	Energy efficiency	Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer. <sup>5</sup>	O, GHG
R, C, I	Energy efficiency	Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.	O, DPM, GHG
R, C, I	Energy efficiency	Install high efficiency heating and cooling systems.	O GHG
R, C, I	Energy efficiency	Orient 75 percent or more of homes and/or buildings to be aligned north / south to reduce energy used to cool buildings in summer.	O GHG
R, C, I	Energy efficiency	Design building to include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design).	O, GHG
R, C, I	Energy efficiency	Utilize high efficiency gas or solar water heaters.	O, P, GHG
R, C, I	Energy efficiency	Utilize built-in energy efficient appliances (i.e. Energy Star <sup>®</sup> ).	O, P, GHG
R, C, I	Energy efficiency	Utilize double-paned windows.	O, P, GHG
R, C, I	Energy efficiency	Utilize low energy street lights (i.e. sodium). <b>LED</b>	O, P, GHG
R, C, I	Energy efficiency	Utilize energy efficient interior lighting.	O, P, GHG
R, C, I	Energy efficiency	Utilize low energy traffic signals (i.e. light emitting diode).	O, P, GHG
R, C, I	Energy efficiency	Install door sweeps and weather stripping (if more efficient doors and windows are not available).	O, P, GHG
R, C, I	Energy efficiency	Install energy-reducing programmable thermostats.	O, P, GHG
R, C, I	Energy efficiency	Participate in and implement available energy-efficient rebate programs including air conditioning, gas heating, refrigeration, and lighting programs. <b>Savings by Design</b>	O, P, GHG

<sup>5</sup> Trees must be maintained for the life of the project

<p><b>LAND USE</b> Residential (R) Commercial (C) Industrial (I)</p>	<p><b>Measure Type</b></p>	<p><b>MITIGATION MEASURE</b></p>	<p><b>POLLUTANT REDUCED</b> Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)</p>
R, C, I	Energy efficiency	Use roofing material with a solar reflectance values meeting the EPA/DOE Energy Star <sup>®</sup> rating to reduce summer cooling needs.	O, P, GHG
R, C, I	Energy efficiency	Utilize onsite renewable energy systems (e.g., solar, wind, geothermal, low-impact hydro, biomass and bio-gas).	O, P, GHG
R, C, I	Energy efficiency	Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.	O, GHG
R, C, I	Energy efficiency	Provide and require the use of battery powered or electric landscape maintenance equipment for new development.	O, GHG
C, I	Energy efficiency	Use clean engine technologies (e.g., alternative fuel, electrification) engines that are not subject to regulations.	O, DPM, GHG
R, C, I	Transportation	Provide and maintain a kiosk displaying transportation information in a prominent area accessible to employees and patrons.	O, P, GHG
R, C, I	Transportation	Develop recreational facility (e.g., parks, gym, pool, etc.) within one-quarter of a mile from site.	O, P, GHG
R, C, I	Transportation	If the project is located on an established transit route, provide improved public transit amenities (i.e., covered transit turnouts, direct pedestrian access, covered bench, smart signage, route information displays, lighting etc.).	O, P, GHG
R, C, I	Transportation	Project provides a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.	O, P, GHG
R, C, I	Transportation	Provide electrical charging station for electric vehicles.	O, P, GHG
R, C, I	Transportation	Provide neighborhood electric vehicles / car share program for the development.	O, P, GHG
R, C, I	Transportation	Provide bicycle-share program for development.	O, P, GHG
R, C, I	Transportation	Provide preferential parking / no parking fee for alternative fueled vehicles or vanpools.	O, P, GHG
R, C, I	Transportation	Provide bicycle lockers for existing 'Park and Ride' lots where absent or insufficient.	O, P, GHG
R, C, I	Transportation	Provide vanpool, shuttle, mini bus service (alternative fueled preferred).	O, P, DPM, GHG
C, I	Transportation	Provide secure on-site bicycle indoor storage, lockers, or racks.	O, P, GHG
C, I	Transportation	For large developments, provide day care facility on site.	O, P, GHG
C, I	Transportation	Provide on-site bicycle parking both short term (racks) and long term (lockers, or a locked room with standard racks and access limited to bicyclist only) to meet peak season maximum demand. One bike rack space per 10 vehicle/employee space is recommended.	O, P, GHG
C, I	Transportation	On-site eating, refrigeration and food vending facilities	O, P, GHG
C, I	Transportation	Implement a Transportation Choice Program to reduce employee commute trips. The applicant shall work with Rideshare for free consulting services on how to start and maintain a program.	O, P, GHG
C, I	Transportation	Provide incentives (e.g., bus pass, "Lucky Bucks", etc.) to employees to carpool/vanpool, take public transportation, telecommute, walk bike, etc.	O, P, GHG
C, I	Transportation	Implement compressed work schedules (i.e., 9-80s or 4-10s).	O, P, GHG
C, I	Transportation	Implement a telecommuting program.	O, P, GHG
C, I	Transportation	Implement a lunchtime shuttle to reduce single occupant vehicle trips.	O, P, GHG



<b>LAND USE</b> Residential (R) Commercial (C) Industrial (I)	<b>Measure Type</b>	<b>MITIGATION MEASURE</b>	<b>POLLUTANT REDUCED</b> Ozone (O) Particulate (P) Diesel Particulate Matter (DPM) Greenhouse Gas (GHG)
C, I	Transportation	Include teleconferencing capabilities, such as web cams or satellite linkage, which will allow employees to attend meetings remotely without requiring them to travel out of the area.	O, P, DPM, GHG
C, I	Transportation	If the development is or contains a grocery store or large retail facility, provide customers home delivery service in clean fueled vehicles	O, P, DPM, GHG
C, I	Transportation	At community event centers (i.e., amphitheaters, theaters, and stadiums) provide valet bicycle parking.	O, P, GHG
C, I	Transportation	Implement a "No Idling" program for heavy-duty diesel vehicles, which includes signage, citations, etc.	DPM, GHG
C, I	Transportation	Develop satellite work sites.	O, GHG
C, I	Transportation	Require the installation of electrical hookups at loading docks and the connection of trucks equipped with electrical hookups to eliminate the need to operate diesel-powered TRUs at the loading docks.	DPM, GHG
C, I	Transportation	If not required by other regulations (ARB's on-road or off-road diesel), restrict operation to trucks with 2007 model year engines or newer trucks.	O, DPM, GHG
C, I	Transportation	If not required by other regulations (ARB's on-road or off-road diesel), require or provide incentives to use diesel particulate filters for truck engines.	DPM
R	Transportation	Provide storage space in garage for bicycle and bicycle trailers, or covered racks / lockers to service the residential units.	O, P, GHG
R	Transportation	Provide free-access telework terminals and/or wi-fi access in multi-family projects.	O, P, GHG
C	Transportation	Develop core commercial areas within 1/4 to 1/2 miles of residential housing or industrial areas.	O, P, GHG

### 3.8.3 Off-Site Mitigation

Operational phase emissions from large development projects that cannot be adequately mitigated with on-site mitigation measures alone will require off-site mitigation in order to reduce air quality impacts to a level of insignificance if emissions cannot be adequately mitigated with on-site mitigation measures alone. Whenever off-site mitigation measures are deemed necessary, it is important that the developer, lead agency and APCD work together to develop and implement the measures to ensure successful outcome. This work should begin at least six months prior to issuance of occupancy permits for the project.

The first step in determining whether off-site mitigation is required is to compare the estimated operational phase emissions to the APCD significance thresholds. If the sum of ROG + NO<sub>x</sub> emissions exceeds 25 tons/year, off-site mitigation will be required. Off-site mitigation may also be required for development projects where emissions exceed the 25 lb/day threshold. Examples of projects potentially subject to off-site mitigation include rural subdivisions, drive-through facilities and commercial development located far from the urban core.

If off-site mitigation is required, potential off-site mitigation measures may be proposed and implemented by the project proponent following APCD approval of the appropriateness and effectiveness of the proposed measure(s). Alternatively, the project proponent can pay a mitigation fee based on the amount

## Appendix D-2

This replicates the project checklist from the Paso Robles Climate Action Plan. It includes highlights and comments on how the project is designed to achieve the GHG reduction objective.

**B. CAP COMPLIANCE WORKSHEET**

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
<b>Energy</b>				
<b>Measure E-4:</b> Incentives for Exceeding Title 24 Energy Efficiency Building Standards	Does the project exceed 2013 Title 24 Building Energy Efficiency Standards?	Voluntary	Yes	High performance envelope, glazing and shading; high efficiency lighting and HVAC, exceeding the 2013 Title 24 Standards
<b>Measure E-5:</b> Energy Efficient Public Realm Lighting Requirements	Does the project utilize high efficiency lights in parking lots, streets, and other public areas?	Mandatory	Yes	LED exter. lighting
<b>Measure E-6:</b> Small-Scale On-Site Solar PV Incentive Program	Does the project include installation of small-scale on-site solar PV systems and/or solar hot water heaters? If so, what type and how much renewable energy would be generated?	Voluntary	Yes	Roof-top PV system, 50 - 60 kW
<b>Measure E-7:</b> Income-Qualified Solar PV Program	Does the project include installation of small-scale on-site solar PV systems and/or solar hot water heaters on income-qualified housing units? If so, what type and how much renewable energy would be generated?	Voluntary	Not applicable	
<b>Transportation and Land Use</b>				
<b>Measure TL-1:</b> Bicycle Network	For subdivisions and large developments, does the project incorporate bicycle lanes, routes, and/or shared-use paths into street systems to provide a continuous network of routes, facilitated with	Mandatory	Yes	Rental bikes available. Site is at Regional Transit Center and intersection of two bike-ways (one proposed Class 2)

**APPENDIX C**

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
	markings, signage, and bicycle parking? For non-residential development, does the project comply with mandatory California Green Building Standards Code bicycle parking standards? Does the project incorporate bicycle facilities and/or amenities beyond those required?	Mandatory	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Bike racks for guests; secure bike storage for employees
<b>Measure TL-2:</b> Pedestrian Network	Does the project provide a pedestrian access network that internally links all uses and connects all existing or planned external streets and pedestrian facilities contiguous with the project site? Does project minimize barriers to pedestrian access and interconnectivity? Does the project implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)?	Mandatory	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Showers and changing areas for employees  <input type="checkbox"/> Pedestrian promenade bisects project, linking all internal uses with connections to adjacent streets.
	Does the project incorporate pedestrian facilities and/or amenities beyond those required?	Mandatory	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Retail area serves as pedestrian through-way  <input type="checkbox"/> Provides pedestrian connectivity by marked crosswalks. Sidewalk widened along Pine Street.
	Does the project incorporate pedestrian facilities and/or amenities beyond those required?	Voluntary	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Pedestrian promenade with public seating areas

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
<b>Measure TL-3:</b> Expand Transit Network	Does the project provide safe and convenient access to public transit within and/or contiguous to the project area?	Mandatory	<input type="checkbox"/> Yes	Sidewalk to Paso Robles Transit Center and other transit stops
<b>Measure TL-6:</b> Parking Supply Management	Does the project include a reduced number of parking spaces or utilize shared parking?	Voluntary	<input type="checkbox"/> Yes	Project with PAC includes shared parking serving other downtown businesses.
<b>Measure TL-7:</b> Electric Vehicle Network and Alternative Fueling Stations	Does the project include the installation of electric or other alternative fueling stations?	Voluntary	<input type="checkbox"/> Yes	Charging stations at hotel/restaurant. Two initial stations, expanding with electric car fleet
<b>Measure TL-8:</b> Infill Development	Is the project consistent with the City's land use and zoning code? Does the project include any "smart growth" techniques, such as mixed-use, higher density, and/or infill development near existing or planned transit routes, in existing community centers/downtowns, and/or in other designated areas?	Mandatory Voluntary	<input type="checkbox"/> Yes <input type="checkbox"/> Yes	Zoning is TC-1, Town Center Commercial, permitting the proposed uses. Adjacent to Paso Robles Transit Center and AMTRAK
<b>Off-Road</b>				
<b>Measure O-1:</b> Equipment Upgrades, Retrofits, and Replacements	If the project involves construction or demolition, does equipment utilize low- or zero-emissions vehicles or equipment?	Voluntary	<input type="checkbox"/> Yes	Contractor required to use off-road fleet exceeding state average by 10%.
<b>Water</b>				
<b>Measure W-1:</b> Exceed SB X7-7 (Water Conservation Act of 2009), Water Conservation Target	Does the project meet CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation? Does the project incorporate grey	Mandatory Voluntary	<input type="checkbox"/> Yes <input type="checkbox"/> Yes	Irrigation and plumbing meet or surpass CAL Green Graywater re-use from laundry and/or shower water, for re-use in toilets, cooling tower and/or irrigation

**APPENDIX C**

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
<b>Solid Waste</b>				
<b>Measure S-1: Solid Waste Diversion Rate</b>	water or recycled water infrastructure?			
	If the project involves construction or demolition, will the contractor divert 65 percent of non-hazardous construction or demolition debris?	Mandatory	Yes <input type="checkbox"/>	Contractor will divert at least 75% of construction waste
	Does the project provide receptacles for the collection of organic waste?	Voluntary	Yes <input type="checkbox"/>	Waste collection will be sorted for recycling and organic waste
<b>Tree Planting</b>	Does the project include composting facilities?	Voluntary	Under consideration	Currently reviewing local resources for taking in compost for the life of the project.
	Does the project include the planting of native and drought-tolerant trees beyond those required as mitigation for tree removal? If so, how many?	Mandatory	Yes <input type="checkbox"/>	Oak trees retained on site; new native trees, as shown on plans

\*Please attach additional pages as needed to complete the description and provide project details.

### Appendix D-3

This is a copy of the US Green Building Council scoring sheet indicating the project's compliance with the standards for LEED certification.



# LEED 2009 for New Construction and Major Renovations

## Project Checklist

Pine St. Promenade  
4/25/2014

20	2	4	Y	?	N	Possible Points: 26
Y						Construction Activity Pollution Prevention
1						Credit 1 Site Selection 1
5						Credit 2 Development Density and Community Connectivity 5
						Credit 3 Brownfield Redevelopment 1
6						Credit 4.1 Alternative Transportation—Public Transportation Access 6
1						Credit 4.2 Alternative Transportation—Bicycle Storage and Changing Rooms 1
3						Credit 4.3 Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles 3
2						Credit 4.4 Alternative Transportation—Parking Capacity 2
						Credit 5.1 Site Development—Protect or Restore Habitat 1
1						Credit 5.2 Site Development—Maximize Open Space 1
						Credit 6.1 Stormwater Design—Quantity Control 1
1						Credit 6.2 Stormwater Design—Quality Control 1
1						Credit 7.1 Heat Island Effect—Non-Roof 1
1						Credit 7.2 Heat Island Effect—Roof 1
						Credit 8 Light Pollution Reduction 1

4	6	Y	?	N	Possible Points: 10
Y					Water Efficiency
2	2				Prireq 1 Water Use Reduction—20% Reduction 2 to 4
2	2				Credit 1 Water Efficient Landscaping 2
2	2				Credit 2 Innovative Wastewater Technologies 2 to 4
					Credit 3 Water Use Reduction 2

8	15	12	Y	?	N	Possible Points: 35
Y						Energy and Atmosphere
Y						Prireq 1 Fundamental Commissioning of Building Energy Systems
Y						Prireq 2 Minimum Energy Performance
4	8	7				Prireq 3 Fundamental Refrigerant Management 1 to 19
2	2	3				Credit 1 Optimize Energy Performance 1 to 7
2						Credit 2 On-Site Renewable Energy 2
						Credit 3 Enhanced Commissioning 2
						Credit 4 Enhanced Refrigerant Management 2
						Credit 5 Measurement and Verification 3
						Credit 6 Green Power 2

4	2	8	Y	?	N	Possible Points: 14
Y						Materials and Resources
						Prireq 1 Storage and Collection of Recyclables
3						Credit 1.1 Building Reuse—Maintain Existing Walls, Floors, and Roof 1 to 3
1						Credit 1.2 Building Reuse—Maintain 50% of Interior Non-Structural Elements 1
2						Credit 2 Construction Waste Management 1 to 2
						Credit 3 Materials Reuse 1 to 2

1	1	Y	?	N	Possible Points: 15
Y					Materials and Resources, Continued
1					Credit 4 Recycled Content 1 to 2
1					Credit 5 Regional Materials 1 to 2
					Credit 6 Rapidly Renewable Materials 1
					Credit 7 Certified Wood 1

7	4	4	Y	?	N	Possible Points: 15
Y						Indoor Environmental Quality
Y						Prireq 1 Minimum Indoor Air Quality Performance
1						Prireq 2 Environmental Tobacco Smoke (ETS) Control
						Credit 1 Outdoor Air Delivery Monitoring 1
						Credit 2 Increased Ventilation 1
						Credit 3.1 Construction IAQ Management Plan—During Construction 1
						Credit 3.2 Construction IAQ Management Plan—Before Occupancy 1
						Credit 4.1 Low-Emitting Materials—Adhesives and Sealants 1
						Credit 4.2 Low-Emitting Materials—Paints and Coatings 1
						Credit 4.3 Low-Emitting Materials—Flooring Systems 1
						Credit 4.4 Low-Emitting Materials—Composite Wood and Agrifiber Products 1
						Credit 5 Indoor Chemical and Pollutant Source Control 1
						Credit 6.1 Controllability of Systems—Lighting 1
						Credit 6.2 Controllability of Systems—Thermal Comfort 1
						Credit 7.1 Thermal Comfort—Design 1
						Credit 7.2 Thermal Comfort—Verification 1
						Credit 8.1 Daylight and Views—Daylight 1
						Credit 8.2 Daylight and Views—Views 1

4	2	Y	?	N	Possible Points: 6
Y					Innovation and Design Process
1					Credit 1.1 Innovation in Design: Green Cleaning 1
1					Credit 1.2 Innovation in Design: Solid Waste Management 1
1					Credit 1.3 Innovation in Design: Water Use Reduction - Laundry Water 1
1					Credit 1.4 Innovation in Design: TBD 1
1					Credit 1.5 Innovation in Design: TBD 1
					Credit 2 LEED Accredited Professional 1

3	1	Y	?	N	Possible Points: 4
Y					Regional Priority Credits
					Credit 1.1 Regional Priority: WEC1 1
					Credit 1.2 Regional Priority: EAC1, 12% 1
					Credit 1.3 Regional Priority: EAC3 1
					Credit 1.4 Regional Priority: WEC2 1

50	32	28	Total	Possible Points: 110
				Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110





**SOLID OAK**  
TREE MANAGEMENT  
P.O. BOX 13521, SLO CA 93406  
805-544-7544

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JUN 02 2014

City of Paso Robles  
Community Development Dept.

**TO: THE CITY OF PASO DE LOS ROBLES**

**FROM: JEREMY LOWNEY, CERTIFIED ARBORIST #3718**

**DATE: MAY 19, 2014**

**REGARDING: PINE STREET PROMENADE - OAK TREE PROTECTION PLAN**

**INTRODUCTION:**

This report provides an inventory and oak tree protection plan for existing trees at the proposed Pine Street Promenade at Pine and 10<sup>th</sup> Street in Paso Robles. The report identifies **six existing oak trees** (greater than 6" DBH) within the project work zone and the City street tree medians. **There are no oak trees proposed for removal.**

**DESCRIPTION:**

The owners of the property, Hodge Company, Steven Puglisis Architects Inc., and Firma Landscape Architects have taken extra precautions to protect the six oak trees located within this project boundary. The design carefully incorporates landscaping that is beneficial to the oak trees such as pervious hardscapes, and avoids the critical root zone as much as possible. It is very important to note that there are pre-existing impacts to the oak trees that are also going to be reduced by this design and are discussed in detail below. The oaks are incorporated into the landscape plan to add aesthetic and environmental values to the property design, and intend to protect the integrity of the trees wherever possible.

**Attachement 5**  
Arborist Report  
PD 14-001  
(Promenade)

The plans for the Restaurant and Hotel Complex do encroach within the Critical Root Zone as defined by the City of Paso Robles (1 foot radius distance from the center of the trunk for every inch in DBH). However, the structures, utilities, and grading are designed to stay outside of the driplines (which is considered the Critical Root Zone in many localities) by 90% or more. The design will not significantly damage the root systems of the oaks – allowing them to remain healthy.

Management guidelines are provided in this report that will maintain the health and integrity of the trees during and after the construction process (given there are no construction accidents or abnormalities that would cause impacts to the oaks).

### **PREVIOUS OAK TREE STUDY:**

**All of the oaks on this property have pre-existing impacts and stresses on them. All of the oaks have pavement or concrete, streets and parking lots, and compacted fill over the root systems.**

Last year, a low-impact tree root excavation was performed on the two large central oaks in order to determine the health and extent of roots at the root collar, and also at 12 feet away from the tree trunks, in order to determine the impacts from the pre-existing conditions. This is helpful to determine the long-term viability of the oaks.

**History:** More than 30 years ago this property was owned by Hayward Lumber Company. According to Darren Nash, the parking lot and wood yard (center of the property surrounding the oaks) was paved up to the trunks of the trees (based upon aerial photographs from 1981). It is certain that the Critical Root Zones (CRZ) of these large Valley Oaks (*Quercus lobata*) had compacted base and asphalt paving over the top for more than 30 years of their life. The oaks appear to less than 80 years old. Mike Hodge (and owners) had the asphalt cut away to expose part of this CRZ so that we could conduct a study to examine the root system. In the picture

below, you can see that we also removed a significant amount of fill (decomposed granite) that was piled up against the trunks of the trees (6" deep in some places) and was compacted over the root zones. By removing 10+ cubic yards of this compacted low-quality fill, it helped to free up the trees for available oxygen and moisture.





Our determination: Despite the poor rooting conditions, the tree roots are very healthy and vigorous with extensive root systems in the native, well-drained porous soil. As you can see in the picture (left), the roots at 12 feet from the trunk are healthy and sound just below the fill soil (extensive feeder roots) and anchoring/feeding roots at 16" below the native surface. Surprisingly, we did not find any root decay.

Following the root excavation, the trenches were filled, the root zones were brought back to their natural soil types and levels, and some mulch was added to reduce moisture loss.

The trunks of the trees had scars on them with some minimal decay – most likely caused by lumber trucks backing into them (they are both at bumper height), tractors, or other mechanical damage.

This information was very helpful in that it proves several points:

1. That the root systems under these oaks are very healthy and vigorous even under poor rooting conditions.
2. That the root systems are extensive, deep, and provide good stability to the trees.
3. That the soil substrate is a well-drained matrix that allows for healthy root development even under a poor top-layer of asphalt.
4. That DG base material and asphalt need to be removed from the CRZ in order to free up oxygen and water availability.

### **Conclusions:**

The trees are safe, healthy, and worth protecting to add to the long-term aesthetics of the property. As part of this development, the asphalt coverings and base material are to be removed and replaced with native soil or amended soil to improve the health and rooting environment for the oaks. The landscape plan will incorporate pervious coverings and use mulch or rock within the Critical Root Zones to enhance the health and survival of the trees.

## **ENCROACHMENT WITHIN THE CRZ:**

Parts of the project show the buildings and hardscapes within the CRZ as defined by the City of Paso Robles. This amounts to less than 20% root loss to any of the oak trees. This is not significant and should not be considered a significant impact to the trees as long as tree protection measures are adhered. In addition, as a result of the previous study done to determine the health and condition of the root systems, it is my conclusion that the oaks can withstand some root loss from this project, given that the majority of the root environment will remain undisturbed and even enhanced by the new landscape plan.

By removing the existing asphalt and compacted base over the top of the roots – especially on trees #5 and #6, the trees will actually have a more healthy rooting environment.

Trees #1-4 already have **pre-existing** concrete and asphalt coverings over their root systems. By removing and replacing the curbs and sidewalks over these trees, there will be little impacts to the roots aside from what they suffer currently. In other words, the net change or impact is nearly zero.

To my understanding, trenching for all underground utilities and drainage will be done outside of the CRZ of the trees.

## **TREE PROTECTION MEASURES:**

**Trees #1-4** are Valley Oaks and Coast Live Oaks that are planted in or along the street tree medians. Tree #1 is located on the North end along 10<sup>th</sup> Street. Trees #2-4 are located along Pine Street. These trees have pre-existing stresses to their rooting environments such as asphalt or concrete coverings as well as compacted base. These hardscapes are to be removed and replaced with new sidewalks, curbs, gutters, streets pavement, etc...

It is my recommendation that the demolition process be done using low-impact tractors such as a rubber-tracked skidsteer with a breaker to reduce compaction and disturbance in the CRZ of these oaks.

Existing compacted fill should remain in place wherever possible to protect surface roots, and new base to be added and compacted without trenching or excavation.

Trenching for curbs or utilities within the CRZ is to be done by hand wherever possible. Damaged roots are to be cut with a reciprocating saw to clean up torn or damaged roots to improve the healing process and compartmentalization of decay.

All will require Delineation fencing or protection fencing (orange construction fencing with t-posts supporting the fencing every 8 feet) at or near the CRZ on the project side to keep equipment and materials out of the root zones and to protect trees from accidental damages. All washing by contractors should be done outside of the root zones.

**Tree #5 & #6** are Valley Oaks which require special protection. These two trees are 36” and 32” in diameter respectively, and are the two which were studied for rooting health described on the previous page.

Prior to construction the asphalt and compacted base are to be removed from the CRZ. This needs to be done very carefully so as not to damage the surface roots.

During construction the trees are to be “trunk wrapped” with chain link fencing with 2x4x8 lumber stood vertically around the circumference of the tree trunks to protect them from equipment and materials during grading and construction. It is also advised that the drip lines remain undisturbed as much as possible during grading and foundation work. Trenching for utilities should be outside of this zone as well. Any roots encountered are to be cut cleanly with a reciprocating saw – not torn or frayed. Hand-digging is required at all times when working within the drip-lines. Delineation fencing is to be placed securely at the dripline or edge of construction and remain in place during the project. Monitoring by a certified arborist is required during any excavation in this zone.

Pervious surfaces and coverings such as mulch or rock, without sprinkler irrigation, are to be placed within the CRZ.

Trenching for curbs or utilities within the CRZ is to be done by hand wherever possible. Damaged roots are to be cut with a reciprocating saw to clean up torn or damaged roots to improve the healing process and compartmentalization of decay.

All will require Delineation fencing or protection fencing (orange construction fencing with t-posts supporting the fencing every 8 feet) at or near the dripline on the project side to keep equipment and materials out of the root zones and to protect trees from accidental damages. All washing by contractors should be done outside of the root zones of all trees.

All of the oaks require regular pruning to reduce end-weight for safety due to their size and age. Pruning them at least every 5 years is encouraged.

#### **MITIGATION:**

1. All existing oaks are to be protected according to the measures above.
2. Monitoring during the major grading or trenching within the CRZ of the oaks by a certified arborist is required.
3. Numerous trees are to be planted in the new landscape plan that will continue to add oak trees to the City of Paso Robles.
4. A Tree Preservation Security based upon the Appraised value of the oaks is not necessary in my opinion.

**TREE INVENTORY:**

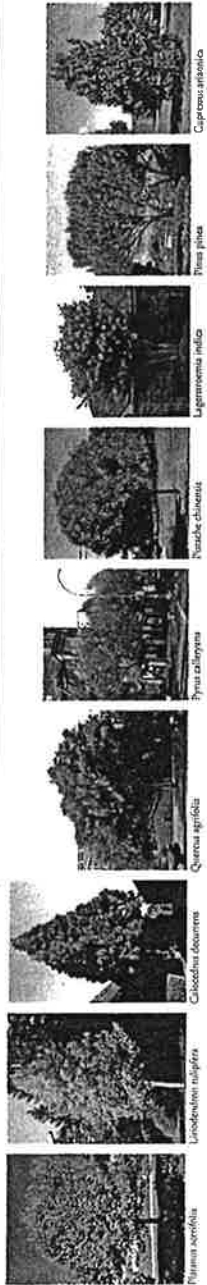
Attached is an inventory of the 6 oaks on the property (over 6" DBH), as well as a map (provided by Firma Landscape Architects) showing the Critical Root Zones (CRZ). The inventory identifies the trees by number (corresponding to the attached map), common name, species, diameter, current condition, monitoring, and tree protection for each tree.

The location of each tree on the **Encroachment map provided** corresponds to the number in the inventory spreadsheet below.

Oak Tree Inventory Pine x 10th Street, Paso Robles								
Tree #	Common Name	Genus Species	DBH (inches)	CRZ (ft.)	Current Condition	Removal	Monitoring	Tree Protection
1	Valley oak	<i>Quercus lobata</i>	40	40	Senescent. Heavy over 10th Street. May need pruning. Roots covered.	No	Yes	Delineation fencing and trunk wrap
2	Coast live oak	<i>Quercus agrifolia</i>	14	14	Good, need structure pruning. Roots covered.	No	No	Delineation fencing at drip line. See map
3	Valley oak	<i>Quercus lobata</i>	36	36	Good, need structure pruning. Roots covered.	No	Yes	Delineation fencing and trunk wrap
4	Valley oak	<i>Quercus lobata</i>	18	18	Good, need structure pruning. Has grown over old chain- link fence stuck in tree. Roots covered.	No	No	Delineation fencing at drip line. See map
5	Valley oak	<i>Quercus lobata</i>	36	36	Good, need structure pruning. Roots partially covered.	No	Yes	Delineation fencing and trunk wrap
6	Valley oak	<i>Quercus lobata</i>	32	32	Good, need structure pruning. Roots partially covered.	No	Yes	Delineation fencing and trunk wrap
<p>Trunk Wrap = Wrap the trunks of the trees with chain link fencing and vertical 2x4x8 lumber spaced 1' apart around the trunk of the tree to prevent damage.</p> <p>Delineation Fencing = Orange construction fencing with t-posts every 8 feet, securely attached with zip ties, at the CRZ or allowed distance from each tree.</p> <p><b>Mitigation: See landscape plan for numerous trees to be planted in the design. Monitoring required by a Certified Arborist while working near oaks during construction.</b></p>								

# PINE STREET PROMENADE LLC

944 PINE STREET EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK DEBBIE LORENZ



Capriana arborescens

Pinus pinus

Leguminosia indigo

Yucca elaeagnifolia

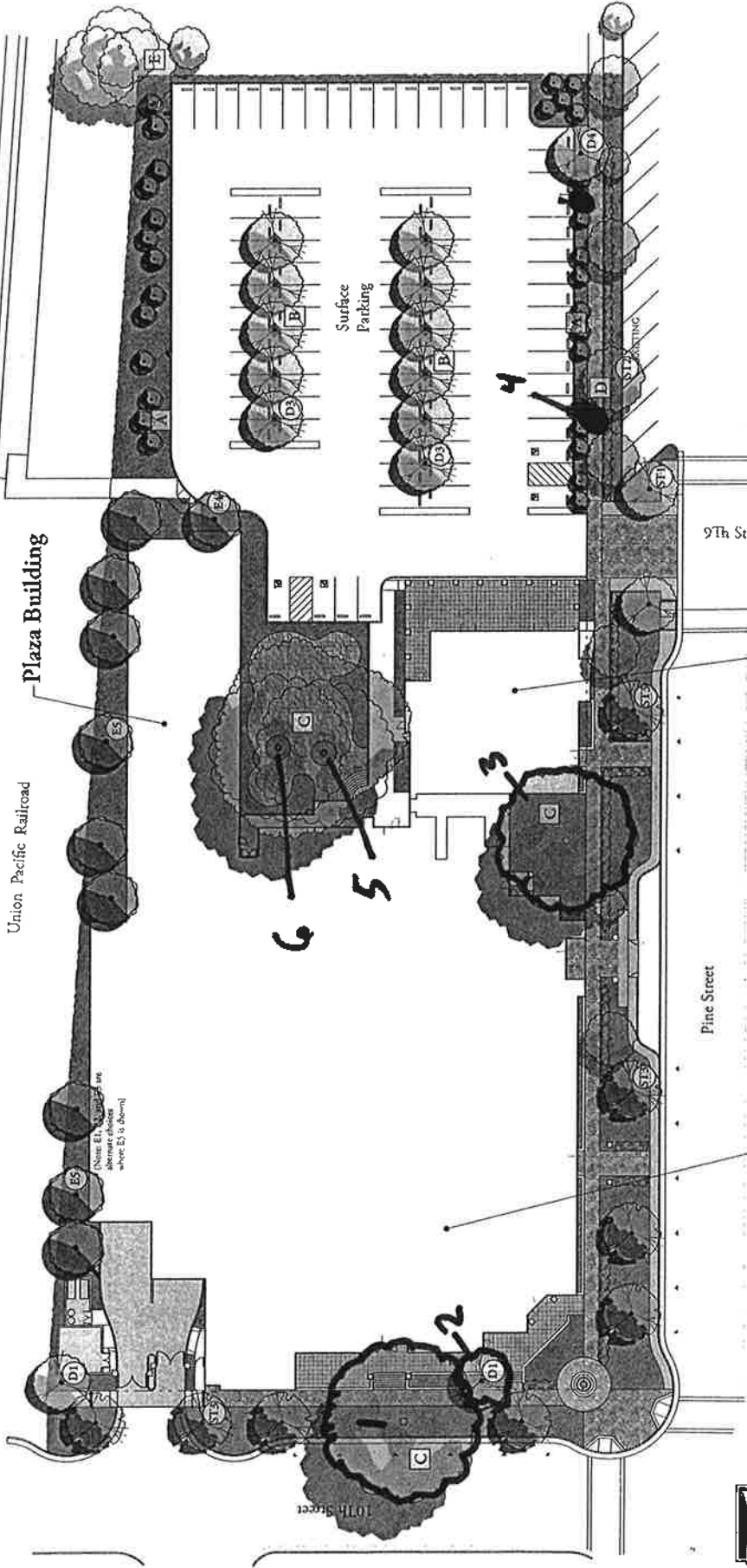
Pinus californica

Quercus agrifolia

Chamaecyparis californica

Podocarpus nelsonii

Pinus ponderosa



- Notes
- A Screen double trevaglians; 5 gallon size
  - B Medium sized, bushy tree in "dramatic" planter; trees shall be transplanted within project in phase 2
  - C Existing oak trees to remain
  - D Existing street trees to remain (London plane)
  - E Existing trees to be replaced



PHASE ONE LANDSCAPE PLAN

See Phase 2 Landscape Plan, Sheet P3.3, for plant list.

P1.4

## **GENERAL TREE PROTECTION RECOMMENDATIONS:**

### **Avoidance of Mechanical Damage**

1. Fence off root zones to the edge of the dripline or CRZ wherever possible.
2. Fence to the edge of the foundation system (or other feature) whenever placement at the dripline is not possible.

### **Root Cutting**

3. Footings and trenches should be dug by hand where possible when encountering a high volume of roots.
4. If possible, do trenching during dormant periods (winter) while trees are less active.
5. When cutting roots over 1" in diameter, cut them cleanly with a hand saw or reciprocating saw, and not ripping or tearing them. Wherever possible, dig them out by hand and keep them wet while uncovered, then quickly cover after root pruning. This will help promote the healing process and close wounds quicker to avoid harmful fungus and insects. Wound dressings may be helpful to avoid fungal infection and moisture loss.

### **Soil Compaction**

6. Keep fill soil away from root zones by using retaining walls.
7. In cut areas install retaining walls to retain soil around the root ball.
8. Delineate places for equipment, supplies, etc. to be stored, piled, or parked away from tree drip lines.
9. Excess soil and rock should be disposed outside of rooted areas. Never add fill over root systems. Altering the oxygen levels in soil decreases tree respiration and causes root decay.

### **Tree Pruning and Removal**

10. Pruning of fringe trees should be done by a licensed certified arborist.  
Suggested pruning: deadwood and hazard limb removal only. Leave the trees as natural as possible. Pruning cuts should be made outside the branch bark collar to promote quick healing of cuts.
11. Large or numerous cuts will stress a tree and often lead to insect attack.
12. Prune trees to compensate for root loss as needed. Additional water may also be necessary for heavily impacted trees.
13. Trees in cut areas should be removed if more than 40% of the root system will be disturbed.
14. Precaution! Severing of anchoring buttress roots can cause a tree to uproot and fail.



If you have any questions please feel free to contact me. Thank you.

**Jeremy Lowney 431-0708 (cell)**

**QUALIFICATIONS:**

Certified Arborist WC-3718

Sole Proprietor - Solid Oak Tree Management since 1998

California State Landscape and Tree Service Contractor (C27) #757086

Faculty, Cal Poly University, San Luis Obispo. Teacher of Urban Forestry, Department of Forestry and Natural Resource Management

Former Hazardous Tree Inspector, San Luis Obispo County Department of Planning & Building

Certificates in Tree Risk Management and Lawsuit Prevention, Tree Appraising and Writing

Technical Reports, UC Riverside Extension

Bachelors of Science in Forestry and Natural Resource Management, Cal Poly, SLO 1997



100 Cross Street, Suite 204  
San Luis Obispo, CA 93401  
(805) 235-6355

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MAY 22 2014

City of Paso Robles  
Community Development Dept.

## Pine Street Promenade, Paso Robles Water Conservation Analysis

May 16, 2014

### Introduction

This project is a new construction hotel development with a conference center and retail space located in downtown Paso Robles, CA. The intent of this analysis is to identify and provide a preliminary assessment of opportunities for water conservation for the building and site. The future performing arts center is not included in the analysis.

This initial analysis outlines different water savings options as well as quantifies water saving strategies. The project can achieve water savings through a combination of water conserving fixtures, efficient landscape and irrigation, and use of gray water and/or rainwater catchment.

The water-saving strategies in this report are:

1. Water Conserving fixtures
2. Water Conserving Landscape
3. High efficiency washing equipment
4. Recycling Laundry Water
5. Rainwater Catchment
6. Graywater use for landscape
7. Graywater use for cooling tower
8. Graywater use for indoor plumbing

### Assumptions

In order to quantify the annual water use, we made certain assumptions, based on the drawings and discussion with the project team. For indoor water use (not including the Phase II PAC), we made the following assumptions for occupants, *average per day*:

- Employees: 58 full-time equivalent (FTE)
- Hotel guests: 82
- Restaurant customers or other visitors: 485
- Retail customers: 250
- Restaurant/café seating: 200 seats, 480 meals served (80%, 3 turn-overs)

### Strategies

The following strategies include a description, water savings, and an 'order-of-magnitude' cost – low (\$), medium (\$\$) and high (\$\$\$).

[www.inbalancegreen.com](http://www.inbalancegreen.com)

**Strategy 1: Water Conserving Fixtures**

The California standard for indoor water use is already 20% below baseline, but ultra low-flow fixtures can further reduce water use. In addition, low-flow showers and lavatories decrease hot water demand.

Flow Fixtures	GPM Standard	GPM Proposed
Lavatory	.5	0.4
Lavatory - Residence	2.2	1.0
Sink	2.2	1.5
Shower - Residence	2.2	2.0
Shower - Commercial	2.5	1.8

Flush Fixtures	GPF Standard	GPF Proposed
Urinal	1	0.125
Toilet	1.6	1.28

Water Saved: 30% better than “standard” indoor use, or 440,000 gallons/year  
(10% better than CA Green Building Code, or 150,000 gallons per year)  
Cost: Negligible, if any

**Strategy 2: Water Conserving Landscape**

The landscape has been designed by Firma Landscape Architecture to include drought-tolerant and adapted species, as well as high-efficiency irrigation, reducing the water needed for irrigation.

Water Saved: 50% better than baseline irrigation use, or 170,000 gallons per year.  
Cost: \$

**Strategy 3: High efficiency washing equipment**

As laundry will be done onsite, there will be considerable water use for laundry. Although ozone washing machines have a somewhat higher first-cost, they use less water and less hot water. In addition, there is no need for bleach with ozone washers, and high-efficiency washing machines reduce dryer demand as well.

Water saved: 16% over standard washing machines, or 200,000 gallons/year  
Cost: \$

**Strategy 4: Laundry Reclamation**

A laundry water reclamation system will reduce the overall water demand by reusing 70% of the water from the wash cycle. The recycling unit is approximately 8’ deep x 10’ wide x 8’ high.

Water Saved: 70% of input water, or 740,000 gallons/year  
Cost: \$\$\$

**Strategy 5: Rainwater Catchment**

Firma Landscape has estimated that the irrigation will use 170,000 gallons per year. Using 28,000 sq ft of roof catchment area would produce 50,000 gallons of rainwater per year, covering almost 1/3 of the irrigation demand. A 50,000 gallon cistern would take up a volume approximately the size currently shown on the plans. Rainwater catchment also helps with storm water management

Water Saved: 30% of irrigation demand, or 50,000 gallons/year  
 Cost: \$\$

**Graywater**

The following three strategies involve capturing some or all of the graywater from showers and bathroom lavatories for re-use. Graywater collection would involve dual plumbing the waste water drains and some low level of treatment of the waste water, depending on the end use.

Treatment for graywater can be a mechanical filtration and treatment system, similar to the laundry re-use system, but less intense. Another treatment option could include organic treatment through a "living machine" system of rocks and plants. This living machine could bring a notable eco-conscience presence to the hotel, providing a visual display of water reclamation, enhancing the landscaping, and reducing energy consumption.

Shower and lavatory use would generate about 670,000 gallons of graywater per year. An advantage of graywater is that, unlike rainwater, graywater is generated consistently throughout the year.

The following table quantifies the total annual water use and the potential for graywater reuse.

Use / Source	Gallons per year			
	Potable Water Needed	Generates Graywater	Black Water	Can be supplied by Graywater or rainwater
Showers	500,000	500,000		
Lavatories	170,000	170,000		
Toilets/Urinals	360,000		360,000	360,000
Laundry	1,060,000	740,000	320,000	740,000
Irrigation	170,000			170,000
Cooling Tower	200,000			200,000
Food service sinks	1,080,000		1,080,000	
<b>Totals</b>	<b>3,540,000</b>	<b>1,410,000</b>	<b>1,760,000</b>	<b>1,470,000</b>

**Strategy 6: Graywater use for landscape**

Graywater could provide all of the water demand for the drip irrigation. The irrigation design may include a small quantity of rotary, above-ground water distribution, which would require a somewhat higher level of treatment for graywater use

Water Saved: 100% of irrigation water, or 170,000 gallons/year

Could supplement rainwater catchment

Cost: \$\$ (due to dual plumbing of waste lines)

**Strategy 7: Graywater use for cooling tower**

The air conditioning system may use a cooling tower, which loses water to evaporation. Graywater can be used for the cooling tower.

Water Saved: 100% of cooling tower water, or 200,000 gallons/year

Cost: \$\$ (due to dual plumbing of waste lines)

**Strategy 8: Graywater use for indoor plumbing**

Graywater can provide 100% of water for flushing toilets and urinals. In this option, dual plumbing would be required for supply to the toilets and urinals ("purple pipe"), in addition to the dual waste plumbing. The storage tank could be relatively small since the shower water and toilet water follow the same use patterns. Toilets would likely have a label for non-potable water.

Water Saved: 35% of indoor plumbing, or 360,000 gallons/year

Cost: \$\$\$ (due to dual plumbing of waste lines and supply lines)

**Summary**

Total Water Use:	3,520,000	
Water-saving Strategy	Annual Savings	% of Total
1. Water Conserving fixtures	160,000	5%
2. Water Conserving Landscape	170,000	5%
3. High efficiency washing equipment	210,000	6%
4. Recycling Laundry Water	740,000	21%
Baseline Savings	1,280,000	36%
5. Rainwater Catchment	50,000	1%
6. Graywater use for landscape*	120,000	3%
7. Graywater use for cooling tower	200,000	6%
8. Graywater use for indoor plumbing	360,000	10%
Total Savings	2,010,000	57%

\*Could supplement or replace rainwater catchment

Based on this analysis, it is assumed that the project would incorporate strategies 1, 2, 3, and 4, as noted as the "Baseline Savings", above. As design develops and costs are further refined, options 5 -8 will be considered.

The above conclusions are based on preliminary assumptions and may vary significantly. Water use for the restaurant is a significant portion of the project so will impact savings and strategies depending on operations and number of meals served. As the project progresses, the design team can further refine the assumptions and calculations generated in this report.

In any case, the combination of water-conserving design and water reclamation and re-use further highlight the project commitment to environmental stewardship and to the residents and visitors of Central Coast.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Andrea Pease".

Andrea Pease, AIA, LEED AP  
Principal

# **Noise and Vibration Study**

For the  
**Pine Street Promenade**

Prepared by:



David Dubbink Associates  
864 Osos Street, Ste D  
San Luis Obispo, CA 93401

July 9, 2014

# Noise and Vibration Study for the Pine Street Promenade

## Project Description

This report examines noise and vibration issues related to the proposed Pine Street Promenade. The project includes a hotel, a restaurant, market, offices, and a Performing Arts Center (PAC) in downtown Paso Robles. Figure 1 shows an aerial of the project location with elements of the site plan superimposed. The project site, not including the parking, is 2.4 acres. Several existing structures on the site will be demolished.

The project is segmented into two phases. Phase 1 will be a 106 room hotel; four stories high, with a public market on the lower level. There will be an attached restaurant with indoor and outdoor seating. A separate office structure, the Plaza Building will also be constructed on the site. Phase 1 occupies the northern, 1.6 acres, of the site.

Phase 2 includes a 500 seat Performing Arts Center (PAC) that would be located on the remaining .8 acres. A 230 space parking structure would be constructed on City land to the south of the PAC. The parking structure includes commercial and office uses fronting onto Pine Street.



Figure 1: Aerial View of the Project Site

The major noise and vibration issue at this location is the Union Pacific railroad line that is located immediately east of the project site. Traffic on Highway 101 also contributes to the acoustic environment as well as traffic on local streets.

## The Acoustic Setting

The project is in the central commercial area of Paso Robles and subject to noise exposure typical for such a setting. The Union Pacific railroad line passes through central Paso Robles and the track is adjacent to the project. The distance from the property line to the centerline of the railway is about 50 feet. At present, there is one northbound and one southbound Amtrak train that stops at the station and transit center just to the south of the project site. The platform area for the station extends to a point neighboring the project site and, during unloading and loading of passengers from the northbound train, the diesel engine units would be idling parallel to the structure. Typically, four freight trains a day pass through town, one late at night.



There is a federal requirement that train horns be sounded when a train is about to move and that operators sound the horn before reaching a grade crossing and sound the horn continuously as they go through the intersection.

### The Regulatory Setting

The City's General Plan Noise Element includes compatibility standards for development, based on a proposed project's exposure to transportation noise sources. The noise metric used "Ldn". This is a composite 24 hour metric that includes every sound event, adding a ten decibel penalty to nighttime noise (between 10 PM to 7 AM). The noise compatibility table is reproduced as Appendix A to this report. New development is to be designed to comply with the maximum, allowable Noise Exposures of 65 dB Ldn for outdoor activity areas (except for parks); and 45 dB Ldn for interior spaces for residential, hotel and motel, hospital and nursing home, theater, auditorium, meeting hall, office building, school, and library uses.

The City's regulations also include limitations on the noise levels that can be emitted by projects. The activities at the Pine Street Promenade are not expected to generate significant off site noise.

### The Project's Noise Exposure

The City's Noise Element includes maps showing levels of exposure to transportation noise sources. Figure 2 shows a section of the map including the project. The broad color bands at the center of the figure show noise exposure from Highway 101. The narrower band just to the left of this shows the noise footprint of the Union Pacific rail line. The project site, outlined in blue, is at the boundary of the 65 and 60 Ldn contours. (Noise contours for the Paso Robles Airport are also included in the mapping but do not extend to the project site).

Traffic sounds from Highway 101 will be audible at the site, but not at levels that represent a significant impact. The Noise Element reports that, in the year 2025, the 65 Ldn noise contour will be 487 feet from the centerline of the roadway. This puts it approximately at the easternmost property line. Actual noise exposure would be reduced by topography and intervening structures which are not considered in the mapping of the Plan's noise contours. The project design features interior courtyard spaces that would receive additional noise screening from the Promenade structure. Noise levels from

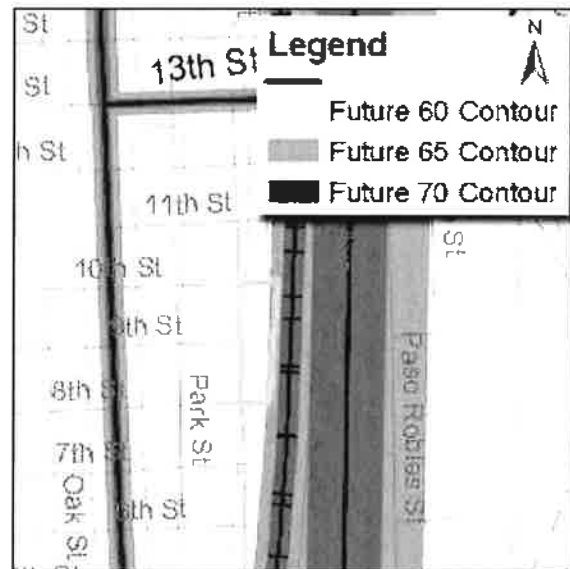


Figure 2: Future (2025) Noise Contours

highway noise sources, would be below the 65 Ldn threshold specified in the City regulations.

Train noise is an additional issue. The consultants preparing the City's noise element monitored the sound produced during the passbys of passenger and freight trains and then aggregated the numbers to compute the 24 hour cumulative noise exposure. The assumption was that there will be eight freight and four passenger trains a day. This is more than double the present activity and represents a conservative, "worst case" forecast.

As part of a noise study for another project in Paso Robles, we measured the sound produced by a passing Amtrak train at a 100 foot distance. The level that was measured was one decibel less than the passenger train measurement previously made by the City's General Plan consultants. This difference is insignificant for a field measurement and substantiates the accuracy of the data. The City's consultants used their measurements to estimate the distance from the rail line to the 65 Ldn noise contour. This distance was 59 feet which is consistent with the noise contour boundary shown in the Noise Element in Figure 2.

The noise element mapping appears to have considered just the sound of moving trains and not the sounds made by a train engine idling during passenger loading at the Paso Robles Station. The locomotive train unit (or units) would be positioned parallel to the project site only for northbound passenger loading. At present, this occurs one time a day in late afternoon.

We have also made noise measurements for a similarly situated project fronting on Amtrak station in San Luis Obispo. The level for two idling locomotive sections was 74 dBA measured at 150 feet. At 50 feet, which is the distance from the property line of the project to the centerline of the track, the estimated noise level would be 83 dBA. While momentarily loud, this level of sound translates to an Ldn value of 61 when evaluated over a 24 hour period. In the overall Ldn computation, this would be combined with the train passby sounds but the addition makes little difference. The mathematics of decibels is logarithmic and the summation of 61 dB and 65 dB is 66.5 dB. As previously noted, the structure enclosing the projects courtyards will reduce noise exposure to "activity areas" and the exterior levels will not exceed the City's standards.

**Vibration**

Ground vibrations produced by passing trains pose another potential impact to project occupants. The City has not adopted standards for groundborne vibrations but this is addressed in CEQA review and guidelines have been developed by state agencies. There are multiple factors that affect the groundborne vibration from trains including soil character and the condition of the tracks. Caltrans has adopted

PPV (in/sec)	Response
0.4	Very Disturbing
0.17	Disturbing
0.1	Strongly Perceptible
0.035	Distinctly Perceptible
0.012	Slightly Perceptible

Table 1 Response to Vibration Levels

standards that relate vibration levels (as measured by peak particle vibration) to community annoyance. Table 1 shows this relationship<sup>1</sup>.

The vibration level for a train passing the site can be estimated by application of a standard formula<sup>2</sup>. For a freight train traveling at 20 mph on medium quality track alignment as experienced at a distance of 50 feet, the vibration level (PPV) is .05. Ground vibration would be distinctly perceptible but below a level where it would be considered disturbing.

### **Recommendations**

The design for the Pine Street Promenade is exemplary in that the most noise sensitive activities are not located in the most acoustically exposed areas on the eastern side of the buildings. Only two of the 106 hotel rooms are oriented in this direction. The access corridor for the offices in the office section is at the eastern side of the office spaces, providing a level of acoustic screening for sounds coming from that direction, or from ground elevation.

The Pine Street Promenade project meets the City's standards for permissible noise levels in outdoor activity areas. The standard for indoor areas for hotels, offices and auditoriums, is 45 Ldn, a 20 decibel reduction. Conventional construction lessens exterior to interior sound transmission by about 20 dB so the implicit, exterior level is 65 Ldn. In this analysis, and reviewing the forecasts in the City's Noise Element, the eastern boundary of the project is at the 65 Ldn limit.

All of the City's measures are expressed "A" weighted decibels which reflects the relative loudness perceived by the human ear, as the ear is less sensitive to low audio frequencies. Structures do not block low frequency sound transmission as much as sound at higher frequencies. Train noise includes a substantial low frequency component so it is appropriate to adopt sound reduction strategies that supplement the basic City requirements. Appendix B lists measures that could reduce exterior to interior transmission of sound by 25 dBA. These levels can be achieved in several ways and the project planners should incorporate these or alternate measures that achieve this level of noise reduction.

### **CEQA Determinations**

The following four paragraphs address the relevant noise related questions on the Environmental Checklist in Appendix G of the CEQA Guidelines. In all cases, it is concluded that if the project includes the recommended design features and conditions, it will not have significant negative environmental effects with regard to noise or vibration issues.

---

<sup>1</sup> Caltrans, Transportation- and Construction-Induced Vibration Guidance Manual (2004)

<sup>2</sup> The one used here was developed by Wilson Ihrig and Associates  
<http://www.stb.dot.gov/stb/docs/DME/DEIS/volume7part04.pdf>

1) The project will not result in significant 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. With the recommended construction standards, interior noise levels will not exceed the City's 45 Ldn standard. This same standard is applied in many California communities and is consistent with land use compatibility guidelines used by federal agencies. As designed, the project will not result in noise levels in excess of the 65 dB Ldn standard for outdoor living areas.

2) People will not be exposed to excessive ground borne vibration or ground borne noise levels. While passing trains will produce ground perceptible borne vibration the levels will not be severe or damaging to health.

3) The project will not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Noise will be produced by vehicle movement in the parking areas however, the vehicle noise will not significantly increase noise beyond that already experienced because of downtown traffic or the railroad. For areas that are in the acoustic shadow of the project structures, the present ambient noise will be reduced.

4) During the construction phase of the project, there will be a temporary increase in ambient noise levels in the project vicinity above levels existing without the project. However the city allows construction activities that temporarily exceed standards if the work conforms to guidelines for construction activities. Project conditions should reflect the city's policies regarding the timing and nature of construction work.

There are several additional questions on the checklist related to noise produced by airports. The City's Noise Element maps areas that are subject to higher levels of aircraft noise but the project is not within the influence area.

**Appendix A: Land Use Compatibility Standards**

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE						
	Ldn or CNEL, dBA						
	55	60	65	70	75	80	85
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES							
RESIDENTIAL - MULTI-FAMILY							
TRANSIENT LODGING - MOTELS, HOTELS							
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES							
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES							
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS							
PLAYGROUNDS, NEIGHBORHOOD PARKS							
GOLF COURSES, RIDING STABLES, WATER RECREATION CEMETERIES							
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL							
INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE							



**NORMALLY ACCEPTABLE**  
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



**NORMALLY UNACCEPTABLE**  
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



**CONDITIONALLY ACCEPTABLE**  
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



**CLEARLY UNACCEPTABLE**  
New construction or development should generally not be undertaken.

DAVID DUBOIN ASSOCIATES

**Appendix B: Design and Structural specifications  
for achieving a 25 dB Noise Reduction**

- Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.
- Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.
- Exterior walls should be constructed of stucco 7/8" three coats over plywood 5/8" on exterior.
- Interior surfacing should be 5/8" for drywall interior. Additional acoustic insulation could be achieved by two layers of drywall or application over resilient furring channels.
- Glass in both windows and doors should not exceed 20% of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 25 dB NLR. The greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities but the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.
- Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.
- Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.

**Pine Street Promenade Trip Generation and Parking Analysis**  
City of Paso Robles

Prepared for:  
**Brett Van Steenwyk**  
P.O. Box 44  
Paso Robles, CA 93446

Prepared By:  
**Orosz Engineering Group, Inc.**  
PO Box 1262  
Santa Ynez, CA 93460  
805-688-7814

[oeg@oegsite.com](mailto:oeg@oegsite.com)

**June 2014**

**Attachement 8**  
Traffic Study  
PD 14-001  
(Promenade)

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## EXECUTIVE SUMMARY

Orosz Engineering Group, Inc. (OEG) has prepared this letter report summarizing the trip generation, traffic impacts and parking operations analysis for the mixed use project located on Pine Street between 8th Street and 10th Street in Paso Robles. Currently, there are several land uses proposed for the project site including hotel, restaurant, office, retail, performing arts center and parking structures. All land uses and intensities of the project are consistent with the General Plan.

The City of Paso Robles has requested that a traffic impact analysis and parking study be prepared for the project to assist the City in their review of the project. The following report addresses these issue areas.

Briefly, the Pine Street Promenade project is a mixed use development planned easterly of Pine Street between 8<sup>th</sup> and 10<sup>th</sup> Streets in Downtown Paso Robles. The development consists of a mix of hotel, restaurant, shopping and office uses. Also included in the project is a performing arts center and parking garage. The performing arts center and parking structure are planned as part of the second phase of the project.

The Pine Street Promenade project is expected to generate a worst case total of 2,551 average daily trips (ADT), with 140 trips during the AM peak hour and 232 trips during the PM peak hour when a large event is occurring at the Performing Arts Center. During the majority of the weekdays, the performing arts center would not be holding events. During a typical weekday, the project is expected to generate 2,109 ADT with 140 AM and 165 PM peak hour trips. The addition of project traffic does not change any of the existing intersection operating characteristics. All intersections in the vicinity of the project would continue to operate at LOS C or better during the AM and PM peak hours with project traffic.

The project meets and exceeds the City parking requirements for the Town Center Zone. The project parking program also is designed to meet the combined on-site peak parking demand for the hotel, restaurant, office, market, retail uses and performing arts center event. The expected peak parking demand during a typical weekday (non-performing arts center) would provide at least 113 or more parking spaces throughout the day. On a typical weekend day, there would be at least 151 parking spaces available for general public parking.

## INTRODUCTION/BACKGROUND

### Project Description

The project site is located easterly of Pine Street between 8th and 10th Streets. The Pine Street Promenade development consists of two project phases. The first phase consists of the construction of a 106 room resort/spa style hotel with small conference, lounge, internal dining and pool area, 7,492 SF detached restaurant, 21,885 SF of market/retail space and 16,169 SF of commercial office uses. There are 162 valet spaces provided for the use of the hotel/restaurant uses and an additional 86 surface

parking areas for the office/market/restaurant uses. A total of 248 parking spaces are provided for all of the land uses proposed in Phase 1. The Phase 1 project site plan is presented in Figure 1A.

Phase 2 of the project will add 3,541 SF of retail uses, 7,082 SF of office uses and a 500 seat performing arts theater. The surface parking area for Phase 1 would be replaced with a 230 space parking structure. The parking structure will be located at the southern end of the project site near 8<sup>th</sup> Street and the multi-modal transportation center. The Phase 2 project site plan is presented in Figure 1B.

The location of the project is easterly of Pine Street, west of the railroad tracks, between 10<sup>th</sup> Street and 8<sup>th</sup> Street. The project site location is depicted on Figure 2 along with the intersections included in the analysis of project impacts.

#### Project Sponsor/Contact Information

Owner: Brett Van Steenwyk  
P.O. Box 44  
Paso Robles, CA 93446

Architect: Steven Puglisi, Principal  
583 Dana Street  
San Luis Obispo, CA 93401  
805.595.1962

#### **EXISTING CONDITIONS**

##### Existing Roadways

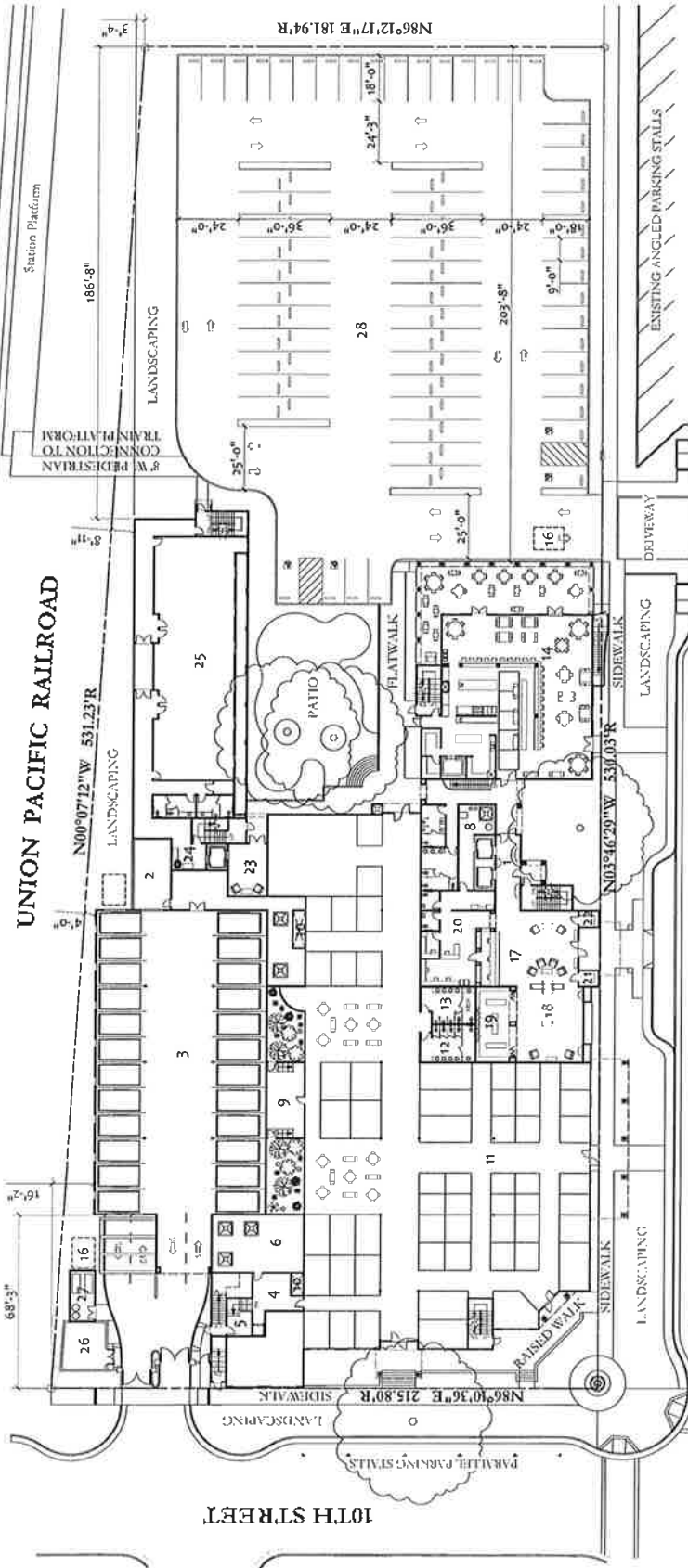
The roadways surrounding the project include Pine Street, 10<sup>th</sup> Street, 8<sup>th</sup> Street and Riverside Avenue. The following is a description of the characteristics of each roadway.

**Pine Street** – Pine Street is a north-south collector road within the Downtown that provides access to the project site and the surrounding community. There are two travel lanes, one in each direction, with parking permitted on both sides of the street. Along the project frontage, angled parking exists. Travel speeds are in the 25-30 MPH range. To the south of the project site, Pine Street travels under the railroad tracks with less than two travel lanes before intersecting Riverside Avenue and the southbound US Highway 101 ramps. Most of the intersections along Pine Street have STOP sign controls, including the undercrossing of the railroad.

**Riverside Avenue** – Riverside Avenue is a major north-south collector road within the Downtown that lies between the railroad and US Highway 101. There are two travel lanes, one in each direction, with parking permitted on the west side of Riverside Avenue only. Vehicle speeds are 35-40 MPH. Direct access to southbound US Highway 101 is provided at the new 17<sup>th</sup> Street ramps and at the southern intersection of Pine Street and Riverside Avenue.

# PINE STREET PROMENADE LLC

944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ



## PHASE ONE ARCHITECTURAL SITE PLAN & PLAZA LEVEL FLOOR PLAN

- HOTEL PLAZA LEVEL NOTES**
- 1. Elevator Lobby
  - 2. Rainwater system and filtration system
  - 3. Plaza Level Parking 48 vehicles
  - 4. Refuse Transfer Area #2
  - 5. Refuse Lift
  - 6. Mechanical #3
  - 8. Mechanical #5
  - 9. Storage and Maintenance
  - 10. Mechanical, Chase
  - 11. Mechanical
  - 12. Women's Restroom
  - 13. Men's Restroom
  - 14. Restaurant Dining
  - 15. Outdoor Dining
  - 16. Grease Interceptor
  - 17. Lobby
  - 18. Lobby Lounge
  - 19. Gifts
  - 20. Hotel Offices
  - 21. Valet
  - 22. Lounge
  - 23. Office Entrance Lobby
  - 24. Courtyard Level Office Lobby
  - 25. Courtyard Level Offices
  - 26. Refuse & Recycling
  - 27. Emergency Generator & Pump House
  - 28. Surface Parking 86 Spaces
  - 29. Service Lobby

P1.5

1A

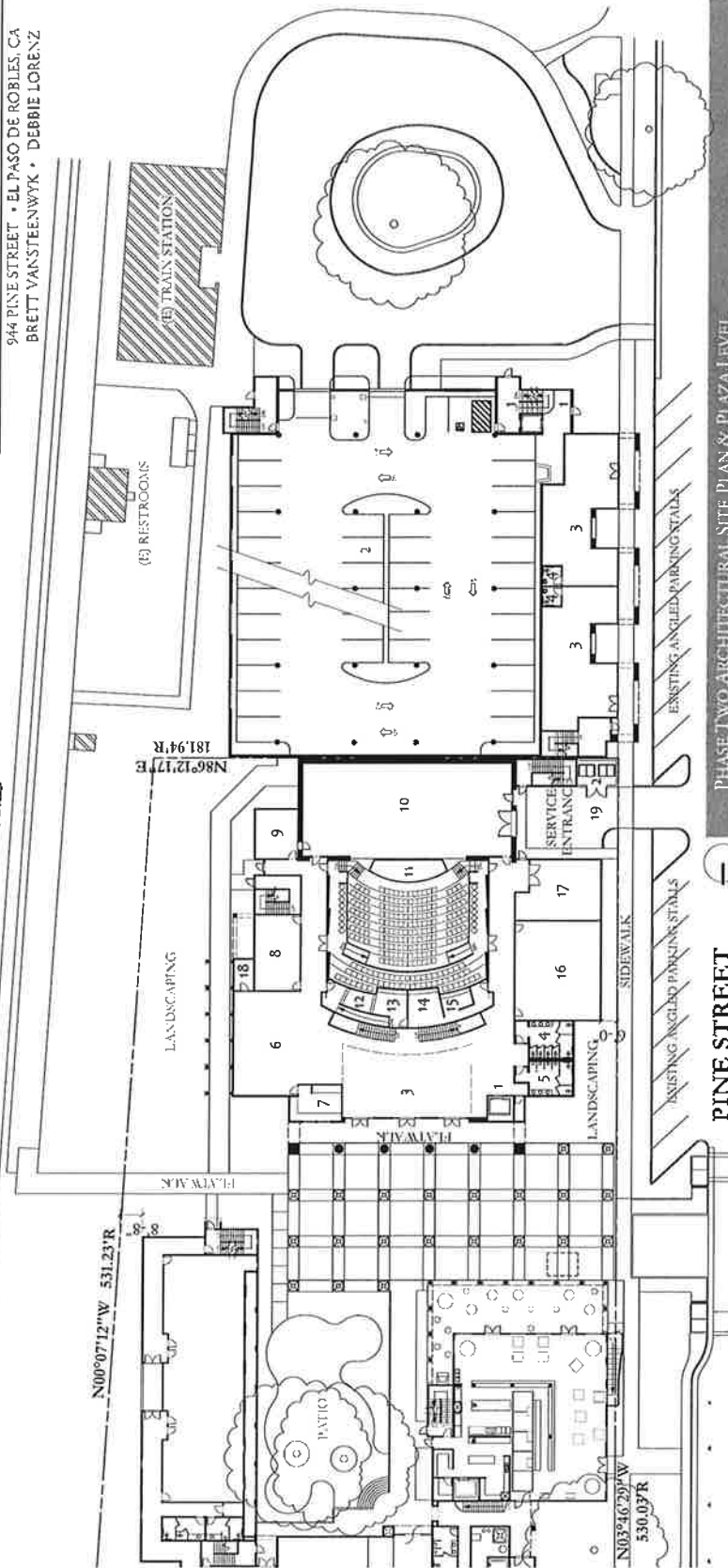
SITE PLAN PHASE 1  
PINE STREET PROMENADE



Cross Engineering Group, Inc.

**PINE STREET PROMENADE LLC**  
 944 PINE STREET • EL PASO DE ROBLES, CA  
 BRETT VANSTEENWYK • DEBBIE LORENZ

UNION PACIFIC RAILROAD



8TH ST.

PINE STREET

9TH ST.

PHASE TWO ARCHITECTURAL SITE PLAN & PLAZA LEVEL

**PARKING STRUCTURE NOTES**

- 1. Elevator Lobby
- 2. Plaza Level Parking 38 spaces total
- 3. Shops Lease Space
- 4. Restroom

**PERFORMING ARTS CENTER NOTES**

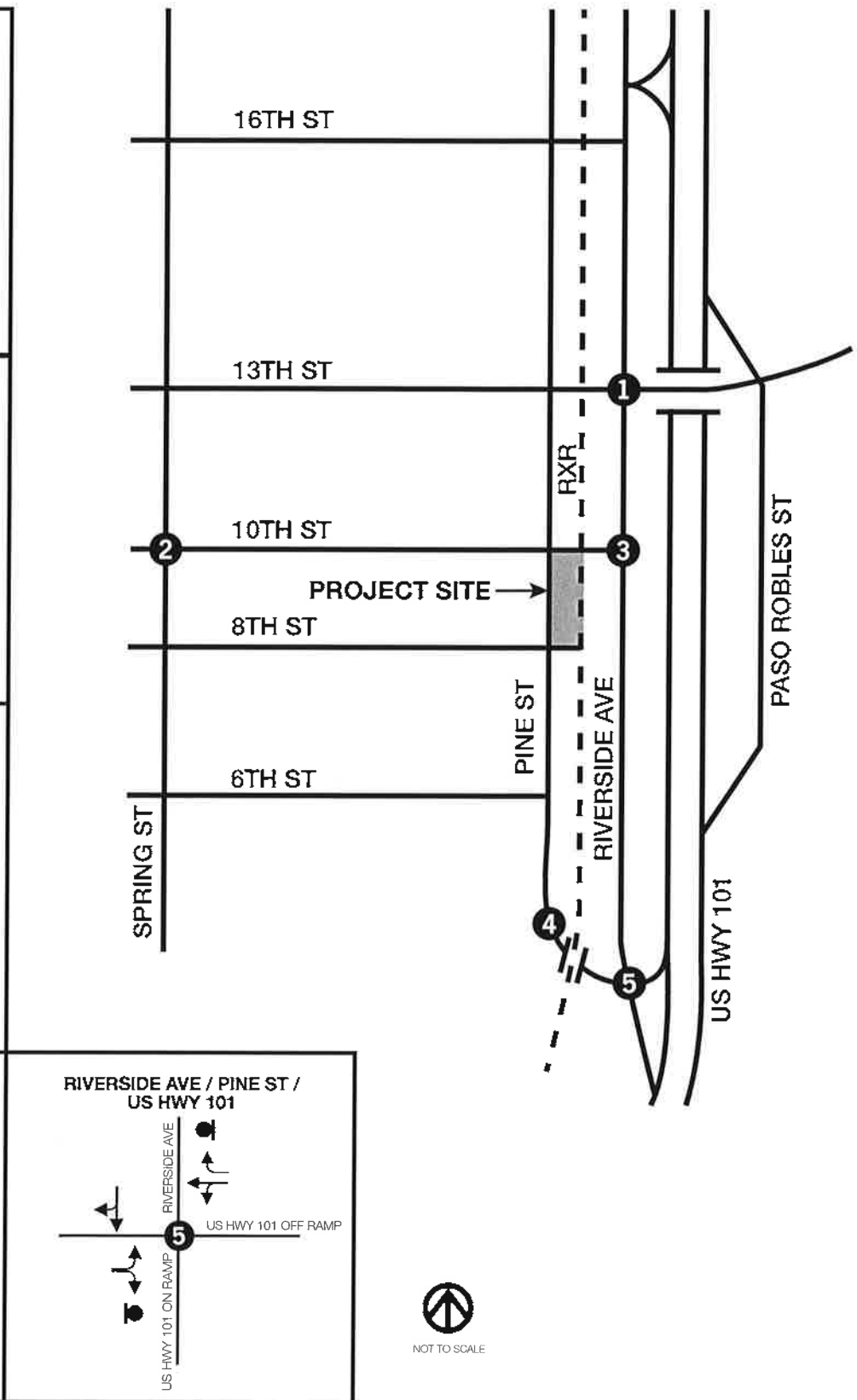
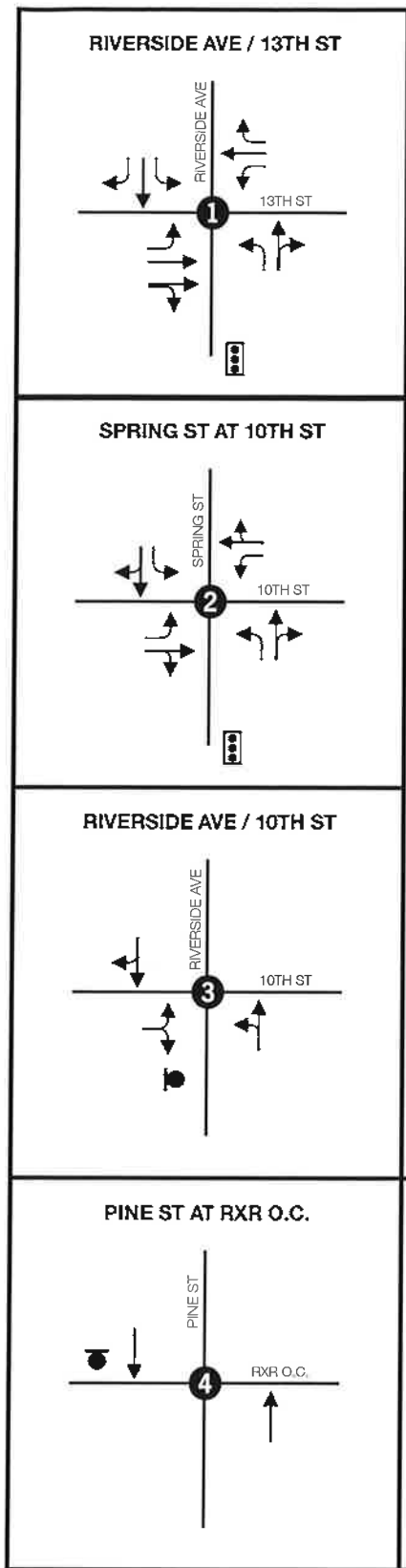
- 1. Elevator Lobby
- 11. Orchestra Pit
- 2. Refuse/Recycling
- 12. Dimmer Room
- 3. Grand Lobby
- 13. Lighting Booth
- 4. Women's Restroom
- 14. Stage Manager Booth
- 5. Men's Restroom
- 15. Sound Booth
- 6. Lobby Lounge
- 16. Rehearsal Theater
- 7. Will Call
- 17. Workshop
- 8. Reception Room
- 18. Storage
- 9. Green Room
- 19. Dock
- 10. Stage

P3.4

1B

SITE PLAN PHASE 2  
 PINE STREET PROMENADE

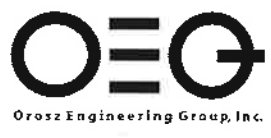




NOT TO SCALE

2

LOCATION MAP AND  
STUDY AREA INTERSECTIONS  
**PINE STREET PROMENADE**



**KEY**

-  = TRAFFIC SIGNAL
-  = STOP SIGN

**10<sup>th</sup> Street** – 10<sup>th</sup> Street forms the northern boundary of the project site. The two lane collector roadway lies between Riverside Avenue and west of Spring Street. The travel speeds along 10<sup>th</sup> Street are in the 25-30 MPH range and parking is provided on both sides of the street.

**8<sup>th</sup> Street** – 8<sup>th</sup> Street forms the southern boundary of the project site. The eastern terminus of 8<sup>th</sup> Street is just east of Pine Street at the multi-modal transit/train station. All of the Paso Express buses meet or transfer at this location for travel throughout the City. Two travel lanes, one in each direction, exist for 8<sup>th</sup> Street. On-street parking is available and the vehicle travel speeds are 25 MPH.

#### Alternative Transportation

The project site is service by Public Transit by the Paso Express. At the transit station located at Pine Street and 8<sup>th</sup> Street, all of the Paso Express buses meet to transfer passengers in the downtown area and around Paso Robles. Route C utilizes Riverside Avenue, 10<sup>th</sup> Street and Pine Street to access the transit center. Other Routes A and B utilize 6<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> Streets to Spring Street and beyond. In general, the transit headways are approximately 60 minutes Monday through Friday 7:15 AM to 7:15 PM, with Saturday service from 10 AM to 4 PM.

Pedestrian accommodation is generally very good in the downtown area with sidewalks, accessible ramps and crosswalks located throughout the area. Specifically along Pine Street, south of 17<sup>th</sup> Street to 8<sup>th</sup> Street, sidewalks are provided. To the north of 17<sup>th</sup> Street and south of 8<sup>th</sup> Street, sidewalks are not generally provided.

Separated bicycle lanes are not provided within the study area.

#### Study Area Intersection Operation

The City of Paso Robles identified four study area intersections for this analysis. The four locations include:

- Riverside Avenue at 13<sup>th</sup> Street
- Spring Street at 10<sup>th</sup> Street
- Riverside Avenue at 10<sup>th</sup> Street
- Pine Street at the Railroad overcrossing/Riverside Avenue/US Highway 101 Southbound Ramps

An inventory of the lane geometry and traffic controls present was collected. As 13<sup>th</sup> Street, Riverside Avenue and the 17<sup>th</sup> Street US Highway 101 southbound ramp intersections are under construction and will be completed soon (mid 2014), the post construction lane geometries were utilized for this analysis. These lane geometries and traffic controls are summarized in Figure 2.

Existing 2014, intersection turning movement volumes were collected for the same four intersections in May of 2014 during normal school sessions. With the direction and concurrence of the City Public Works Department, the existing traffic volumes were manually adjusted to account for the change it travel patterns that are likely to occur in the downtown area when the 17<sup>th</sup> Street US 101 southbound ramps are open to travel. Approximately 40-60% of the traffic currently utilizing Riverside Avenue to

gain access to southbound US Highway 101 at Pine Street will be traveling to the new 17<sup>th</sup> Street on/off ramps. The modified existing traffic volumes during the AM and PM peak hours for the study area intersections are depicted in Figure 3.

With the intersection lane geometry, traffic controls and traffic volumes, the existing intersection operation was calculated based on the guidelines described in the City's Transportation Impact Analysis Guidelines, July 2013. The resulting intersection operation is summarized below.

**Table 1  
Existing Intersection Operations**

Location	Control	AM Peak Hour	PM Peak Hour
13 <sup>th</sup> Street at Riverside Avenue	Traffic Signal	22.7 sec / LOS C	22.5 sec / LOS C
10 <sup>th</sup> Street at Spring Street	Traffic Signal	5.5 sec / LOS A	7.9 sec / LOS A
10 <sup>th</sup> Street at Riverside Avenue	STOP Sign (side street only)	2.9 sec / LOS A (overall) 12.2 sec/LOS B (worst movement)	6.8 sec / LOS A (overall) 15.9 sec/LOS C (worst movement)
Pine Street at Riverside Avenue	STOP Sign (side street only)	3.4 sec / LOS A (overall) 11.7 sec/LOS B (worst movement)	4.4 sec / LOS A (overall) 11.4 sec/LOS B (worst movement)

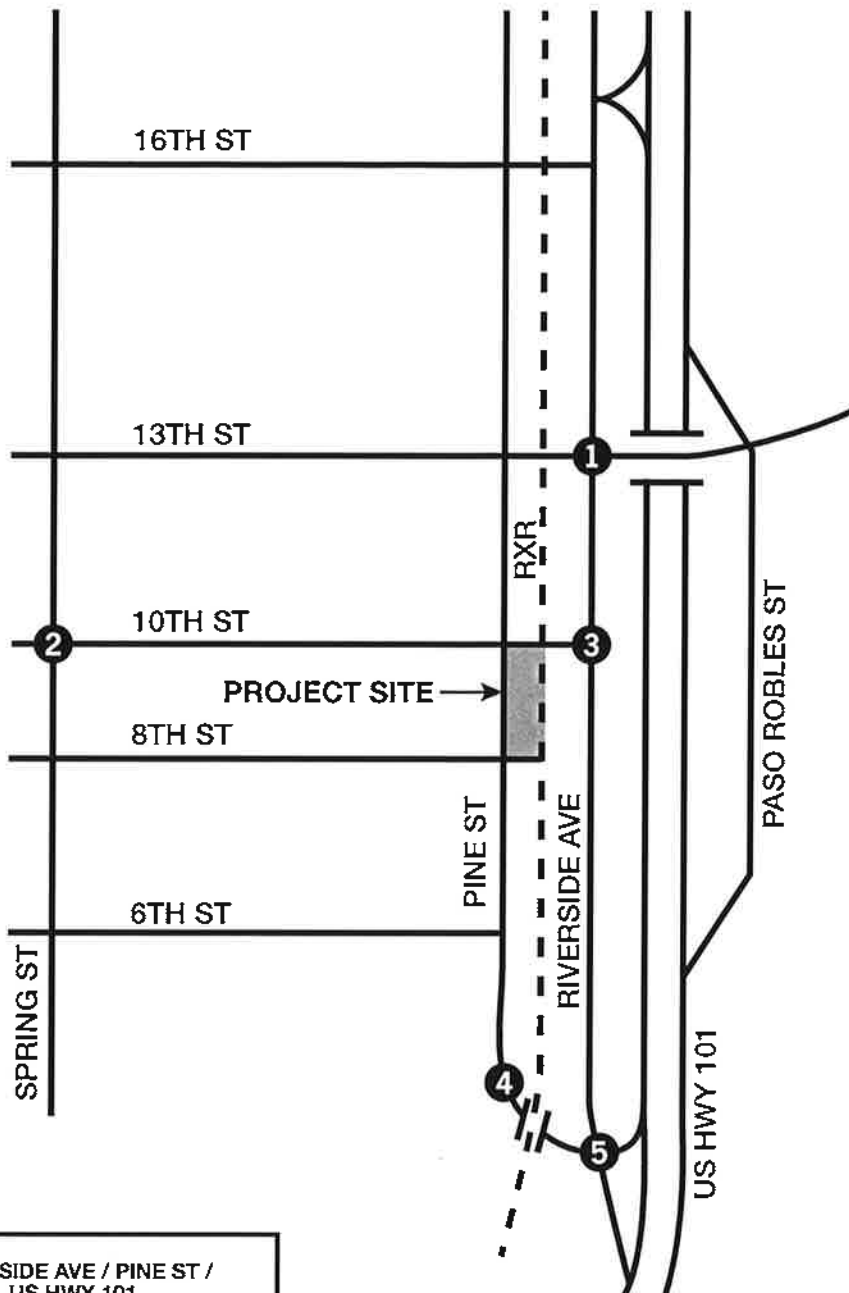
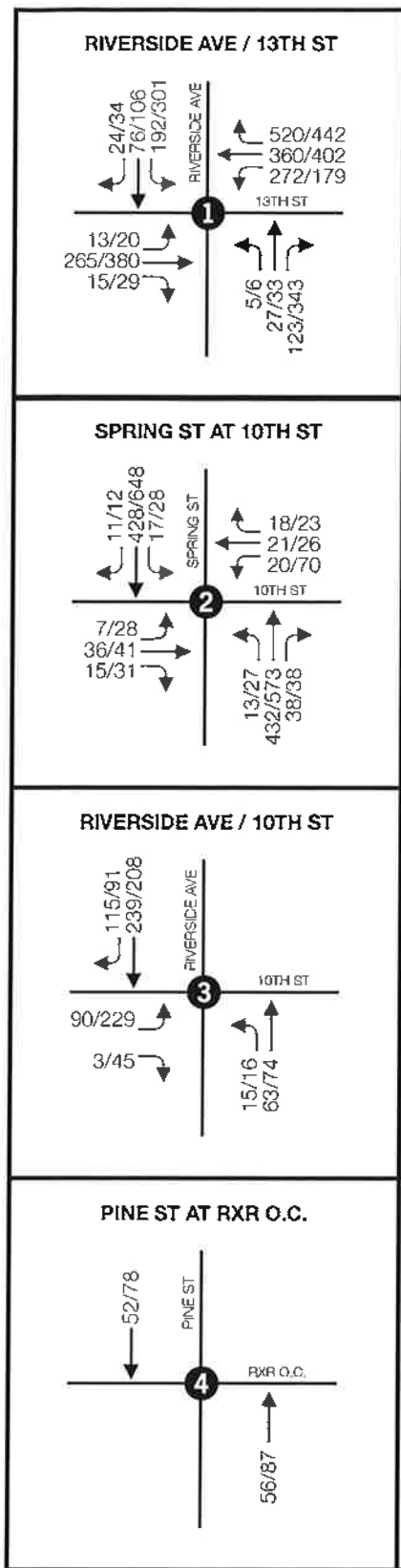
The intersection operation is noted in terms of average delay of a number of seconds per vehicle. The level of service (LOS) is based on levels A-F, where LOS A is free-flow traffic conditions and LOS F is severely congested conditions. The City of Paso Robles has a target LOS goal of LOS C for City facilities. Caltrans also has a target of LOS C for their freeway ramp facilities. As seen in Table 1, all four of the study area intersections operate at LOS C or better which is consistent with the General Plan Circulation Element goals and policies.

**EXISTING PLUS PROJECT CONDITIONS**

Trip Generation

To estimate the project traffic impact on the surrounding circulation system in the Town Center area, the trip generation rates published by the Institute of Transportation Engineers (ITE) in Trip Generation: An informational report; 9<sup>th</sup> Edition, were used. As the project site is located within the Town Center area of Paso Robles that is implementing a focus of “park once” and with the project being an in-fill urban development, adjustments to the standard trip generation rates were used to account for the non-motor vehicle trips that are expected to occur. The trip rates were applied to the proposed amount of development by specific land use and then in-fill adjustments were applied as a primary trip factor.





NOT TO SCALE

KEY  
XX/YY = AM/PM PEAK HOUR VOLUMES

3



EXISTING TRAFFIC VOLUMES  
PINE STREET PROMENADE

The trip generation estimate for Phase 1 of the project is summarized in Table 2. As seen in this table, the project is estimated to generate a total of 1,991 daily trips with 128 AM and 155 PM Peak Hour trips.

**Table 2  
Trip Generation Summary  
Phase 1 Pine Street Promenade**

Phase 1			Land Use	Trip Rates			Trips		
Use	Size	Units	Code	ADT	AM PHT	PM PHT	ADT	AM PHT	PM PHT
<b>Office</b>	16.169	KSF	710	11.03	1.56	1.49	178	25	24
Percent Primary Trips			0.5				89	13	12
<b>Hotel</b>	106	Rooms	310	8.92	0.67	0.7	946	71	74
<b>includes restaurant and conference</b>									
<b>Market</b>	21.885	KSF	826	44.32	3.69	2.71	970	81	59
Percent Primary Trips			0.5				485	40	30
<b>Restaurant</b>	7.492	KSF	931	89.95	0.81	7.49	674	6	56
Percent Primary Trips			0.7				472	4	39
<b>Total Trips</b>							<b>1991</b>	<b>128</b>	<b>155</b>

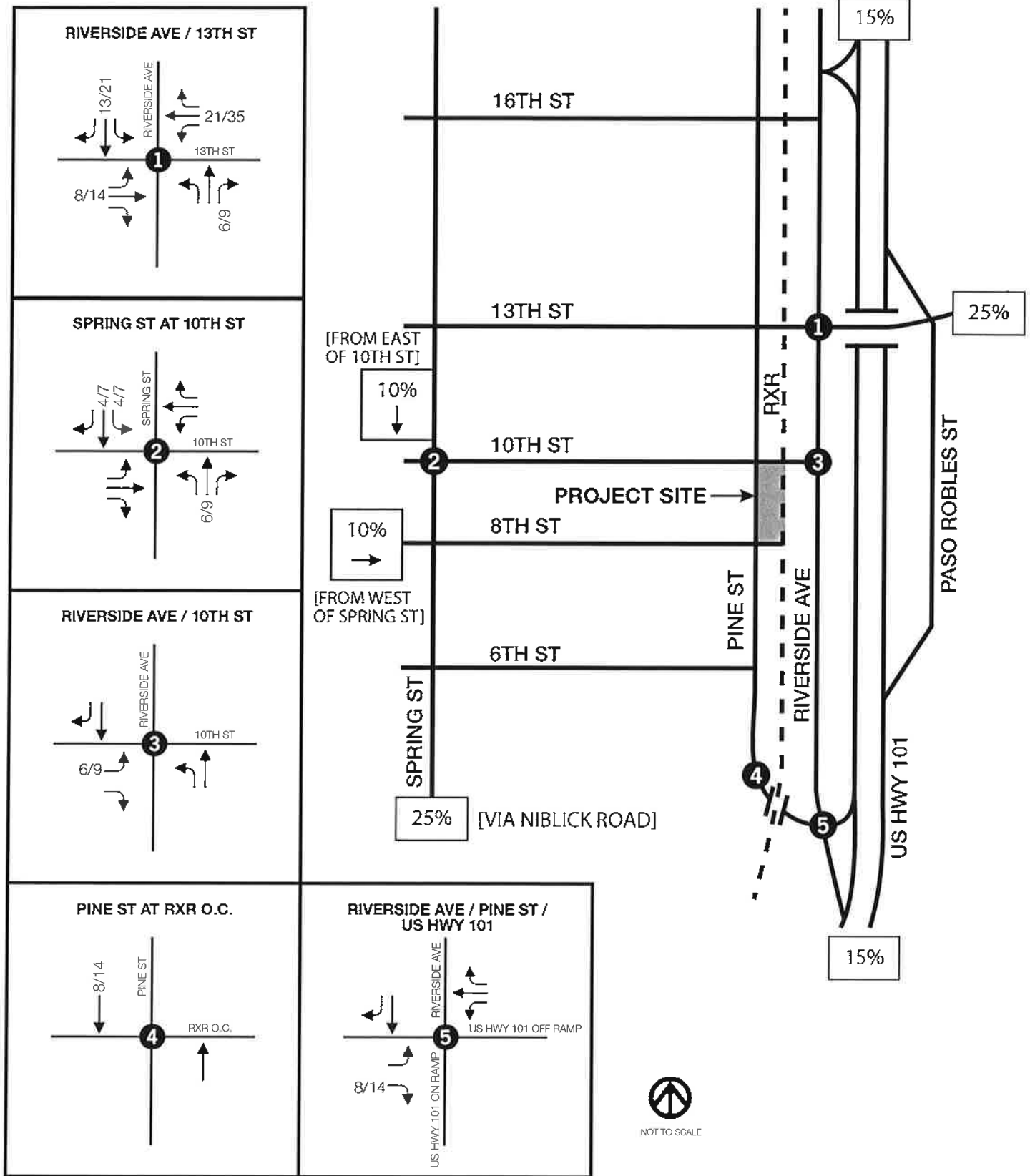
Similarly, the trip generation estimate for Phase 2 of the project is summarized in Table 3. The additional office, retail and performing arts center will generate slightly higher total traffic compared to Phase 1. As seen in this table, the project is estimated to generate a total of 2,551 daily trips with 140 AM and 232 PM Peak Hour Trips, on days when there are events held in the performing arts center. Since the performing arts center will not be used for large events daily, the trip generation was calculated for more of a normal setting. During this non-performing arts event scenario, the project is expected to generate a total of 2,109 daily trips with 140 AM and 165 PM Peak Hour Trips on typical weekdays.

**Table 3  
Trip Generation Summary  
Phase 2 Pine Street Promenade  
With and Without the Events at the Performing Arts Center**

Phase 2			Land Use	Trip Rates			Trips		
Use	Size	Units	Code	ADT	AM PHT	PM PHT	ADT	AM PHT	PM PHT
<b>Office</b>	23.251	KSF	710	11.03	1.56	1.49	256	36	35
Percent Primary Trips			0.5				128	18	17
<b>Hotel</b>	106	Rooms	310	8.92	0.67	0.7	946	71	74
Includes restaurant and conference									
<b>Market</b>	25.426	KSF	826	44.32	3.69	2.71	1127	94	69
Percent Primary Trips			0.5				563	47	34
<b>Restaurant</b>	7.492	KSF	931	89.95	0.81	7.49	674	6	56
Percent Primary Trips			0.7				472	4	39
<b>Performing Arts Center</b>	500	seats		0.93	0	0.14	465	0	70
Percent Primary Trips			0.95				442	0	67
Total Trips							2551	140	232
Without Performing Arts Center							2109	140	165

Trip Distribution

The distribution of project traffic was assigned to the surround roadway network based on the existing traffic volume patterns, location of residential housing, previous studies and our general knowledge of the surrounding land uses. The distribution of project traffic is depicted in Figure 4 and is summarized below. The project traffic volumes are then superimposed on the existing traffic volumes to determine the existing plus project impacts. The existing plus project traffic volumes are depicted in Figure 5.

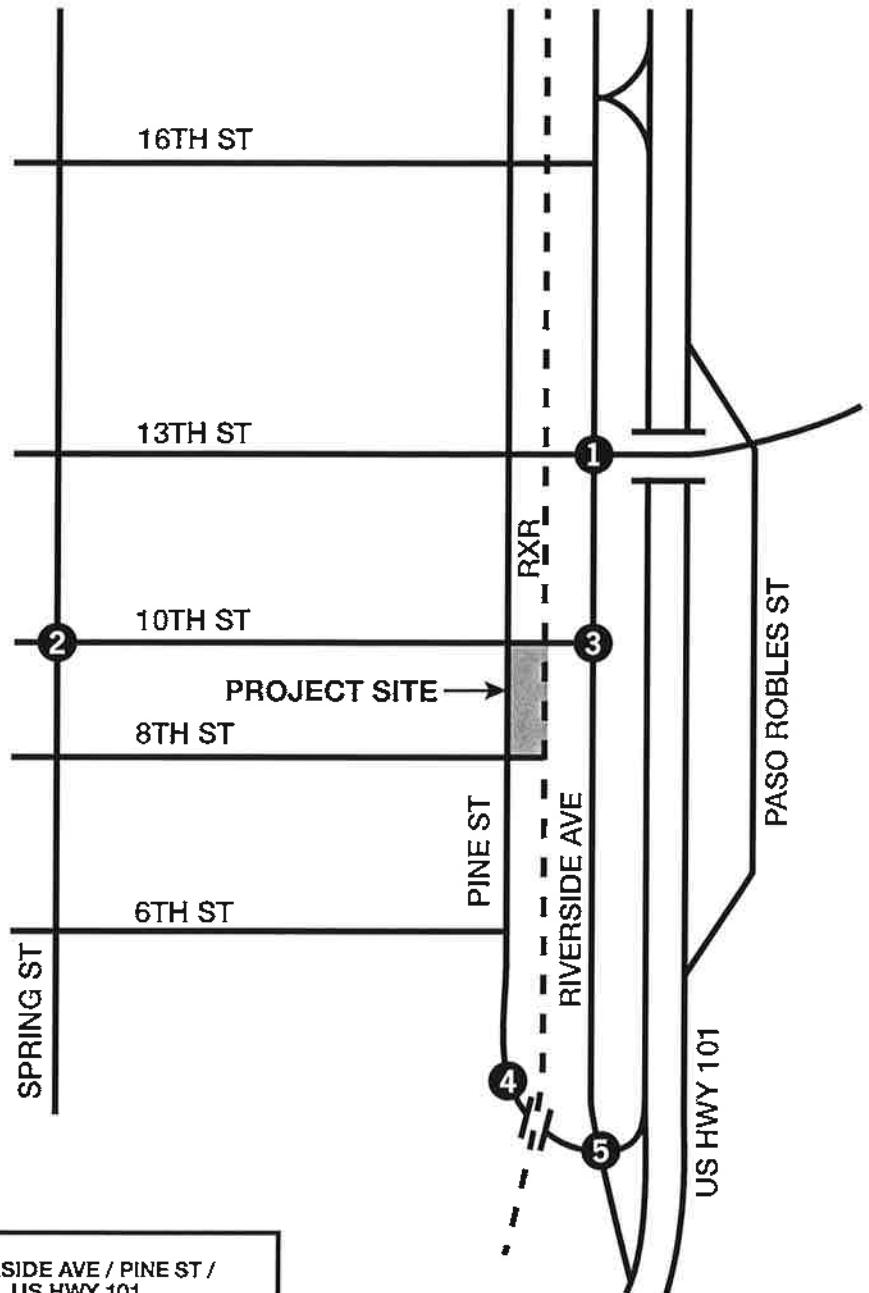
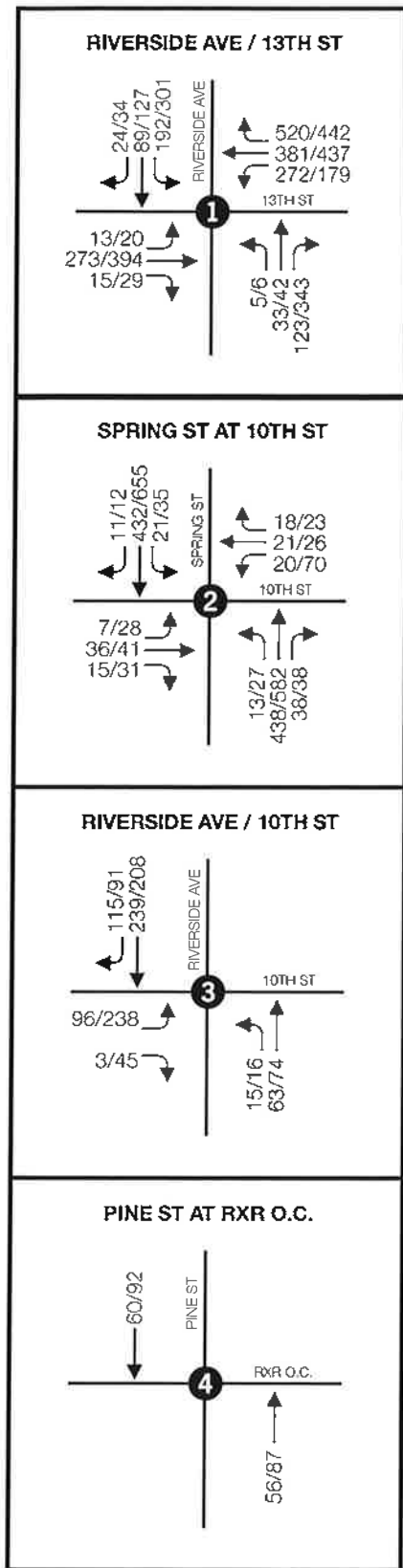


**KEY**  
 XX/YY = AM/PM PEAK HOUR VOLUMES  
 % = PROJECT TRAFFIC DISTRIBUTION

**4**

**PROJECT TRAFFIC DISTRIBUTION AND VOLUMES  
 PINE STREET PROMENADE**





NOT TO SCALE

KEY  
XX/YY = AM/PM PEAK HOUR VOLUMES

5



EXISTING PLUS PROJECT TRAFFIC VOLUMES  
**PINE STREET PROMENADE**

The general distribution of the project related traffic is as follows:

Percentage	Direction
25%	East via Niblick Road
25%	East via 13 <sup>th</sup> Street
15%	North via US Highway 101
15%	South via US Highway 101
10%	West of Spring Street
10%	North of 10th Street in Downtown Paso Robles
100%	Total

To estimate the project impacts on the existing intersection operating conditions, the project traffic as shown in Figure 4 was superimposed on the existing peak hour traffic volumes shown in Figure 3 and the intersection operation was recalculated. The resulting intersection operation is shown below in Table 4 for the AM peak hour and Table 5 for the PM peak hour.

**Table 4  
Existing Plus Project AM Peak Hour  
Intersection Operation Analysis**

Location	Control	AM Peak Hour	Plus Project
13 <sup>th</sup> Street at Riverside Avenue	Traffic Signal	22.7 sec / LOS C	22.8 sec / LOS C
10 <sup>th</sup> Street at Spring Street	Traffic Signal	5.5 sec / LOS A	5.5 sec / LOS A
10 <sup>th</sup> Street at Riverside Avenue	STOP Sign (side street only)	2.9 sec / LOS A (overall) 12.2 sec/LOS B (worst movement)	3.0 sec / LOS A (overall) 12.3 sec/LOS B (worst movement)
Pine Street at Riverside Avenue	STOP Sign (side street only)	3.4 sec / LOS A (overall) 11.7 sec/LOS B (worst movement)	3.6 sec / LOS A (overall) 11.6 sec/LOS B (worst movement)

As shown above and in Table 5, the addition of project traffic volumes does not change the existing intersection operations. All of the study area intersections continue to operate at LOS C or better, consistent with the General Plan Circulation Element goals and policies during the AM and PM peak hours.

**Table 5  
Existing Plus Project PM Peak Hour  
Intersection Operation Analysis**

Location	Control	AM Peak Hour	Plus Project
13 <sup>th</sup> Street at Riverside Avenue	Traffic Signal	22.5 sec / LOS C	22.7 sec / LOS C
10 <sup>th</sup> Street at Spring Street	Traffic Signal	7.9 sec / LOS A	7.9 sec / LOS A
10 <sup>th</sup> Street at Riverside Avenue	STOP Sign (side street only)	6.8 sec / LOS A (overall) 15.9 sec/LOS C (worst movement)	7.0 sec / LOS A (overall) 16.2 sec/LOS C (worst movement)
Pine Street at Riverside Avenue	STOP Sign (side street only)	4.4 sec / LOS A (overall) 11.4 sec/LOS B (worst movement)	4.6 sec / LOS A (overall) 11.4 sec/LOS B (worst movement)

Pine Street Railroad Undercrossing

Currently, southbound Pine Street is controlled by a STOP sign to allow northbound traffic to have the right of way through the narrow undercrossing. The existing traffic volumes reach a total 108 vehicles during the AM peak hour and 165 vehicles during the PM peak hours. As the traffic volumes are relatively balanced and average 1.5 to 3 vehicles per minute, the delays and operation are within acceptable limits. With an average of 20-30 seconds between vehicles, some delays may occur, and there is adequate space to not result in significant queuing.

With the proposed project, the combined two-way traffic volumes rise slightly to 116 AM and 179 PM peak hour trips. With the addition of the proposed project traffic volumes, no significant changes in the operation of this undercrossing are anticipated.

Project Deficiencies

The project does not result in the creation of any new circulation deficiencies. The proposed project is providing off-street parking to meet the City’s requirements as described in the following section. Sidewalks are proposed along all street frontages. The project is providing additional parking areas adjacent to the transit center and encouraging walking by providing complementary land uses to the existing Downtown. No changes in the circulation of the bus transit routes would be impacted by the project. As the study area intersections continue to operate as acceptable levels of service, no intersection operational deficiencies are found.

**CONSTRUCTION DEFICIENCIES**

Due to the size of the project, the number of construction worker trips will be similar to or less than the project volumes so that the project construction related circulation impacts would be equal to or less

than the project impacts described above. As no project related circulation impacts were identified, the impacts associated with the construction traffic would not be expected. Construction truck trips are likely to utilize Riverside Avenue, 10<sup>th</sup> Street and Pine Street to access the project site. Freeway access would most likely occur at Paso Robles Street/13<sup>th</sup> Street northbound and at 17<sup>th</sup> Street/Pine Street/Riverside Avenue southbound.

#### **PHASING OF PROJECT**

The project is proposed to be developed in two phases. The first phase consists of the hotel, restaurant, shops and office uses with surface parking. The second project phase consists of the removal of the surface parking, the construction of the parking garage, performing arts center and ancillary office and retail shops. (See Figures 1A and 1 B).

As the traffic generated by the total project did not result in any traffic circulation impacts, there was no need to conduct a Phase 1 only traffic impact analysis. Further, as the project is consistent with the General Plan Land Uses, a General Plan 2035 build out analysis was not required, consistent with the City's Transportation Impact Analysis Guidelines.

#### City Parking Requirement Analysis

The project land uses create an environment whereby shared parking use of the available spaces will occur. The hotel also has a dedicated valet parking area that can be utilized by restaurant and office patrons. Within the hotel area, a total of 162 parking spaces are reserved for these uses and will only be accessed by valets. The valet pick-up and drop-off area is located on Pine Street near the hotel lobby, just south of 10<sup>th</sup> Street.

Within Phase 1, there will be an expanded use of an existing surface parking lot totaling 86 parking spaces located between the hotel/office/restaurant buildings and the existing bus parking area at the southern end of the project site near 8<sup>th</sup> Street.

When Phase 2 is constructed, the surface parking lot will be removed and a parking structure containing 230 spaces would be constructed at the southern end of the project site where the existing bus parking areas exist near the transit center.

The first level of analysis is to provide parking that meets the zoning code requirements within the City Municipal Code. The project is located within the Town Center Specific Plan area in Zone TC-1. Within this zone, parking for non-residential uses is required to be provided at a rate of 1 space per hotel room and 1 parking space per 400 square feet of development for all other non-residential uses. The project parking requirements are summarized in Table 6 below. As shown in this table, the proposed project meets and exceeds the minimum parking requirements set by the City's zoning code.



**Table 6  
Parking Requirements  
Pine Street Promenade**

Use	Size	Requirement	Spaced Required	Spaces Provided	Meets Requirement
Hotel	106 rooms	1 space per room	106		
Restaurant	7,492 SF	1 space per 400 SF	19		
Retail	21,885 SF	1 space per 400 SF	55		
Office	16,169 SF	1 space per 400 SF	40		
<b>Total Phase 1</b>			220 spaces	248 spaces	Yes
Hotel	106 rooms	1 space per room	106		
Restaurant	7,492 SF	1 space per 400 SF	19		
Retail	25,426 SF	1 space per 400 SF	64		
Office	23,251 SF	1 space per 400 SF	58		
Performing Arts	26,652 SF	1 space per 400 SF	67		
<b>Total Phase 2</b>			313 spaces	392 spaces	Yes
	Without Performing Arts Activities		246 spaces	392 spaces	Yes

Within the Town Center Specific Plan, a centralized parking structure was assumed to be constructed on or near the project site. At build out of this project, the site would not only provide adequate parking for its own use, but will provide up to 146 additional parking spaces to be available to the public, based on City Parking Requirements.

Parking Demand Analysis

In addition to the parking requirement analysis, a parking demand analysis was conducted to ensure that the actual operation of the project would not result in a parking shortfall. The parking demand analysis is based on the research conducted by the Urban Land Institute (ULI) regarding how various land uses parking demand fluctuates throughout the day, peaking at different times.

Utilizing the ULI parking demand model, the peak parking demands for the project are summarized in Table 7. As shown in Table 7, the peak parking demand for Phase 1 occurs on a weekday at 2 PM with 247 spaces, with a weekend peak parking demand of 237 spaces at 8 PM. The time of day and month of year peak parking demands for the project are attached to the rear of this report.

The Phase 2 peak parking demand during an event at the Performing Arts Theater occurs at 8 PM on both weekdays and weekends with 376 spaces and 392 spaces, respectively.

**Table 7  
Parking Demand Summary  
Pine Street Promenade**

Parking Space Tabulation					
	Total Supply	Weekday		Weekend	
	Supply (spaces)	Demand (spaces)	Available (spaces)	Demand (spaces)	Available (spaces)
<b>Phase 1</b>	248	247	1	237	11
<b>Phase 2</b>	392	376	16	392	0
<b>Phase 2 (without Theater Event)</b>	392	279	113	241	151

**APPENDIX**

References

John Falkenstien – City of Paso Robles, Public Works  
Darren Nelson – City of Paso Robles, Community Development  
Mike Hodge – Hodge Companies  
Steven Puglisi – Steven Puglisi Architects

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Existing Vehicle, Bicycle and Pedestrian Traffic Count Data

Intersection Operation and Level of Service Calculation Worksheets for:

- Existing Conditions
- Existing Plus Project Conditions

THESE STATISTICS ARE  
ON FILE IN COMMUNITY  
DEVELOPMENT DEPT.

## Pine Street Promenade Mitigation Measure Summary – Attachment 9

- AQ-1 The duration of the period where architectural coatings are applied is significant in determining the daily emissions rate. During the project construction the duration of the application of architectural coatings requires 138 days for the scenario with the PAC, 89 days for the scenario without the PAC, and 71 days for the parking structure.
- AQ-2 A geologic study has indicated that naturally occurring asbestos is not present at the site, an exemption request is to be filed with the APCD for their concurrence.
- AQ-3 If demolition work encounters asbestos containing materials these are to be removed and disposed of in an appropriate manner. Should asbestos containing utility pipes be removed the APCD should be notified and requirements stipulated by federal and local agencies should be implemented. The following APCD Standard Condition of Approval is added as a project condition:

### Demolition of Asbestos Containing Materials

There are existing structures on the site that will be demolished. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). If building(s) are removed or renovated; or utility pipelines are scheduled for removal or relocation, this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 for further information.

- AQ-4 The achievement of emission standards for the project is contingent on meeting the APCD requirements. Where project emissions for ROG+NOx exceeds the threshold limit of 25 lbs/day, implementation of mitigations is required. The APCD CEQA Handbook includes Table 3-5 listing possible mitigations. A project that generates between 25 and 29 lbs/day of combined ROG+NOx is to implement at least 8 mitigation actions from the listing in the handbook: Projects that generate between 30 and 34 lbs/day of combined ROG + NOx are to select at least 14 mitigation measures from the listing. The project applicant shall provide documentation that the proposed actions are implemented and that they are sufficient to reduce emissions to threshold levels for the selected construction scenarios.
- AQ-5 Some equipment that may be used during construction or during future operations may require additional permits. Activities that may require additional permits are listed in the APCD CEQA Handbook: Potentially relevant activities include:
- Portable generators and equipment with engines that are 50 hp or greater.
  - Electrical generation plants or the use of a standby generator.
- The preceding analysis indicates that future operation of the project can increase the levels of the ozone precursors (ROG and NOx) above established APCD thresholds. However, the project can be conditioned to reduce levels to less than significant levels.
- AQ-6 The project shall include multiple measures to lessen production of ROG and NOx. The project sponsor shall incorporate at least 18 of the mitigation measures listed in Table 3-5 in the APCD CEQA Handbook (Attachment 5) with the objective of reducing emissions to less than threshold levels.

AQ-7

The APCD requires the following standard dust mitigation actions:

**Condition:** The following expanded list of fugitive dust mitigation measures is made a condition of approval:

- 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.

AQ-8

The contractor is to demonstrate that the off-road fleet that will be used is cleaner than the State-wide average by 10%.

BIO-1

Prior to the issuance of a grading permit, all tree protection measures outlined in the Arborist Report shall be complied with to the satisfaction of the Project Arborist. An acknowledgement from the Arborist will be required prior to the issuance of a permit.

BIO-2

Prior to the issuance of a grading permit, the applicant shall provide evidence that a Certified Arborist from the City's approved list has been contracted for monitoring, as outlined in the project Arborist Report.

BIO-3

Upon completion of each project phase, a letter by the Project Arborist shall be provided to the City that indicates that all tree protection measures have been complied with to his or her satisfaction.

- GHG-1: The project sponsor shall work cooperatively with City and APCD Staff to refine the estimates used in developing emissions forecasts, and to include other project features that will reduce production of greenhouse gasses. If off-site mitigations are required, the project sponsor shall commit to sponsorship of these projects or to the state's greenhouse gas reduction initiatives.
- GHG-2: The project shall be designed to incorporate the following measures:
- a) The project sponsor should demonstrate how the project meets and exceeds the 2013 Title 24 standards.
  - b) The project shall have a solar PV system generating 50 – 60 kW
  - c) The hotel commits to having bikes for guests to rent where they can also tie into the Local and Regional transit systems
  - d) The project shall provide showers and changing areas for employees.
  - e) The project shall provide electric vehicle charging stations for patrons. Initially, two charging stations will be provided and the number increased proportionate to the increase in registration of electric cars.
  - f) The construction contractor will be required to use off-road vehicles that exceed the state average by 10%.
  - g) Irrigation and plumbing will meet CAL Green standards.
  - h) Greywater will be reused in toilets, cooling, or irrigation.
- GHG-3: The project sponsor shall work with the City and the APCD to implement reduction in greenhouse gas emissions to levels that are below the threshold of 1150 annual metric tons of CO<sub>2</sub>e. If this goal is not achievable with project based emissions, the project sponsor shall pay off-site mitigation fees at a rate specified by the APCD.
- N-1: Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.
- N-2: Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.
- N-3: Exterior walls should be constructed of stucco 7/8" three coats over plywood 5/8" on exterior.
- N-4: Interior surfacing should be 5/8" for drywall interior. Additional acoustic insulation could be achieved by two layers of drywall or application over resilient furring channels.
- N-5: Glass in both windows and doors should not exceed 20% of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 25 dB NLR. The greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities but the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.
- N-6: Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.
- N-7: Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.



RESOLUTION NO.:  
A RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF EL PASO DE ROBLES  
APPROVING PLANNED DEVELOPMENT 14-001  
AND VESTING TENTATIVE PARCEL MAP PR 14-0033  
(Pine Street Promenade)

**WHEREAS**, PD 14-001 and Vesting Tentative Parcel Map PR 14-0033 has been submitted by Debbie Lorenz and Brett Van Steenwyk to establish a 121 room hotel, restaurant, office space, performing arts center and parking garage to be developed in two development phases; and

**WHEREAS**, the project is proposed to be located on the 2.42-acre site located on the east side of Pine Street between 10<sup>th</sup> and 8<sup>th</sup> Streets (944 Pine Street); and

**WHEREAS**, in conjunction with PD 14-001, Vesting Tentative Parcel Map PR 14-0033 has been submitted to subdivide the 2.42 acre site into two parcels where Parcel 1 would be 1.78 acres and include Phase I, and Parcel 2 would be .64 acres and include Phase II; and

**WHEREAS**, PR 14-0033 would also include the tentative approval of four commercial condominium units within the Phase I buildings; and

**WHEREAS**, the project incorporates construction of a portion of Phase II (the parking garage) on City owned parcels (APN: 009-156-006 & 010); and

**WHEREAS**, a public hearing was conducted by the Planning Commission on August 12, 2014, to consider facts as presented in the staff report prepared for this project, and to accept public testimony regarding this proposed Planned Development, Tentative Parcel Map, and associated Mitigated Negative Declaration; and

**WHEREAS**, a resolution was adopted by the Planning Commission approving a Mitigated Negative Declaration prepared for the proposed Planned Development and Tentative Parcel Map applications in accordance with the California Environmental Quality Act; and

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

Section 1. Planned Development Findings

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



- a. The design and intensity (density of the proposed development is consistent with the following):
  1. The goals and policies established by the General Plan;
    - a. *The project site is located in the Downtown Commercial Land Use Category. The purpose of this land use category is to provide for commercial and retail centers, and having hotels in close proximity to the commercial and retail centers helps support the economic vitality of the City.*
    - b. *The project is designed to maximize protection of oaks and biological resources as called for in Policies C-3A and C-3B of the Conservation Element. There are no other known biological resources on this site based on the site being previous developed.*
    - c. *Conditions: Condition # AQ-1-AQ8 requires incorporation of air quality mitigation measures, which will implement Policies C-2-B and C-2C of the Conservation Element.*
  2. The policies and development standards established by any applicable specific plan;
    - a. *This proposed project would be consistent with the Vision for the Downtown, by developing new buildings that are strongly oriented to the public space network along and to the east of Spring Street.*
    - b. *Section 2.1.4 Downtown*
      - B. *Vision and Planning: The impetus behind the revitalization of Downtown is the restoration of Downtown's unique historical value, the enhancement of its economic vitality, and the preservation of Paso Robles' friendly, community atmosphere. This will be achieved by expanding and transforming Downtown into a park-once, mixed-use retail district.*
    - c. *Projects (Short-Term): Introduce Park-once parking garages at strategic locations. Possible locations include the southeast corner of Railroad and 13<sup>th</sup> Streets, the southeast corner of Pine and 10<sup>th</sup> Streets, and on the existing City Hall/Library parking lot. (Note: the version in Chapter 1 calls for structures to be "lined" with ground floor retail and upper floor office uses).*
3. The Zoning Code, particularly the purpose and intent of the zoning district in which a development project is located;
  - (a) *The project site is located in the Town Center 1 (TC-1) Zone. Hotels/Motels are permitted in the TC-1 Zone.*
4. All other adopted codes, policies, standards, and plans of the City;
  - a. *This resolution contains several conditions designed to implement the Municipal Code, City State, and Regional governmental policies, regulations and adopted standards related to public infrastructure (e.g., streets, water, sewer, storm drainage), building and fire safety, general public safety.*

- b. *The project expands the City’s inventory of transient lodgings, which advances the following policies in the Economic Strategy*
  - (1) *The overall policy pertaining to “Place”, which calls for the establishment of “distinctive, quality, stable, safe and sustainable physical improvements and attractions that welcome ... commerce, tourism,... and wealth necessary to maintain and enhance quality of life.”*
  - (2) *The “Positioning” policy, which calls for the promotion of local industry, products, services and destinations via expansion and diversification of hotel products, including end destination full-service resorts;*
- b. The Pine Street Promenade Project, is consistent with the adopted codes, policies, standards and plans of the City; since the project has gone through the development review process including, environmental review as required by Section 21.23.B of the Zoning Code related to buildings over 10,000 square feet and proposed modifications have been determined to be consistent with the intent of adapted codes and policies for redevelopment of this property; and
- c. The Pine Street Promenade Project, will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the residents and or businesses in the surrounding area, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City; since the project will be required to comply with the recommended conditions of approval, including any environmental mitigation measures, and comply with any building and fire codes; and
- d. The Pine Street Promenade Project accommodates the aesthetic quality of the City as a whole, especially where development will be visible from the gateways to the City, scenic corridors and the public right-of-way; in this particular case, based on the project being designed with four-sided architecture and various building forms and massing, and based on the site plan, architecture and landscaping, the proposed development will support the aesthetic quality of the City; and
- e. The Pine Street Promenade Project is compatible with, and is not detrimental to, surrounding land uses and improvements, provides an appropriate visual appearance, and contributes to the mitigation of any environmental and social impacts, as a result of the site planning, building architecture and environmental mitigation, included with this project.
- f. The Pine Street Promenade Project is compatible with existing scenic and environmental resources such as hillsides, oak trees, vistas, etc. as a result of the project site being relatively flat, and since there are will be no significant grading and the existing oak trees will be preserved and protected; and
- g. The establishment, maintenance or operation of the Pine Street Promenade Project, will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort, convenience and general welfare of the persons residing or working in the neighborhood of such proposed use, since the project has gone through the development review process including, environmental review as required by Section 21.23.B of the Zoning Code related to buildings over 10,000 square feet; and

- h. The Pine Street Promenade Project contributes to the orderly development of the City as a whole, since the project will provide compatible infill development of an under-utilized City block, and it will utilize the existing infrastructure in Pine Street, consisting of sewer, water and other utilities; and
- i. The Pine Street Promenade Project as conditioned would meet the intent of the General Plan and Zoning Ordinance by providing a transient occupancy/resort type use in close proximity to commercial and retail.
- j. The Pine Street Promenade Project would be consistent with the Economic Strategy, since it would allow for the expansion and diversification of transient occupancy projects, local employment, infill development, and business attraction in downtown.
- k. The 4-story, 50-foot tall building, with elements that exceed this height limit to 61.5-feet in height and the fourth floor coverage exceeding 25 percent, would be acceptable in the TC-1 zoning district based on the area in which the project is located, other buildings in the area having elements that are similar in height and massing, including the Public Safety Center, the Alliance Square buildings and Derby Winery.
- l. The applicant and the City will enter into an agreement to allow a portion of the development project to be constructed primarily on City owned property, which will benefit the City by providing infill development.

## Section 2. Parcel Map Findings

- a. The proposed tentative parcel map is consistent with the adopted General Plan for the City of El Paso de Robles in that it provides for the development of clean attractive businesses, where the uses are primarily conducted indoors;
- b. As conditioned, the design of lots, streets, open space, drainage, sewers, water and other improvements is consistent with the General Plan, Zoning Ordinance, and other city regulations;
- c. The site is physically suitable for the type of development proposed as demonstrated with the proposed site plans;
- d. The design of the land division is not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat;
- e. The design of the land division and types of improvements proposed are not likely to cause serious public health problems;
- f. The design of the land division and the type of improvements proposed will not conflict with easements acquired by the public at-large, for access through or use of, property within the proposed subdivision.

### Section 3. Conditions of Approval

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles approves Planned Development 14-001 and Tentative Parcel Map 14-0033 subject to the following conditions:

#### PLANNING:

1. This PD 14-001 and Tentative Parcel Map allows for the development of Pine Street Promenade project which includes the following:

##### Phase I:

- **Hotel Building:** a new 100 - 121 room luxury hotel, 21,189 square foot public market, 3,578 square feet of meeting and function rooms, spa and exercise room, and a wine cellar, with a 1,848 square foot dining/function room, along with 162 valet parking spaces;
- **Restaurant:** a new upscale restaurant attached to the hotel building with a basement wine cellar adjacent to a 1,277 square foot banquet room. On the ground level would be the 2,940 square foot interior dining, and 1,661 square foot outdoor terrace dining, and a total of 6 hotel suites on the upper floors;
- **Plaza Building:** a new three story building for commercial and office uses on the three floors with a basement parking level, or alternatively developed to include 21 additional hotel accommodations (included in the 121 rooms noted above);
- **Surface Parking lot:** at the time of the Phase I development, a surface parking lot for 86 parking spaces will be constructed on the southern half of the lot. The parking lot will be removed with the development of Phase II and the spaces will be incorporated into a new parking structure, described below;
- **Subdivision:** Vesting Tentative Parcel Map PR 14-0033, which would subdivide the site into two parcels with the hotel, plaza and restaurant buildings on Parcel 1, and the PAC and parking garage on Parcel 2. The subdivision also includes creation of four condominium units for financing purposes, which would include the hotel, restaurant, plaza building, and the public market. Along with the request for the parcel map is a request for a summary abandonment of the public utility easement

##### Phase II:

- **Performing Arts Center:** 400 – 500 seat PAC providing a public entertainment venue that could be used for a range of theatrical and musical performances, as well as lectures, seminars, and public and private meetings;

- **Parking Structure:** 5-level, 224 space parking structure, including 2,991 square feet of commercial space along Pine Street, and 6,768 square feet of office space on the upper floors;
2. The entitlement of approval for Phase I of PD 14-001 and PR 14-0033, expires on August 12, 2016, including the entitlement for the 4-lot condominium map, unless a building permit has been issued or a request for a time extension has been filed prior to the expiration date. Phase II shall expire on August 12, 2019, unless a building permit has been issued or a request for a time extension has been filed prior to the expiration date.
  3. Parking spaces for the Promenade Project shall be provided as follows:
 

**Phase I:** At least 58 parking spaces shall be provided in an onsite parking lot on Parcel 2. The 58 spaces, along with the 162 valet parking spaces within the hotel building meet the required 220 parking spaces for Phase I. Please note the project plans indicate that there will be 86 parking spaces provided for on the surface parking lot, for a total of 246.

**Interim Parking:** Prior to issuance of a grading permit for Phase II on Parcel 2, an Interim Parking Plan for use of offsite parking spaces shall be approved by the Development Review Committee that provides for temporary use of parking spaces required for Phase I. A Parking Agreement shall be recorded prior to issuance of a grading plan for Phase II, for a term to be specified, as needed, to ensure parking is available until the required parking for Phase I can be provided either onsite on Parcel 2 in conjunction with redevelopment of that property, or in a parking structure on City property developed in conjunction with a Performing Arts Center or other use approved by City Council.

**Phase II:** All parking spaces for Phase I and Phase II shall be provided either on Parcel 2 or in a parking structure on City property, except for hotel parking which is provided on Parcel 1 or Phase 1 (beneath the hotel).
  4. Prior to the issuance of a grading and/or building permit for Phase II, the applicant shall have entered into a Development and Disposition Agreement (DDA) in a form approved by the City Attorney, and approved by the City Council, establishing the terms and conditions for the disposition, development, use, operation and maintenance of the City-owned parcels that are immediately south of applicant's property. Please note that the intent for the use of the City parcels for the development of a parking structure is directly related to a Performing Arts Center being constructed in Phase II. If Phase II is developed without the Performing Arts Center, then the applicants will need to design Phase II in a manner that complies with the parking requirements without the use of the City parcels.
  5. Concurrent with the recording of Parcel Map PR 14-0033, a reciprocal parking and access easement shall be placed over Parcels 1 and 2.
  6. 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:

<b>EXHIBIT</b>	<b>DESCRIPTION</b>
A	Standard Conditions
B	PR 14-0033
PD - Phase I	
C	Cover Sheet – Project Data
D	Overall Landscape Site Plan
E	Illustrative Site Plan
F	Landscape Plan
G	Architectural Site Plan & Plaza Level Floor Plan
H	Basement Level Floor Plan & Hotel West Elevation
I	Terrace Level Floor Plan & Hotel Section
J	Third Level Floor Plan & Hotel East Elevation
K	Fourth Level Floor Plan & Hotel South Elevation
L	Roof Level Plan & Market Perspective
M	Hotel North Elevation & Restaurant Perspective
PD - Phase II	
N	Overall Aerial View Northwest
O	Illustrative Site Plan
P	Landscape Plan
Q	Architectural Site Plan & Plaza Level Floor Plan
R	Performing Arts Mezzanine Level Plan, Parking Structure, Second Level Plan & West Elevation
S	Parking Structure Basement plan, Fourth Level Plan, Roof Plan and South Elevation
T	Northeast Perspective & North Elevation
U	Performing Arts Perspective & Parking Structure Section
V	Parking Structure/South Elevation
W	Phase One Existing Site & Topographic Map
X	Phase Two Existing Site & Topographic Map
Y	Phase One Grading & Drainage
Z	Phase Two Grading & Drainage

7. The maximum length of stay for any hotel room is 30 consecutive days.
8. Prior to the issuance of a building permit, the Development Review Committee (DRC) shall review the following items to insure substantial compliance with the above listed Exhibits:
  - Final site details such as landscaping, decorative paving, benches, exterior lighting and any other site planning details;
  - Architectural elevations, including final materials, colors and details;
  - Equipment such as backflow prevention devices, transformers, a/c condensers and appropriate screening methods for both views and noise;
  - Final grading and drainage plans;
  - Signage
  - Exterior lighting fixtures for building and site lighting
9. The project landscape plan is subject to the requirements within the City’s Landscape Ordinance.

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

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

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

### **ENGINEERING:**

11. Prior to occupancy, 10<sup>th</sup> Street and Pine Street shall be improved in accordance with plans approved by the City Engineer.
12. Prior to occupancy of Phase I, the street crossing of the railroad at 10<sup>th</sup> Street shall be improved with sidewalks and bike lanes. These improvements will be funded with transportation impact fees generated by the project.
13. Stormwater control measures as outlined in the project submittals shall be incorporated into the project grading and drainage plans. The applicant shall pay mitigation stormwater fees or build a facility as described in the Watershed Master Plan of improvements to meet compliance with post-construction stormwater retention requirements.

### **Section 3. Environmental Mitigation Measures**

#### **Air Quality:**

14. AQ-1: The duration of the period where architectural coatings are applied is significant in determining the daily emissions rate. During the project construction the duration of the application of architectural coatings requires 138 days for the scenario with the PAC, 89 days for the scenario without the PAC, and 71 days for the parking structure.
15. AQ-2: A geologic study has indicated that naturally occurring asbestos is not present at the site, an exemption request is to be filed with the APCD for their concurrence.
16. AQ-3: If demolition work encounters asbestos containing materials these are to be removed and disposed of in an appropriate manner. Should asbestos containing utility pipes be removed the APCD should be notified and requirements stipulated by federal and local agencies should be implemented. The following APCD Standard Condition of Approval is added as a project condition:



### Demolition of Asbestos Containing Materials

There are existing structures on the site that will be demolished. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). If building(s) are removed or renovated; or utility pipelines are scheduled for removal or relocation, this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 for further information.

17. AQ-4: The achievement of emission standards for the project is contingent on meeting the APCD requirements. Where project emissions for ROG+NOx exceed the threshold limit of 25 lbs/day, implementation of mitigations is required. The APCD CEQA Handbook includes Table 3-5 listing possible mitigations. A project that generates between 25 and 29 lbs/day of combined ROG+NOx is to implement at least 8 mitigation actions from the listing in the handbook: Projects that generate between 30 and 34 lbs/day of combined ROG + NOx are to select at least 14 mitigation measures from the listing. The project applicant shall provide documentation that the proposed actions are implemented and that they are sufficient to reduce emissions to threshold levels for the selected construction scenarios.
  
18. AQ-5: Some equipment that may be used during construction or during future operations may require additional permits. Activities that may require additional permits are listed in the APCD CEQA Handbook: Potentially relevant activities include:
  - Portable generators and equipment with engines that are 50 hp or greater.
  - Electrical generation plants or the use of a standby generator.

The preceding analysis indicates that future operation of the project can increase the levels of the ozone precursors (ROG and NOx) above established APCD thresholds. However, the project can be conditioned to reduce levels to less than significant levels.

19. AQ-6: The project shall include multiple measures to lessen production of ROG and NOx. The project sponsor shall incorporate at least 18 of the mitigation measures listed in Table 3-5 in the APCD CEQA Handbook (Attachment 5) with the objective of reducing emissions to less than threshold levels.
  
20. AQ-7: The APCD requires the following standard dust mitigation actions:  
**Condition:** The following expanded list of fugitive dust mitigation measures is made a condition of approval:
  - 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.

21. AQ-8: The contractor is to demonstrate that the off-road fleet that will be used is cleaner than the State-wide average by 10%.

**Biology:**

22. BIO-1: Prior to the issuance of a grading permit, all tree protection measures outlined in the Arborist Report shall be complied with to the satisfaction of the Project Arborist. An acknowledgement from the Arborist will be required prior to the issuance of a permit.

23. BIO-2: Prior to the issuance of a grading permit, the applicant shall provide evidence that a Certified Arborist from the City's approved list has been contracted for monitoring, as outlined in the project Arborist Report.

24. BIO-3: Upon completion of each project phase, a letter by the Project Arborist shall be provided to the City that indicates that all tree protection measures have been complied with to his or her satisfaction.

**Greenhouse Gas Emissions:**

25. GHG-1: The project sponsor shall work cooperatively with City and APCD Staff to refine the estimates used in developing emissions forecasts, and to include other project features that will reduce production of greenhouse gasses. If off-site mitigations are required, the project sponsor shall commit to sponsorship of these projects or to the state's greenhouse gas reduction initiatives.
26. GHG-2: The project shall be designed to incorporate the following measures:
- a) The project sponsor should demonstrate how the project meets and exceeds the 2013 Title 24 standards.
  - b) The project shall have a solar PV system generating 50 – 60 kW
  - c) The hotel commits to having bikes for guests to rent where they can also tie into the Local and Regional transit systems
  - d) The project shall provide showers and changing areas for employees.
  - e) The project shall provide electric vehicle charging stations for patrons. Initially, two charging stations will be provided and the number increased proportionate to the increase in registration of electric cars.
  - f) The construction contractor will be required to use off-road vehicles that exceed the state average by 10%.
  - g) Irrigation and plumbing will meet CAL Green standards.
  - h) Greywater will be reused in toilets, cooling, or irrigation.
27. GHG-3: The project sponsor shall work with the City and the APCD to implement reduction in greenhouse gas emissions to levels that are below the threshold of 1150 annual metric tons of CO<sub>2</sub>e. If this goal is not achievable with project based emissions, the project sponsor shall pay off-site mitigation fees at a rate specified by the APCD.
28. N-1: Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.
29. N-2: Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.
30. N-3: Exterior walls should be constructed of stucco 7/8" three coats over plywood 5/8" on exterior.
31. N-4: Interior surfacing should be 5/8" for drywall interior. Additional acoustic insulation could be achieved by two layers of drywall or application over resilient furring channels.

32. N-5: Glass in both windows and doors should not exceed 20% of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 25 dB NLR. The greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities but the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.
33. N-6: Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.
34. N-7: Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.

PASSED AND ADOPTED THIS 12<sup>th</sup> day of August, 2014 by the following Roll Call Vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

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DOUG BARTH, CHAIRMAN

ATTEST:

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ED GALLAGHER, PLANNING COMMISSION SECRETARY

h:darren/PD/Promenade /PC Res

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

Planned Development \_\_\_\_\_  Conditional Use Permit \_\_\_\_\_

Tentative Parcel Map \_\_\_\_\_  Tentative Tract Map \_\_\_\_\_

Approval Body: Planning Commission Date of Approval: August 12, 2014

Applicant: Pine Street Promenade Location: 944 Pine Street

APN:009-156-008, 006 & 010

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 See site specific conditions in PD 14-001 Resolution 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

(Adopted by Planning Commission Resolution \_\_\_\_\_)

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

(Adopted by Planning Commission Resolution \_\_\_\_\_)

- 20. Two sets of the revised Planning Commission approved plans incorporating all Conditions of Approval, standard and site specific, shall be submitted to the Community Development Department prior to the issuance of building permits.
- 21. Prior to the issuance of building permits, the
  - Development Review Committee shall approve the following:
  - Planning Division Staff shall approve the following:
    - a. A detailed site plan indicating the location of all structures, parking layout, outdoor storage areas, walls, fences and trash enclosures;
    - b. A detailed landscape plan;
    - c. Detailed building elevations of all structures indicating materials, colors, and architectural treatments;
    - d. Other:

**B. GENERAL CONDITIONS – TRACT/PARCEL MAP:**

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

(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

(Adopted by Planning Commission Resolution \_\_\_\_\_)

engineer and shall be submitted to the City Engineer for review and approval. The improvements shall be designed and placed to the Public Works Department Standards and Specifications.

- 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:

Pine Street 10 <sup>th</sup> Street		
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

(Adopted by Planning Commission Resolution \_\_\_\_\_)

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

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

(Adopted by Planning Commission Resolution \_\_\_\_\_)

landscaping.

- 14. All construction refuse shall be separated (i.e. concrete, asphalt concrete, wood gypsum board, etc.) and removed from the project in accordance with the City's Source Reduction and Recycling Element.
- 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**

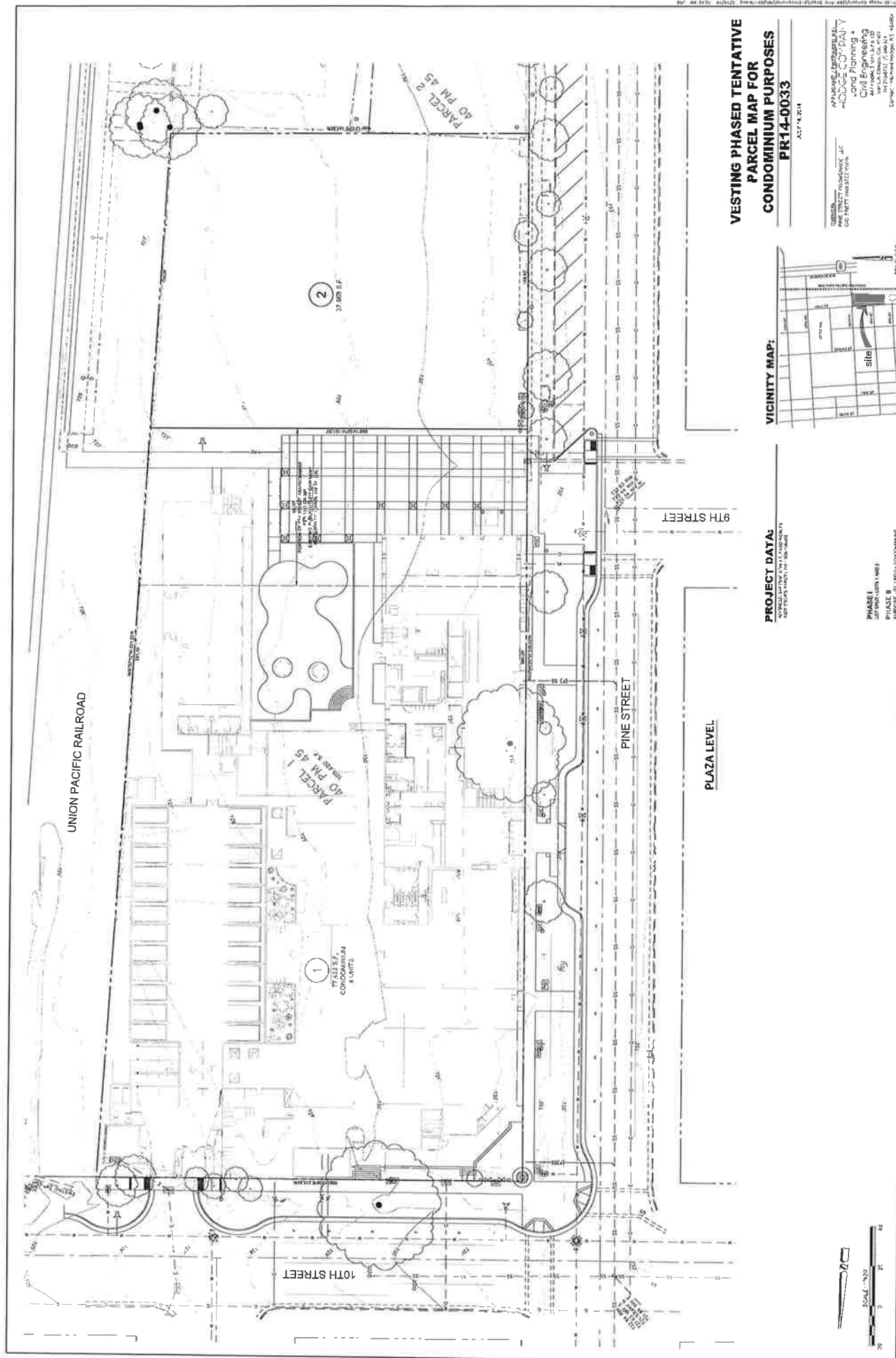
- 1.  Prior to the start of construction:
  - Plans shall be reviewed, approved and permits issued by Emergency Services for underground fire lines.
  - Applicant shall provide documentation to Emergency Services that required fire flows can be provided to meet project demands.
  - Fire hydrants shall 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

(Adopted by Planning Commission Resolution \_\_\_\_\_)

applicable:

- Fire alarm annunciator panel in weatherproof case.
  - 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 \_\_\_\_\_)



**VESTING PHASED TENTATIVE  
PARCEL MAP FOR  
CONDOMINIUM PURPOSES  
PR14-0033**



**PROJECT DATA:**  
APPROVED BY THE CITY OF PASADENA  
APPROVED BY THE BOARD OF SUPERVISORS

**PHASE I**  
CONDOMINIUM UNIT  
APPROVED BY THE BOARD OF SUPERVISORS

**DESIGNER:**  
HOCKEY COMPANY  
CIVIL ENGINEERING  
1000 N. GARDEN ST.  
PASADENA, CA 92368  
PHONE: 909.799.1111  
FAX: 909.799.1112  
WWW.HOCKEYCOMPANY.COM

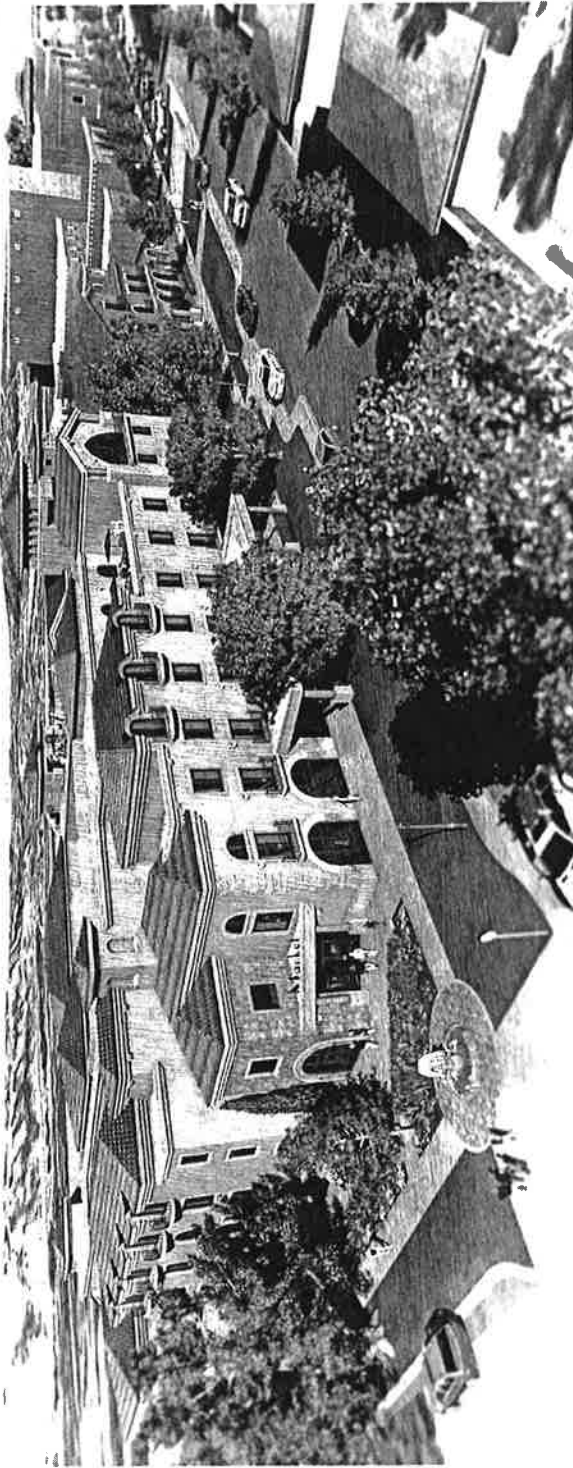
**DATE:**  
JULY 14, 2014

**SHEET 1 OF 1**

**Exhibit B**  
Vesting Tentative Parcel Map PR 14-0033.  
PD 14-001 & PR 14-0033  
(Promenade)

**SHEET INDEX**

- Phase One:
- P1.1 Aerial View Southwest & Sheet Index
  - P1.2 Overall Landscape Site Plan
  - P1.3 Illustrative Site Plan
  - P1.4 Landscape Plan
  - P1.5 Architectural Site Plan & Plaza Level Floor Plan
  - P2.1 Basement Level Floor Plan & Hotel West Elevation
  - P2.2 Terrace Level Floor Plan & Hotel Section
  - P2.3 Third Level Floor Plan & Hotel East Elevation
  - P2.4 Fourth Level Floor Plan & Hotel South Elevation
  - P2.5 Roof Level Plan & Market Perspective
  - P2.6 Hotel North Elevation & Restaurant Perspective
- Phase Two:
- P3.1 Overall Aerial View Northwest
  - P3.2 Illustrative Site Plan
  - P3.3 Landscape Plan
  - P3.4 Architectural Site Plan & Plaza Level Floor Plan
  - P4.1 Performing Arts Mezzanine Level Plan, Parking Structure Second Level, Plan & West Elevation
  - P4.2 Performing Arts Roof Plan, Parking Structure Third Level Plan & East Elevation
  - P4.3 Parking Structure Basement Plan, Fourth Level Plan, Roof Plan & South Elevation
  - P4.4 Northeast East Perspective & East Elevation
  - P4.5 Performing Arts Perspective & Parking Structure Section
  - P5.1 Composite Utility Plan
  - P5.2 Phase One Existing Site & Topographic Map
  - P5.3 Phase Two Existing Site & Topographic Map
  - P5.4.1 Parcel Map for Condominium Purposes - Basement
  - P5.4.2 Parcel Map for Condominium Purposes - Plaza Level
  - P5.4.3 Parcel Map for Condominium Purposes - Terrace Level
  - P5.4.4 Parcel Map for Condominium Purposes - Third Level
  - P5.4.5 Parcel Map for Condominium Purposes - Fourth Level



PHASE ONE AERIAL VIEW SOUTHWEST

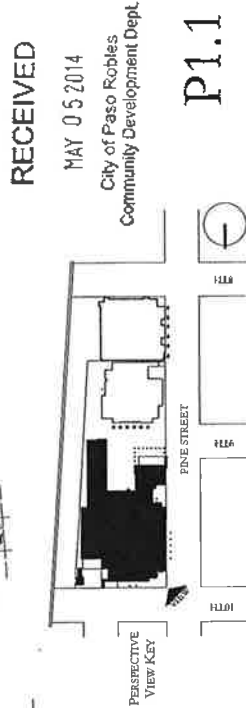
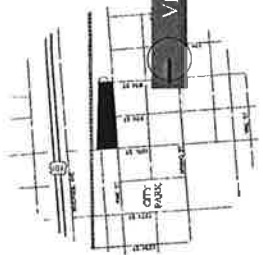
**PHASE ONE MIXED-USE BUILDING STATISTICS**

LEVEL	COMPONENT				TOTAL
	Hotel	Dine&Conf.	Parking	Market	
Basement Level	5,013		37,020		42,033
Plaza Level	4,346		8,286	21,885	34,517
Terrace Level*	33,395			5,275	38,670
Third Level	23,197	7,210		5,275	35,682
Fourth Level*	19,799				19,799
Pool Deck	6,231				6,231
	94,181	7,210	45,306	21,885	168,582
				7,492	176,074

\* Terrace Level includes 3,691 sf of Outdoor Area  
 \* Fourth Level includes 889 sf of Outdoor Area



**VICINITY MAP - NO SCALE**



RECEIVED  
 MAY 05 2014  
 City of Paso Robles  
 Community Development Dept.

P1.1

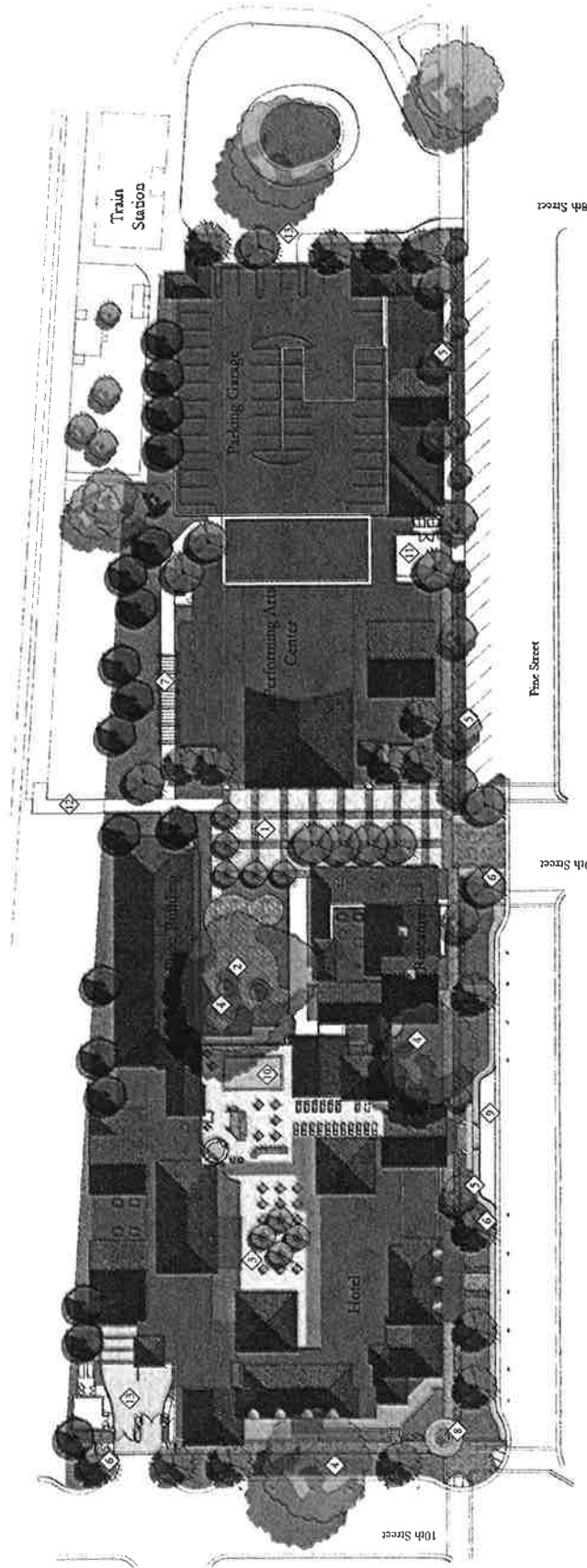
**Exhibit C**  
 Cover Sheet - Project Data  
 PD 14-001 & PR 14-0033  
 (Promenade)

# PINE STREET PROMENADE LLC

944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ

## Key to Site Elements

- |   |   |    |                                    |
|---|---|----|------------------------------------|
| ◆ | Plaza                                   | 8  | Fountain                           |
| 2 | Sunken Courtyard with decorative pavers | 9  | Valet parking drop-off             |
| 3 | Terrace                                 | 10 | Pool terrace                       |
| 4 | Existing oak trees to remain            | 11 | Dock                               |
| 5 | Existing street trees to remain         | 12 | Pedestrian access to train station |
| 6 | Proposed street trees                   | 13 | Ingress / egress to parking garage |
| 7 | Trellis                                 |    |                                    |



OVERALL ILLUSTRATIVE SITE PLAN

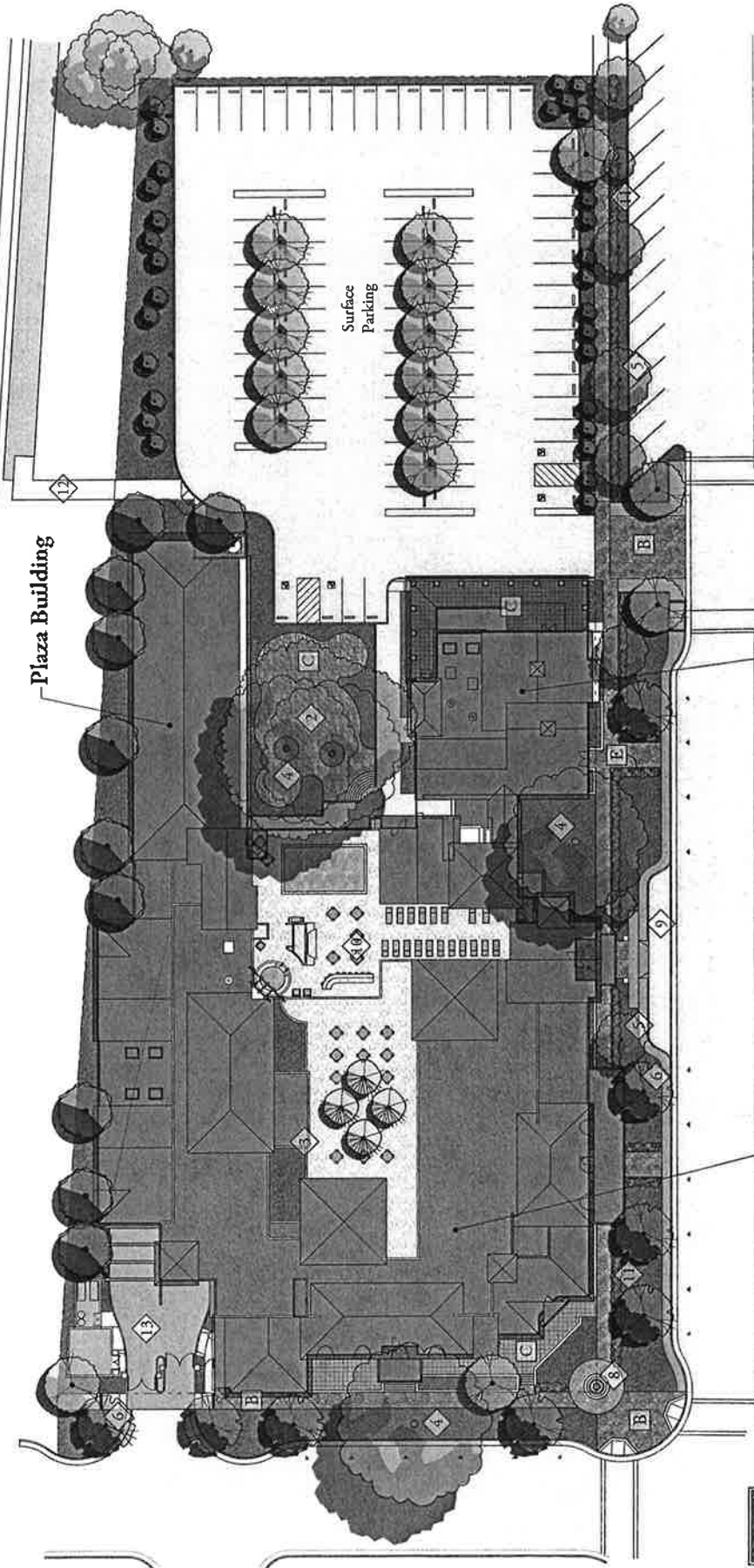
P1.2

**Exhibit D**  
Overall Landscape Site Plan  
PD 14-001 & PR 14-0033  
(Promenade)



# PINE STREET PROMENADE LLC

864 PINE STREET EL PASO DE NOBLES, CA  
BRETT VANSTEENWYK DEBBIE LORENZ



PHASE ONE ILLUSTRATIVE SITE PLAN

P1.3

- Site Elements**
- 1 Plaza
  - 2 Sunken Courtyard with decorative pavers
  - 3 Terrace
  - 4 Existing oak trees to remain
  - 5 Existing street trees to remain
  - 6 Proposed street trees
  - 7 Trellis
  - 8 Fountain
  - 9 Valet parking drop-off
  - 10 Pool terrace
  - 11 Bonewood hedge
  - 12 Pedestrian access to train station
  - 13 Ingress / egress to parking garage



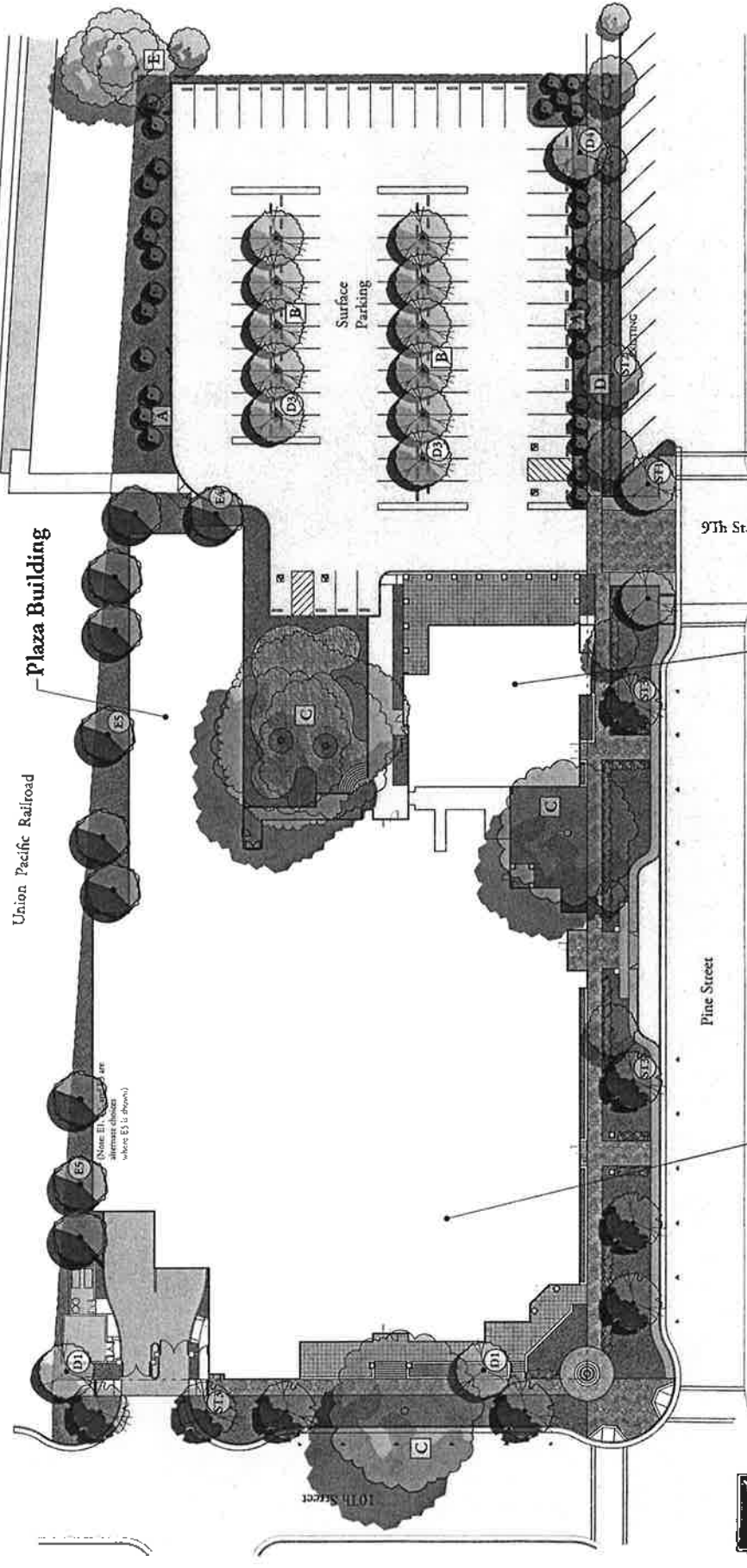
**Exhibit E**  
Site Plan - Phase I  
PD 14-001 & PR 14-0033  
(Promenade)

# PINE STREET PROMENADE LLC

944 PINE STREET EL PASO, DE ROBLES, CA  
BRETT VANSTEENWYK DEBBIE LORENZ



*Pinus australis*  
*Pinus jeffreyi*  
*Liquidambar styraciflua*  
*Quercus agrifolia*  
*Quercus agrifolia*  
*Quercus agrifolia*  
*Quercus agrifolia*



PHASE ONE LANDSCAPE PLAN

P1.4

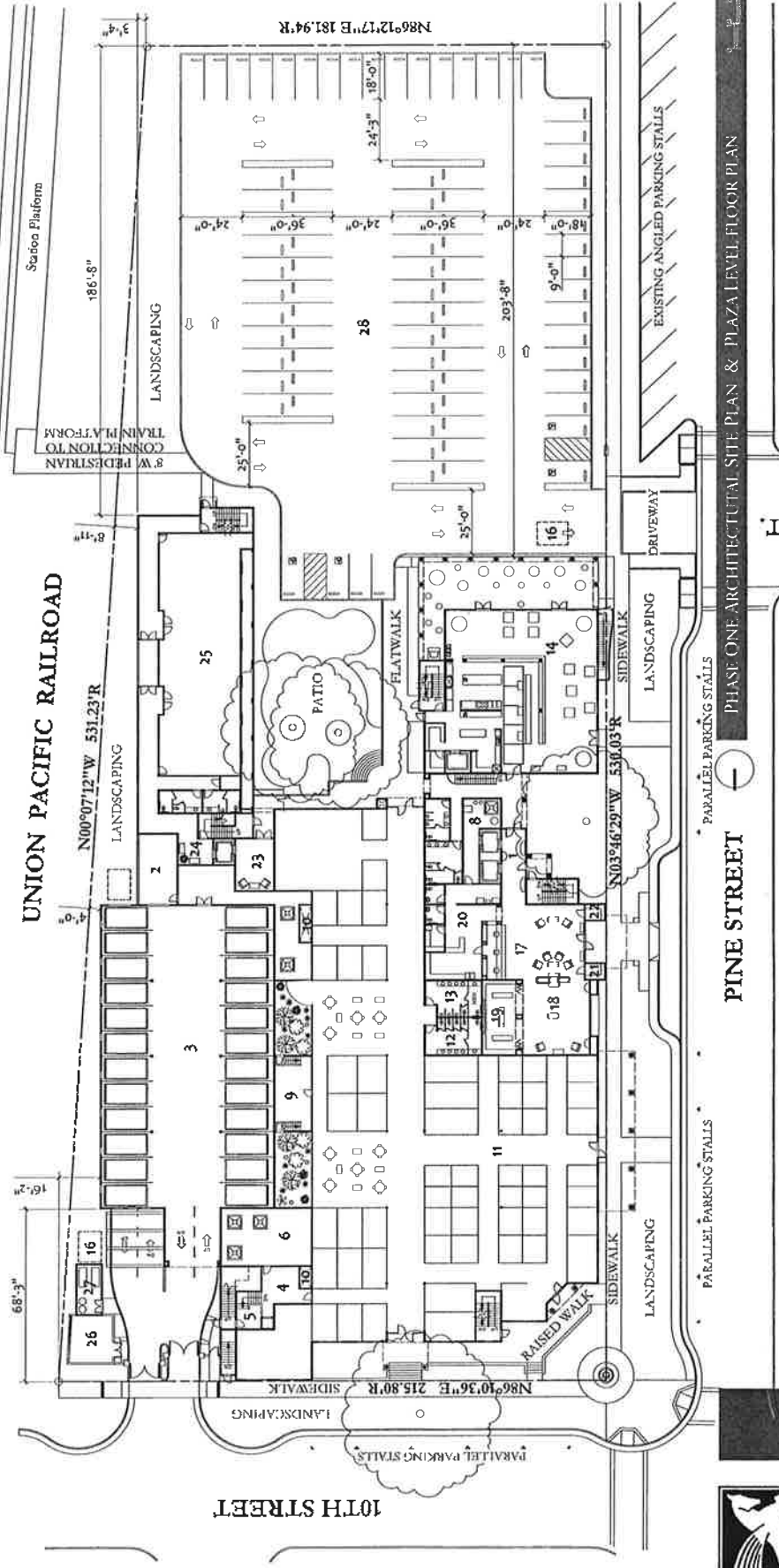
See Phase 2 Landscape Plan,  
Sheet P3.3, for plant list.

### Notes

- A) Screen shrubs (temporary, 5 gallon size)
- B) Medium-sized shade trees in "diamond" pattern; trees shall be transplanted within project in phase 2.
- C) Existing oak trees to remain.
- D) Existing street trees to remain (London plant).
- E) Existing trees to remain.



**Exhibit F**  
Landscape Plan  
PD 14-001 & PR 14-0033  
(Promenade)



**PHASE ONE ARCHITECTURAL SITE PLAN & PLAZA LEVEL FLOOR PLAN**

**PINE STREET**

**10TH STREET**

**HOTEL PLAZA LEVEL NOTES**

- 1. Elevator Lobby
- 2. Rainwater cistern and filtration system
- 3. Plaza Level Parking 48 vehicles
- 4. Mechanical Lift
- 5. Refuse Transfer Area #2
- 6. Mechanical #3

- 8. Mechanical #5
- 9. Storage and Maintenance
- 10. Mechanical Chase
- 11. Makeuppace
- 12. Women's Restroom
- 13. Men's Restroom
- 14. Restaurant Dining

- 15. Outdoor Dining
- 16. Grease Interceptor
- 17. Lobby
- 18. Lobby Lounge
- 19. Gifts
- 20. Hotel Offices
- 21. Valet

- 22. Luggage
- 23. Office Entrance Lobby
- 24. Courtyard Level Office Lobby
- 25. Courtyard Level Offices
- 26. Refuse & Recycling
- 27. Emergency Generator & Pump House
- 28. Surface Parking 86 Spaces
- 29. Service Lobby

**P1.5**

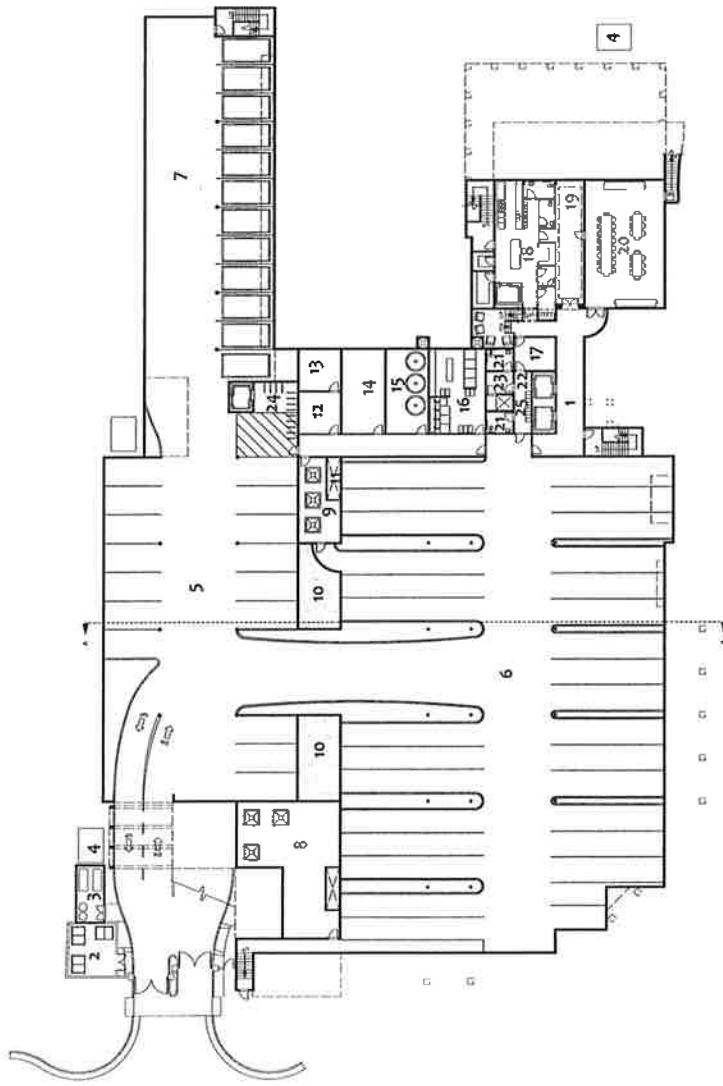
**Exhibit G**  
 Arch. Site Plan - Plaza Floor Plan  
 PD 14-001 & PR 14-0033  
 (Promenade)

# PINE STREET PROMENADE LLC

944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ

## HOTEL NOTES

1. Elevator Lobby
2. Refuse/recycling
3. Pump house and generator room
4. Grease Interceptor
5. Basement Level Parking #1 16 spaces total
6. Basement Level Parking #2 74 spaces total
7. Basement Level Parking #3 24 spaces total
8. Mechanical Room #1
9. Mechanical Room #2
10. Pantry
11. Mechanical Chase
12. Electrical Room
13. Communications Room
14. Workshop
15. Boiler and Laundry Water Reclamation System Room
16. Laundry Room
17. Refuse Transfer Area #1
18. Service Kitchen
19. Wine Cellar
20. Banquet Room
21. Employee Restrooms
22. Employee Lockers
23. Employee Shower
24. Employee Bike Racks
25. Service Lobby

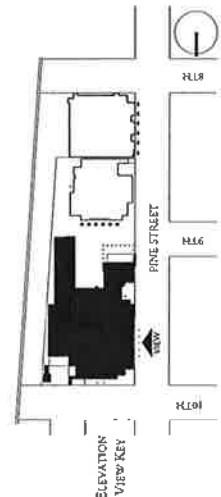


BASEMENT LEVEL



WEST ELEVATION

Steven Puglisi ARCHITECTS  
APCIS STUDIO ARCHITECTS  
firma



P2.1

**Exhibit H**  
Basement Level Floor Plan/ Hotel W. Elev.  
PD 14-001 & PR 14-0033  
(Promenade)

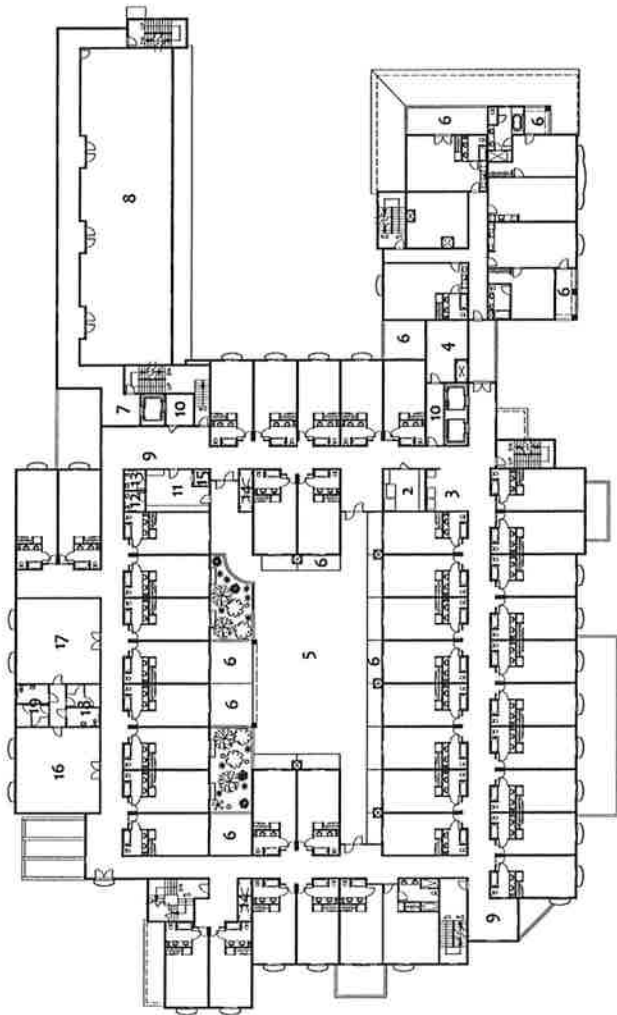
# PINE STREET PROMENADE LLC

544 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ

## HOTEL NOTES

1. Elevator Lobby
2. Housekeeping
3. Vending
4. Utility
5. Entertaining Terrace
6. Private Patios
7. Terrace Level Office Lobby
8. Terrace Level Offices
9. Terrace Lounge
10. Service Lobby
11. Service Kitchen
12. Men's Restroom
13. Women's Restroom
14. Mechanical Chase
15. Dumbwaiter
16. Gym
17. Spa
18. Men's Showers & Restrooms
19. Women's Showers & Restrooms

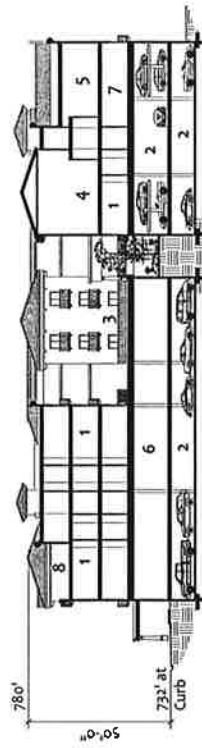
\* Available for Employees



TERRACE LEVEL

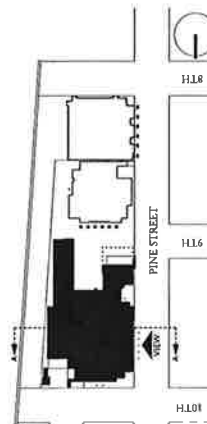
## 'A' - HOTEL SECTION NOTES

1. Typical Guest Rooms
2. Valet Parking
3. Courtyard
4. Hotel Restaurant
5. Meeting Rooms
6. Marketplace
7. Spa
8. Sunset Terrace



HOTEL SECTION

ELEVATION  
VIEW KEY



P2.2

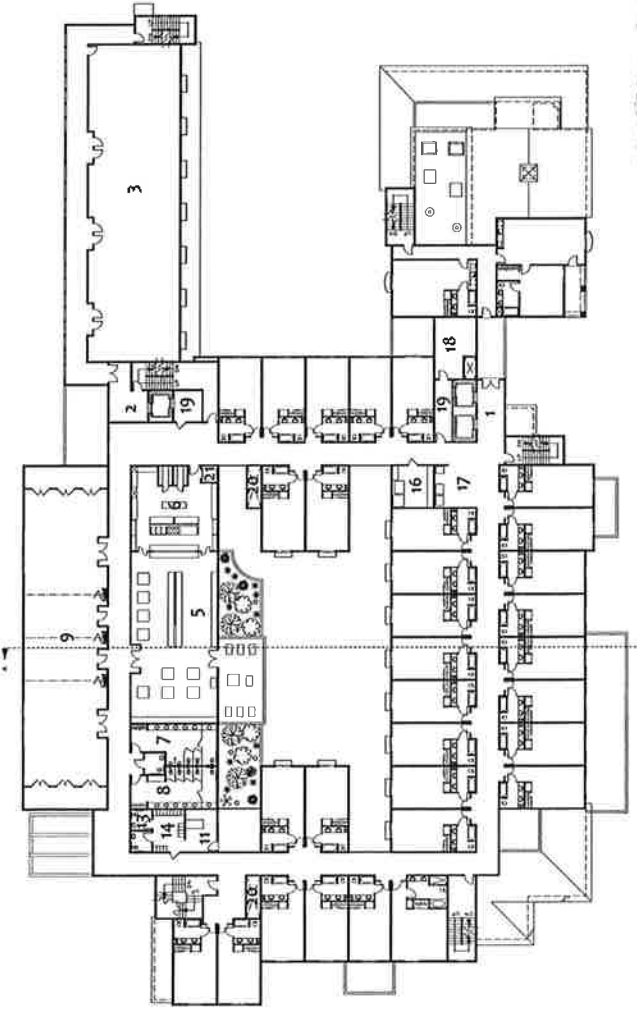
## Exhibit I Terrace Floor Plan/ Hotel Section PD 14-001 & PR 14-0033 (Promenade)

# PINE STREET PROMENADE LLC

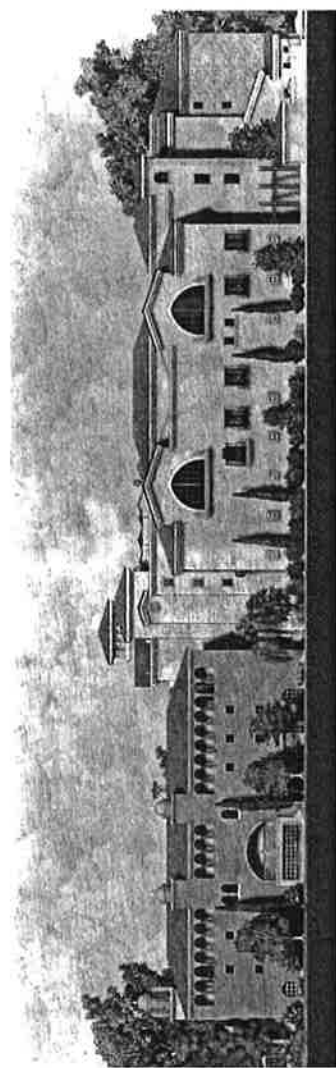
944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ

## HOTEL NOTES

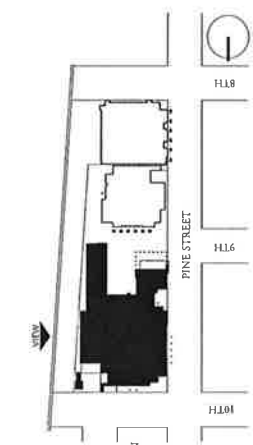
1. Elevator Lobby
2. Third Level Office Lobby
3. Third Level Offices
4. Single Occupant Restroom
5. Dining Room
6. Kitchen
7. Men's Restroom
8. Women's Restroom
9. Conference Room
10. Storage
11. Employee Break Room
12. Employee's Lockers
13. Employee Restrooms
14. Employee Locker Rooms
15. Employee Showers
16. Housekeeping
17. Vending
18. Utility
19. Service Lobby
20. Mechanical Chase
21. Dumbwaiter



THIRD LEVEL



EAST ELEVATION



ARTIS STUDIO ARCHITECTS ARCHITECTS  
 Steven Puglisi ARCHITECTS INC.  
 HODGE COMPANY  
 firma

P2.3

Exhibit J  
 Third Floor Plan/Hotel East Elev.  
 PD 14-001 & PR 14-0033  
 (Promenade)

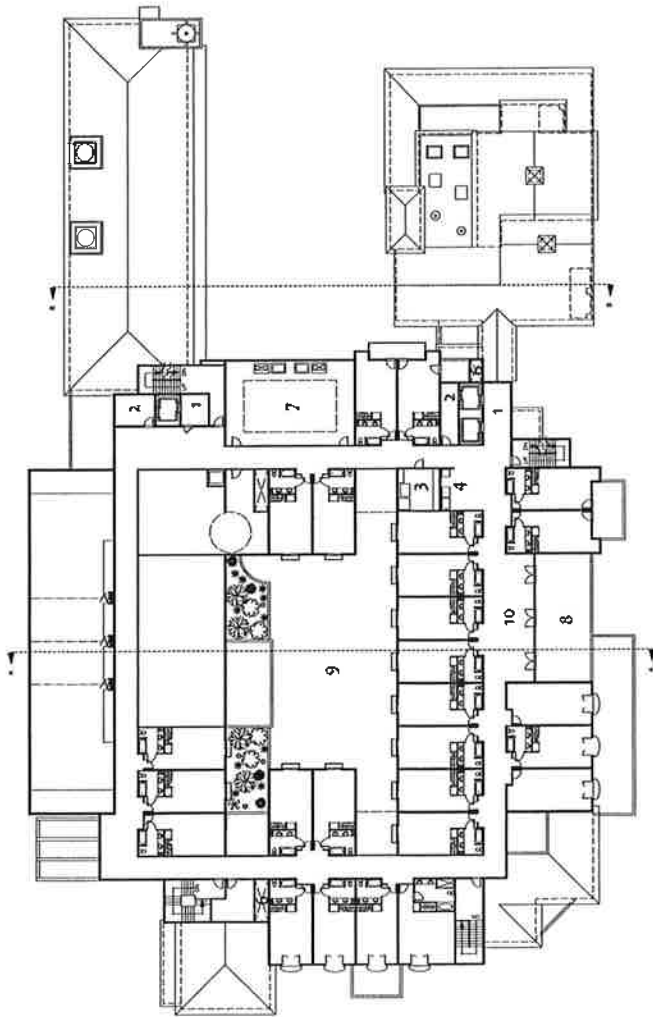


# PINE STREET PROMENADE LLC

944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ

## HOTEL NOTES

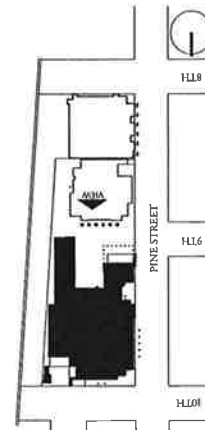
1. Elevator Lobby
2. Storage
3. Housekeeping
4. Vending
5. Service Lobby
6. Mechanical Chase
7. Pool Equipment and Pool Structure
8. Sunset Terrace
9. Dining Deck Below
10. Sunset Terrace Lobby



FOURTH LEVEL



ELEVATION  
VIEW KEY



SOUTH ELEVATION

P2.4

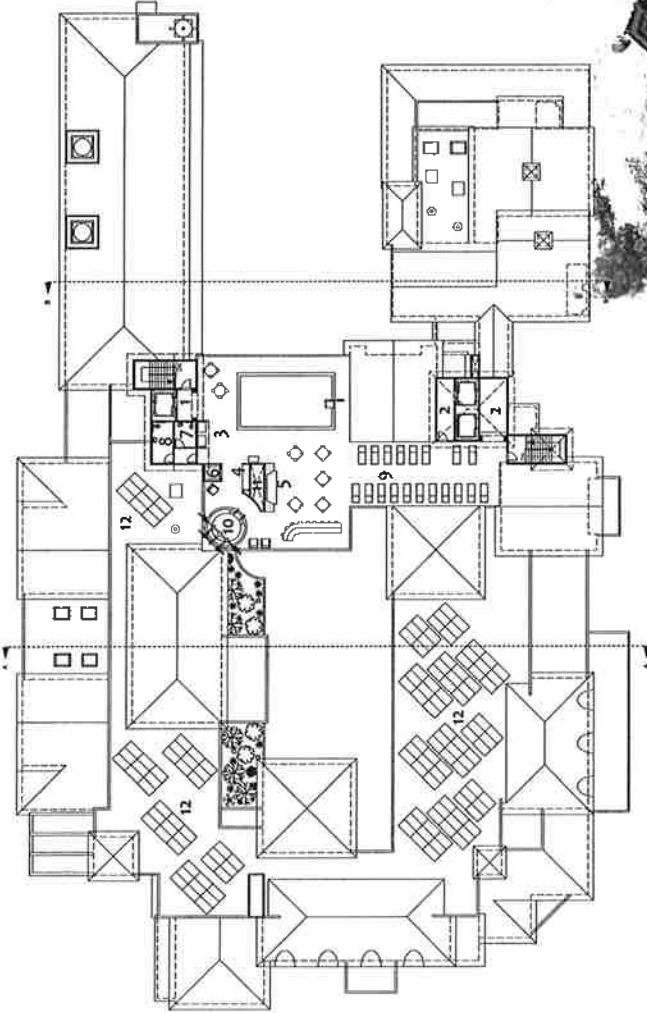
**Exhibit K**  
Fourth Level Floor Plan/Hotel South Elev.  
PD 14-001 & PR 14-0033  
(Promenade)

# PINE STREET PROMENADE LLC

944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ

## HOTEL NOTES

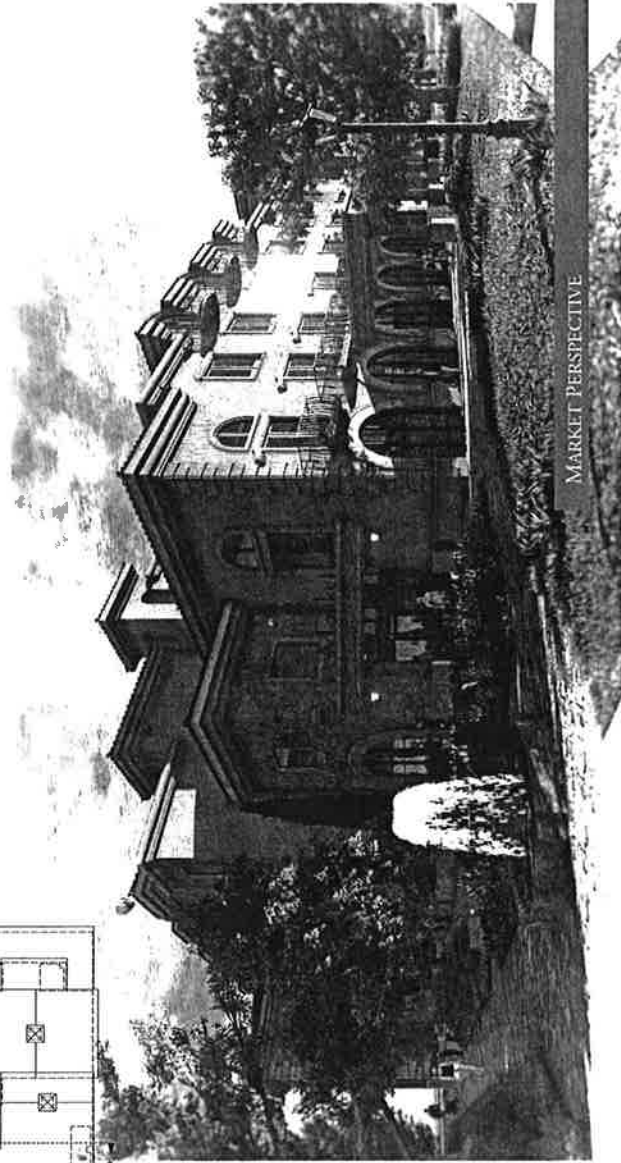
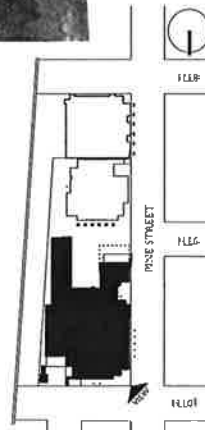
1. Elevator Lobby
2. Service Lobby
3. Vending
4. Towel Cabinet
5. Fireplace
6. Dishwasher
7. Men's Restroom
8. Women's Restroom
9. Sun Deck
10. Spa
11. Mechanical Chase
12. Solar Panels



ROOF LEVEL



ELEVATION  
VIEW KEY



MARKET PERSPECTIVE

P2.5

**Exhibit L**  
Roof Level Plan/Market Perspective  
PD 14-001 & PR 14-0033  
(Promenade)

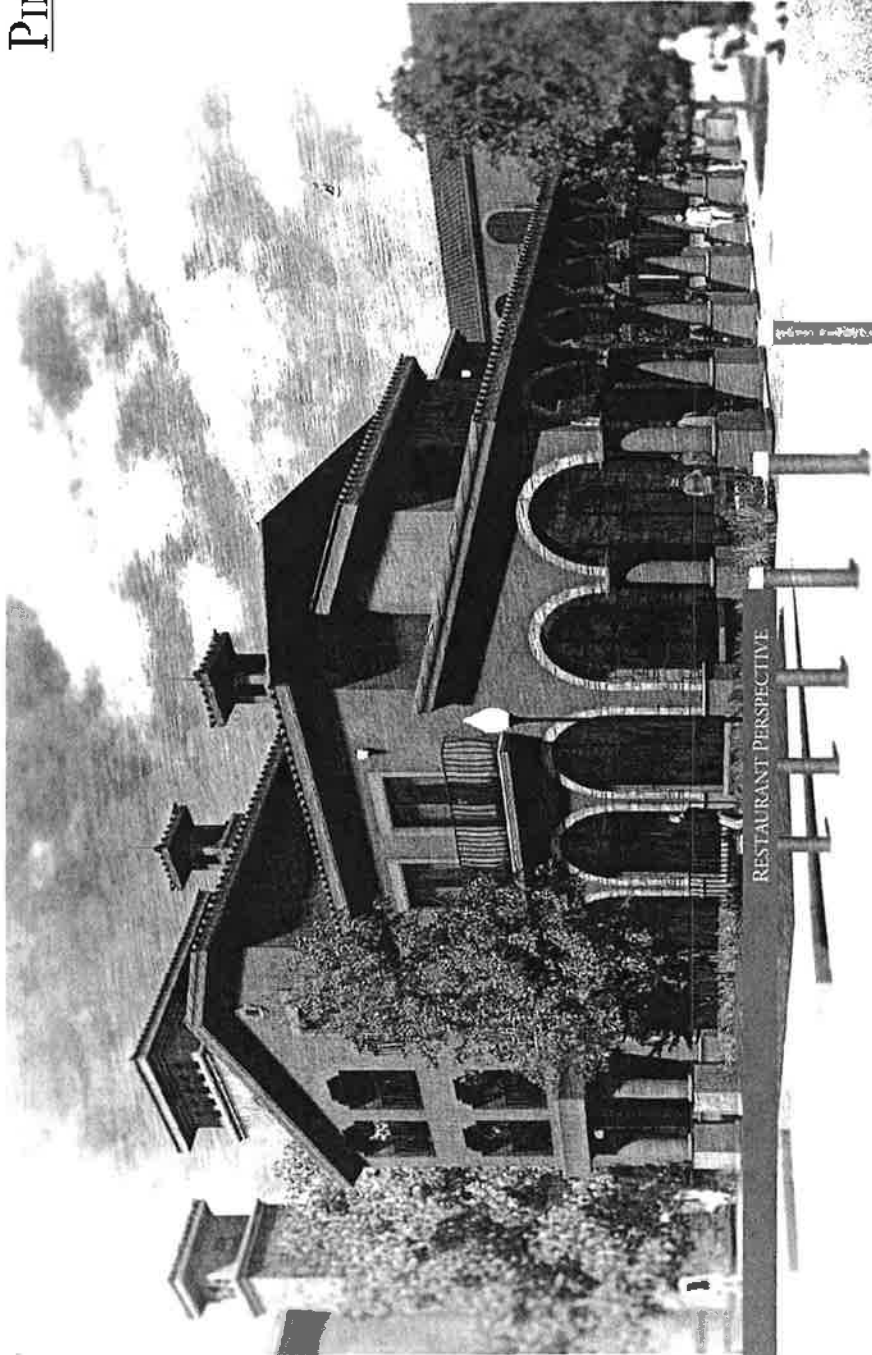


# PINE STREET PROMENADE LLC

944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ

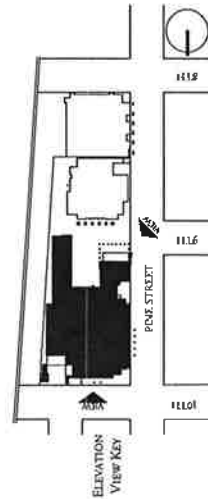
## EXTERIOR BUILDING MATERIALS

- Roof: Mission Style Tile Terra Cotta and Variant Colors
- Walls: Acrylic Plaster Sand Finish Muted Earth Tones
- Stonework: Ashlar Pattern Muted Earth Tones
- Windows: Aluminum Clad Oiled Bronze
- Doors: Aluminum and Steel Oiled Bronze and Light Metal Variant Colors
- Light Fixtures: Aluminum and Steel Oiled Bronze and Light Metal Variant Colors
- Balcony Railings: Metal and Cast Concrete Oiled Bronze and Muted Earth Tones
- Terrace Decks: Deck Coating System or Tile Terra Cotta and Variant Colors
- Paths and Walks: Textured Concrete Decorative Pattern and Color



HOTEL NORTH ELEVATION

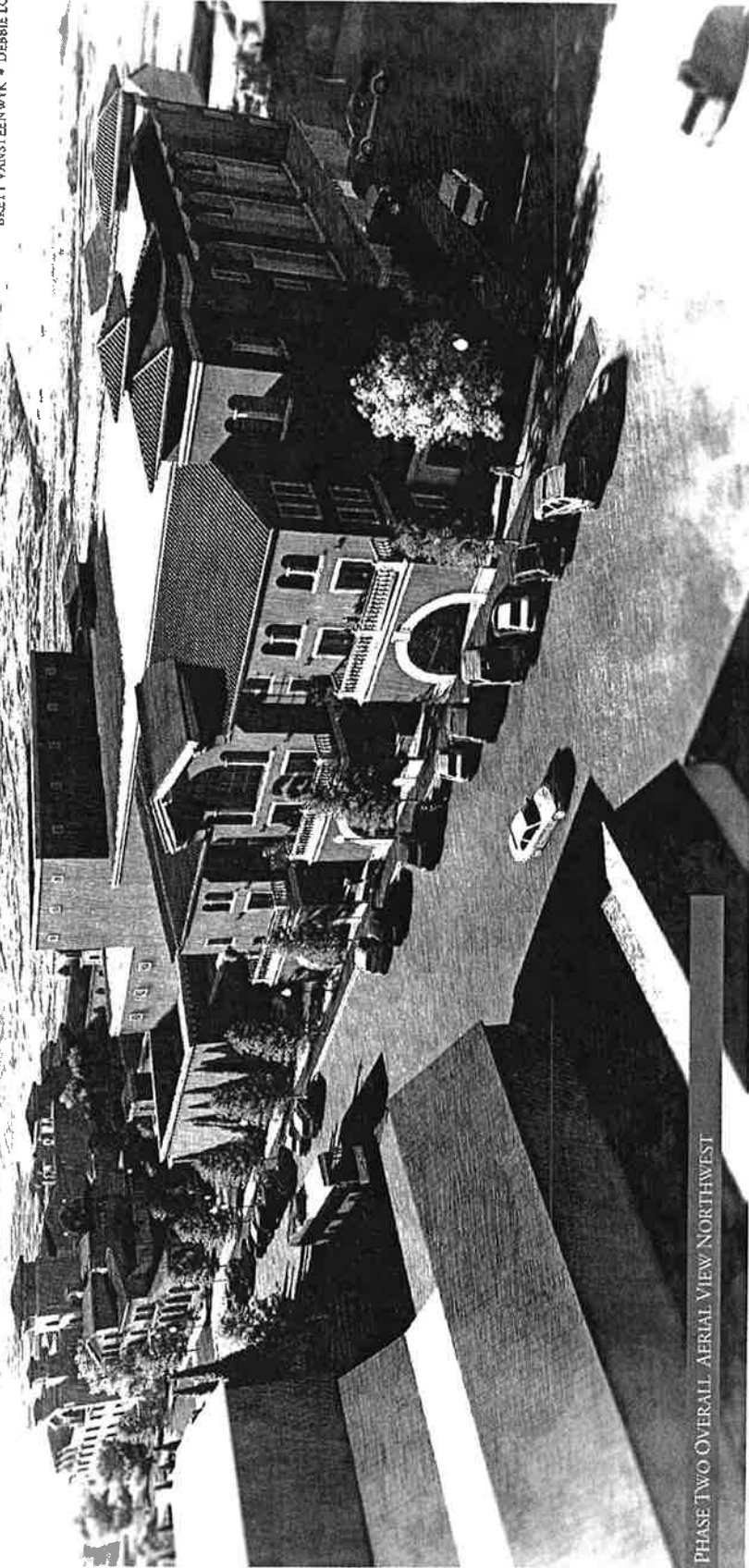
P2.6



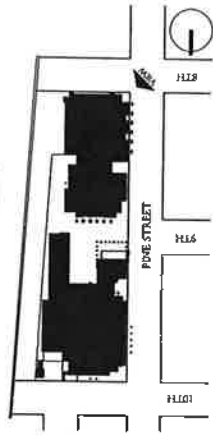
**Exhibit M**  
Hotel North Elev./Restaurant Perspective  
PD 14-001 & PR 14-0033  
(Promenade)

# PINE STREET PROMENADE LLC

944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ



PHASE TWO OVERALL AERIAL VIEW NORTHWEST



P3.1

Phase Two Parking Structure Statistics			
LEVEL	COMPONENT	TOTAL	
Basement Level	Parking	15,380	
Plaza Level		15,852	
Terrace Level*		17,848	
Third Level		17,848	
Fourth Level*		17,848	
Roof Level		13,033	
		<b>97,809 sf</b>	
Phase Two Performing Arts Center Statistics			
LEVEL	COMPONENT	TOTAL	
	Parking	3,541	
	Retail	3,541	
	Office	3,541	
		<b>108,432 sf</b>	

Phase Two Performing Arts Center Statistics			
LEVEL	COMPONENT	TOTAL	
Plaza Level	Performing Arts Center	17,507	
Mezzanine Level		9,145	
		<b>26,652 sf</b>	
		<b>26,652 sf</b>	



**Exhibit N**  
Overall Aerial View - Northwest  
PD 14-001 & PR 14-0033  
(Promenade)

# PINE STREET PROMENADE LLC

944 PINE STREET EL PASO DE ROBLES, CA  
 BRETT VANSTEENWYK DEBBIE LORENZ

## Key to Site Finishes

- A Permeable Pavers (plaza)
- B Permeable Pavers (sidewalks)
- C Tile / Stone Pavers

- 9 Valet parking drop-off
- 10 Pool terrace
- 11 Boxwood hedges
- 12 Pedestrian access to train station
- 13 Ingress / egress to parking garage

- 1 Site Elements
- 2 Plaza
- 3 Sunken Courtyard with decorative pavers
- 4 Terrace
- 5 Existing oak trees to remain
- 6 Existing street trees to remain
- 7 Proposed street trees
- 8 Trellis
- 9 Fountain

Performing Arts Building

Plaza Building

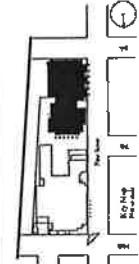
Train Station

8Th St.

Pine Street

9Th St.

PHASE TWO ILLUSTRATIVE SITE PLAN



Restaurant

P3.2

Exhibit O  
 Illustrative Site Plan - Phase II  
 PD 14-001 & PR 14-0033  
 (Promenade)

### Preliminary Plant Materials List

- Seven Trees (3) to coordinate with the City of San Rafael Market Street Tree List)
- 1. *Quercus agrifolia*
  - 2. *Quercus agrifolia*
  - 3. *Quercus agrifolia*
  - 4. *Quercus agrifolia*
  - 5. *Quercus agrifolia*
  - 6. *Quercus agrifolia*
  - 7. *Quercus agrifolia*
- Cherry Plaque
- 1. *Prunus pennsylvanica*
  - 2. *Prunus pennsylvanica*
  - 3. *Prunus pennsylvanica*
  - 4. *Prunus pennsylvanica*
  - 5. *Prunus pennsylvanica*
- Angelic Spruce
- 1. *Abies balsamea*
  - 2. *Abies balsamea*
  - 3. *Abies balsamea*
  - 4. *Abies balsamea*
  - 5. *Abies balsamea*
- Italian Spruce
- 1. *Abies balsamea*
  - 2. *Abies balsamea*
  - 3. *Abies balsamea*
  - 4. *Abies balsamea*
  - 5. *Abies balsamea*
- Cranium Oak
- 1. *Quercus agrifolia*
  - 2. *Quercus agrifolia*
  - 3. *Quercus agrifolia*
  - 4. *Quercus agrifolia*
  - 5. *Quercus agrifolia*
- Italian Cedar
- 1. *Juniperus horizontalis*
  - 2. *Juniperus horizontalis*
  - 3. *Juniperus horizontalis*
  - 4. *Juniperus horizontalis*
  - 5. *Juniperus horizontalis*

- Acorn Trees
- A1. *Quercus agrifolia*
  - A2. *Quercus agrifolia*
- Dwarfed Maple Tree
- D1. *Quercus agrifolia*
  - D2. *Quercus agrifolia*
  - D3. *Quercus agrifolia*
  - D4. *Quercus agrifolia*
- Cypress Tree
- C1. *Juniperus horizontalis*
  - C2. *Juniperus horizontalis*
  - C3. *Juniperus horizontalis*
  - C4. *Juniperus horizontalis*
  - C5. *Juniperus horizontalis*
- Cherry Plaque
- 1. *Prunus pennsylvanica*
  - 2. *Prunus pennsylvanica*
  - 3. *Prunus pennsylvanica*
  - 4. *Prunus pennsylvanica*
  - 5. *Prunus pennsylvanica*
- Angelic Spruce
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  - 4. *Abies balsamea*
  - 5. *Abies balsamea*
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  - 4. *Abies balsamea*
  - 5. *Abies balsamea*
- Cranium Oak
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  - 2. *Quercus agrifolia*
  - 3. *Quercus agrifolia*
  - 4. *Quercus agrifolia*
  - 5. *Quercus agrifolia*
- Italian Cedar
- 1. *Juniperus horizontalis*
  - 2. *Juniperus horizontalis*
  - 3. *Juniperus horizontalis*
  - 4. *Juniperus horizontalis*
  - 5. *Juniperus horizontalis*

- Medium to Large Tree Using Shrub and Ground Cover
- 1. *Quercus agrifolia*
  - 2. *Quercus agrifolia*
  - 3. *Quercus agrifolia*
  - 4. *Quercus agrifolia*
  - 5. *Quercus agrifolia*
- Large Tree
- 1. *Quercus agrifolia*
  - 2. *Quercus agrifolia*
  - 3. *Quercus agrifolia*
  - 4. *Quercus agrifolia*
  - 5. *Quercus agrifolia*
- Small Tree
- 1. *Quercus agrifolia*
  - 2. *Quercus agrifolia*
  - 3. *Quercus agrifolia*
  - 4. *Quercus agrifolia*
  - 5. *Quercus agrifolia*

- Medium to Large Tree Using Shrub and Ground Cover
- 1. *Quercus agrifolia*
  - 2. *Quercus agrifolia*
  - 3. *Quercus agrifolia*
  - 4. *Quercus agrifolia*
  - 5. *Quercus agrifolia*
- Large Tree
- 1. *Quercus agrifolia*
  - 2. *Quercus agrifolia*
  - 3. *Quercus agrifolia*
  - 4. *Quercus agrifolia*
  - 5. *Quercus agrifolia*
- Small Tree
- 1. *Quercus agrifolia*
  - 2. *Quercus agrifolia*
  - 3. *Quercus agrifolia*
  - 4. *Quercus agrifolia*
  - 5. *Quercus agrifolia*

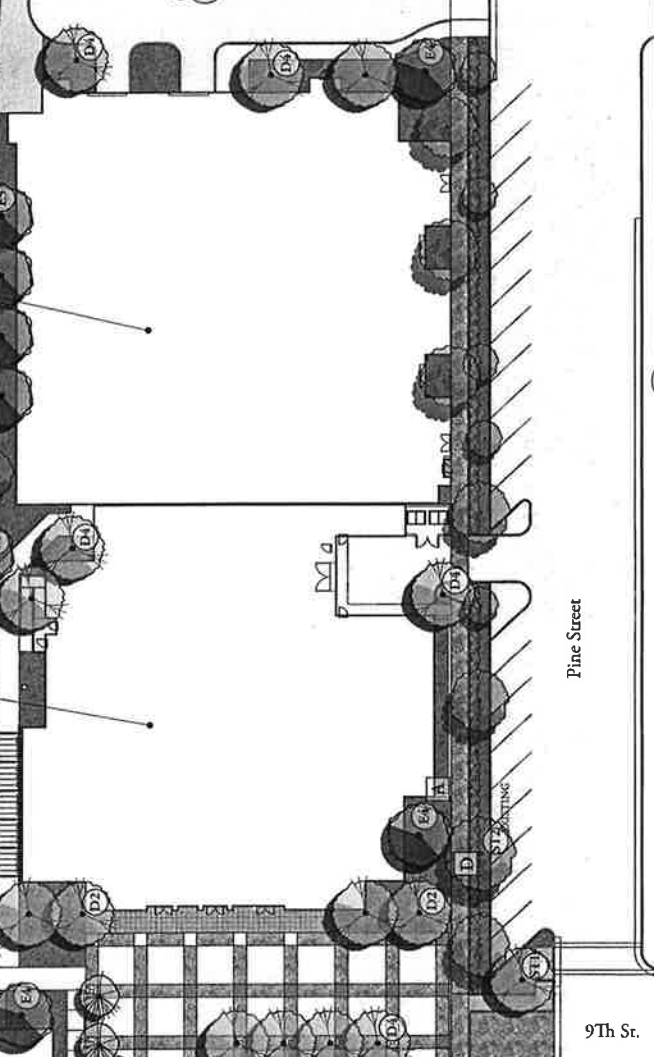
# PINE STREET PROMENADE LLC

944 PINE STREET EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK DEBBIE LORENZ

## Preliminary Plant Materials List



(Note: E1, E2, and E3 are alternate choices where E3 is shown)



**PHASE TWO LANDSCAPE PLAN**

**IRIGATION WATER CONSERVATION STATEMENT**

- The landscape is designed with a mix of high, medium and low water plants.
- The irrigation system shall be designed with a mix of medium and high efficiency (up to 95%) systems.
- High water efficiency plants will be used 10% of total landscape area.

Steven Puglisi ARCHITECTS  
firma

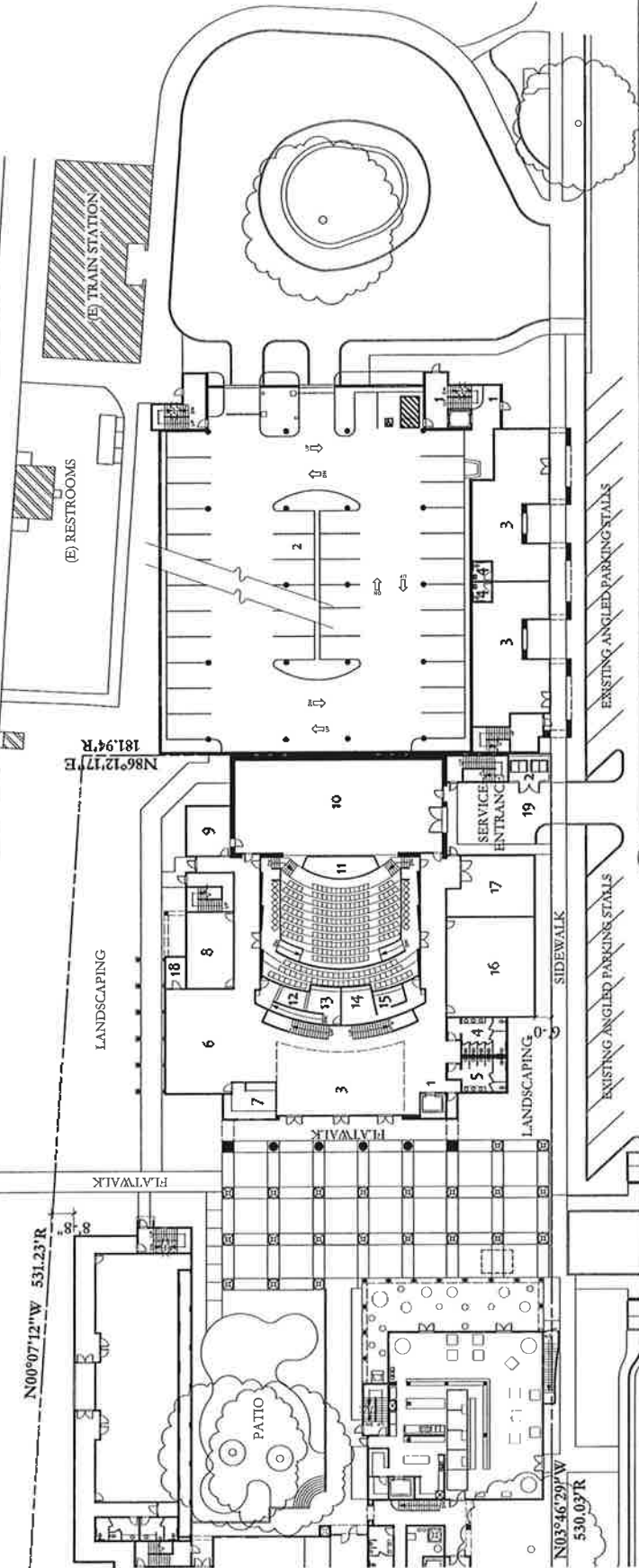
**P3.3**

**Exhibit P**  
**Landscaping Plan - Phase II**  
**PD 14-001 & PR 14-0033**  
**(Promenade)**

N00°07'12"W 531.23'R

N86°12'17"E 181.94'R

N03°46'29"W 530.03'R



8TH ST.

9TH ST.

**PINE STREET**

PHASE TWO ARCHITECTURAL SITE PLAN & PLAZA LEVEL



**PERFORMING ARTS CENTER NOTES**

1. Elevator Lobby
2. Refuse/Recycling
3. Grand Lobby
4. Women's Restroom
5. Men's Restroom
6. Lobby Lounge
7. Will Call
8. Reception Room
9. Green Room
10. Stage
11. Orchestra Pit
12. Dinette Room
13. Lighting Booth
14. Stage Manager Booth
15. Sound Booth
16. Rehearsal Theater
17. Workshop
18. Storage
19. Deck

**PARKING STRUCTURE NOTES**

1. Elevator Lobby
2. Plaza Level Parking 36 spaces total
3. Shops Lease Space
4. Restroom

P3.4

**Exhibit Q**  
 Arch. Site Plan/Plaza Floor Plan - Phase II  
 PD 14-001 & PR 14-0033  
 (Promenade)

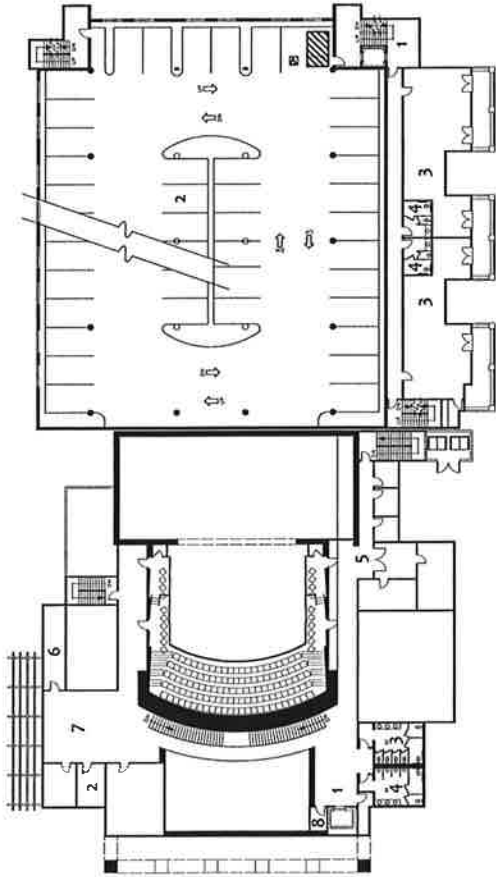


# PINE STREET PROMENADE LLC

944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ

## PERFORMING ARTS CENTER

1. Elevator lobby
2. Offices
3. Women's Restroom
4. Men's Restroom
5. Dressing Rooms
6. Storage
7. Lounge
8. Janitor

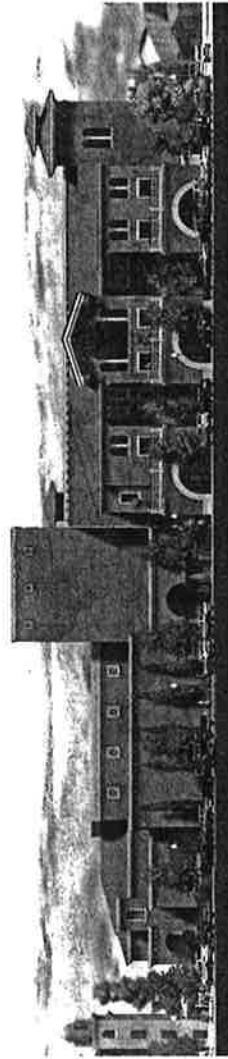
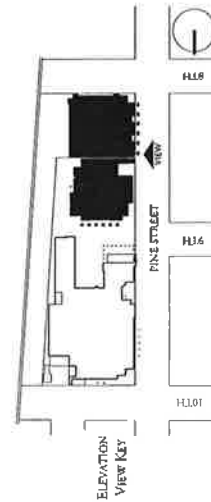


## PARKING STRUCTURE NOTES

1. Elevator Lobby
2. Second Level Parking #2 spaces
3. Office Space
4. Restrooms



PERFORMING ARTS CENTER MEZZANINE LEVEL & PARKING STRUCTURE SECOND LEVEL



WEST ELEVATION

P4.1

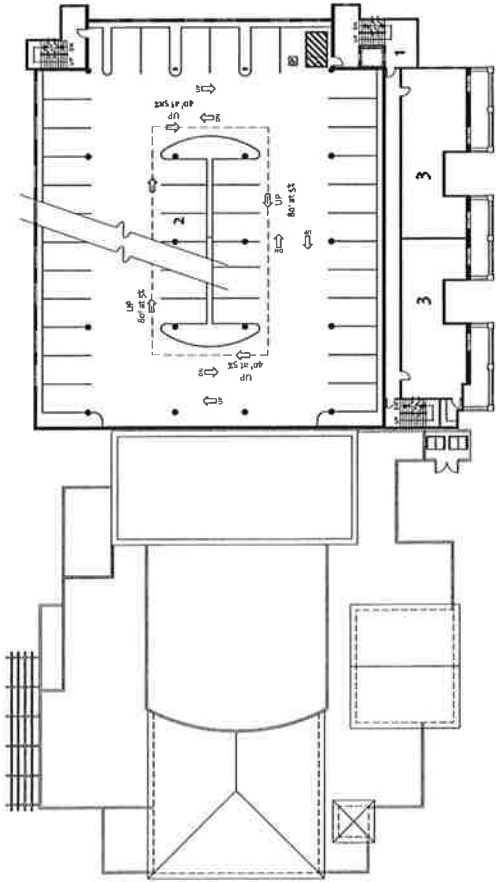
**Exhibit R**  
Perf. Arts Mez./Parkint Structure  
PD 14-001 & PR 14-0033  
(Promenade)

# PINE STREET PROMENADE LLC

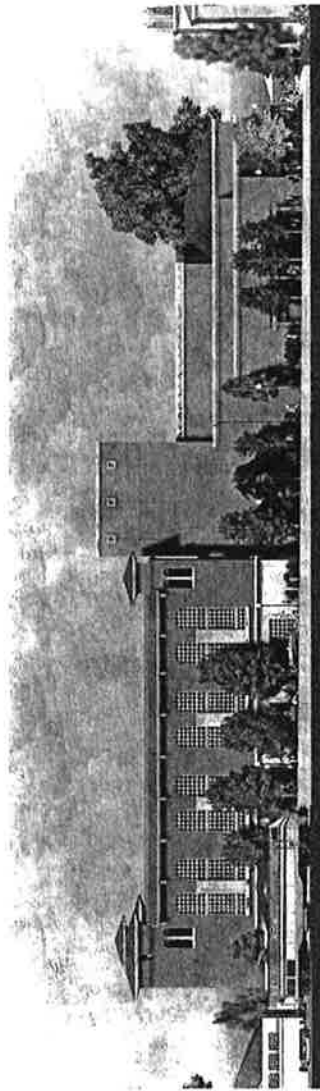
944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ

## PARKING STRUCTURE NOTES

1. Elevator Lobby
2. Third Level Parking 42 spaces
3. Office Space

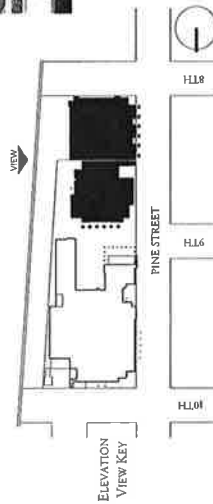


PERFORMING ARTS CENTER ROOM LEVEL 3 - PARKING STRUCTURE THIRD LEVEL



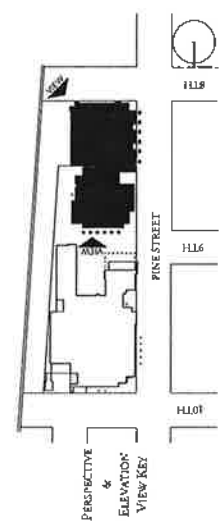
EAST ELEVATION

P4.2



**Exhibit S**  
Perf Arts Roof/Park Struct/East Elev.  
PD 14-001 & PR 14-0033  
(Promenade)

**PINE STREET PROMENADE LLC**  
 944 PINE STREET • EL PASO DE ROBLES, CA  
 BRETT VANSTEENWYK • DEBBIE LORENZ



NORTH ELEVATION



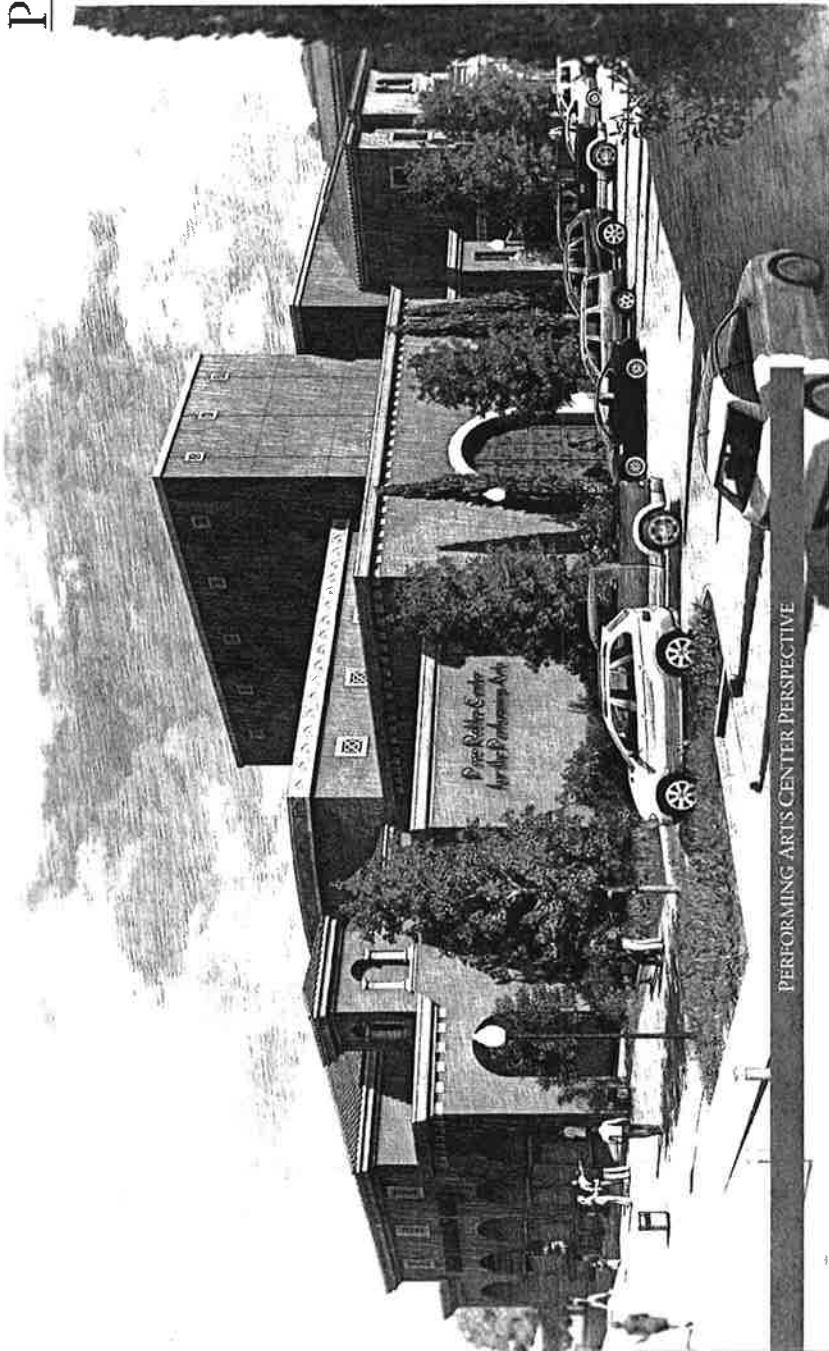
P4.4

**Exhibit T**  
 Northeast Perspective & North Elevation  
 PD 14-001 & PR 14-0033  
 (Promenade)



# PINE STREET PROMENADE LLC

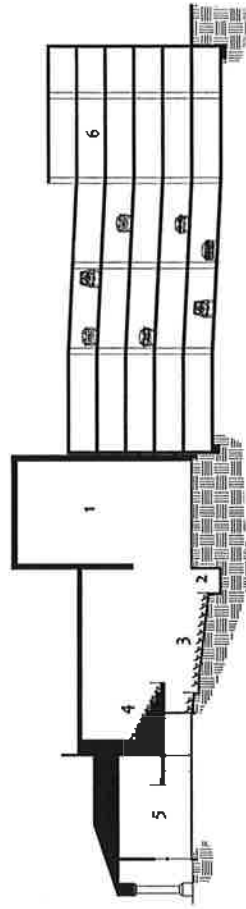
944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ



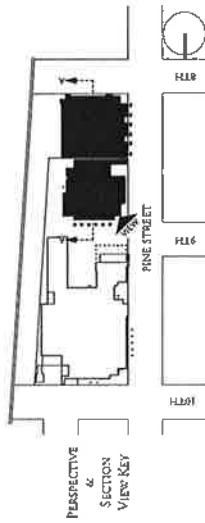
PERFORMING ARTS CENTER PERSPECTIVE

### PERFORMING ARTS CENTER & PARKING STRUCTURE SECTION NOTES

1. Stage and Curtain Fly
2. Orchestra Pit
3. Orchestra Seating
4. Mezzanine Seating
5. Lobby
6. Vehicle Parking
7. Shops
8. Offices



SECTION



PERSPECTIVE & SECTION View Key



P4.5

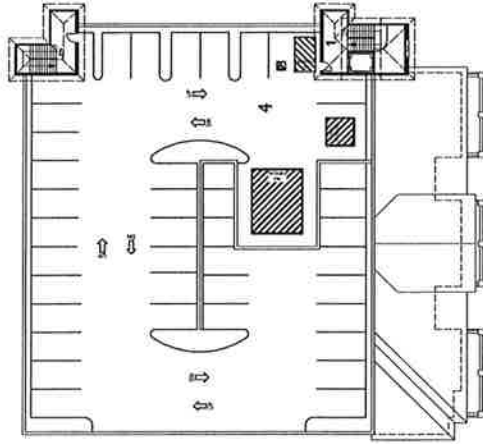
**Exhibit U**  
Perform. Arts Perspective/ Parking Struct. Section  
PD 14-001 & PR 14-0033  
(Promenade)

# PINE STREET PROMENADE LLC

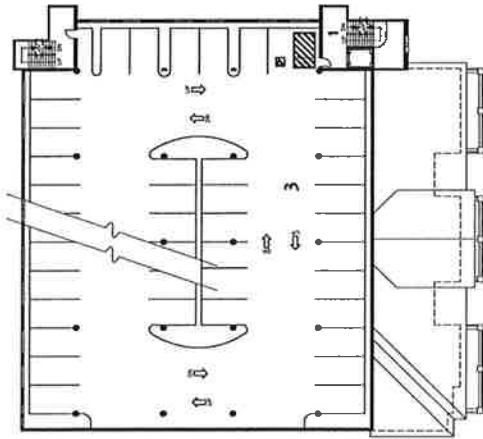
944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ

## PARKING STRUCTURE NOTES

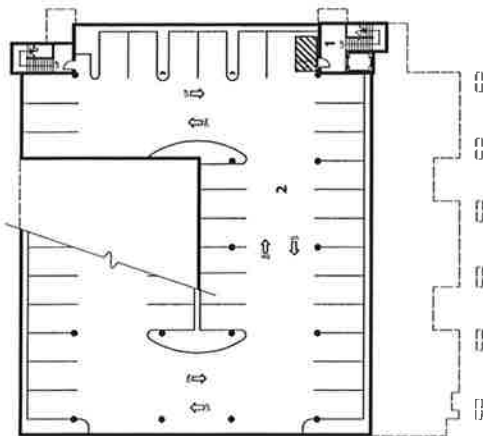
1. Elevator Lobby
2. Basement Level Parking 36 spaces
3. Fourth Level Parking 42 spaces
4. Roof Level Parking 7 spaces



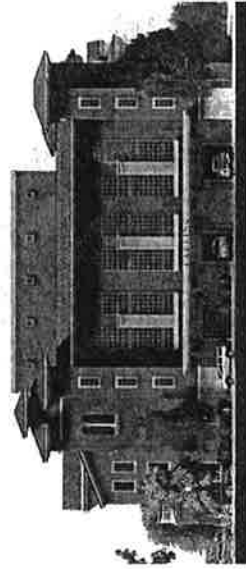
ROOF LEVEL



FOURTH LEVEL

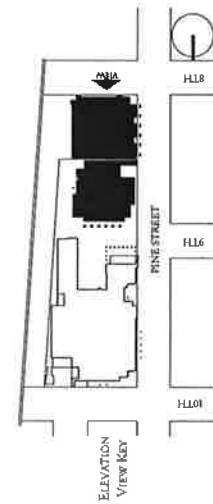


BASEMENT LEVEL



SOUTH ELEVATION

P4.3

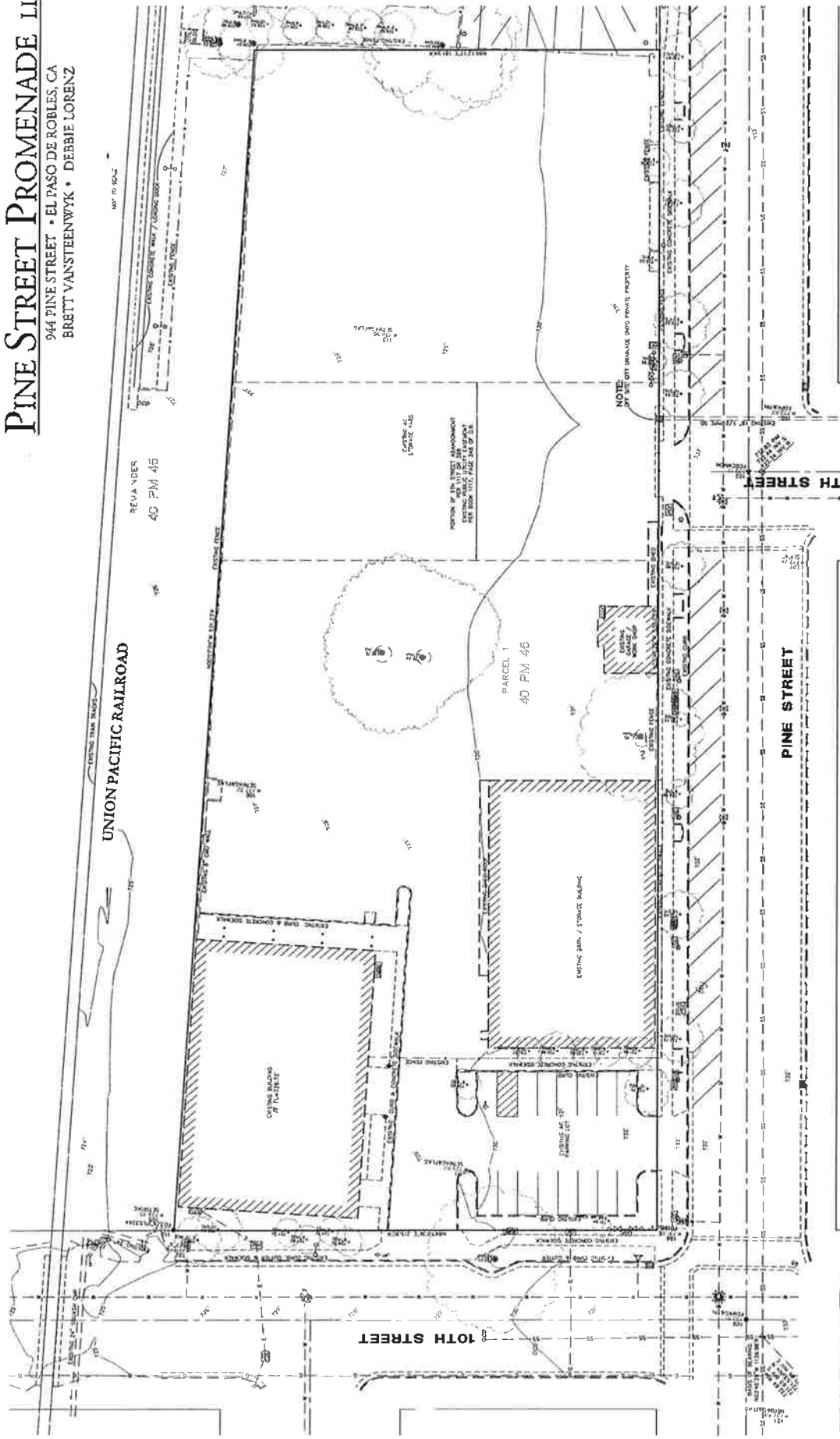


ELEVATION VIEW KEY

**Exhibit V**  
Park Struct Floor Plans/South Elev.  
PD 14-001 & PR 14-0033  
(Promenade)

# PINE STREET PROMENADE LLC

944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ



PHASE ONE EXISTING SITE AND TOPOGRAPHIC MAP

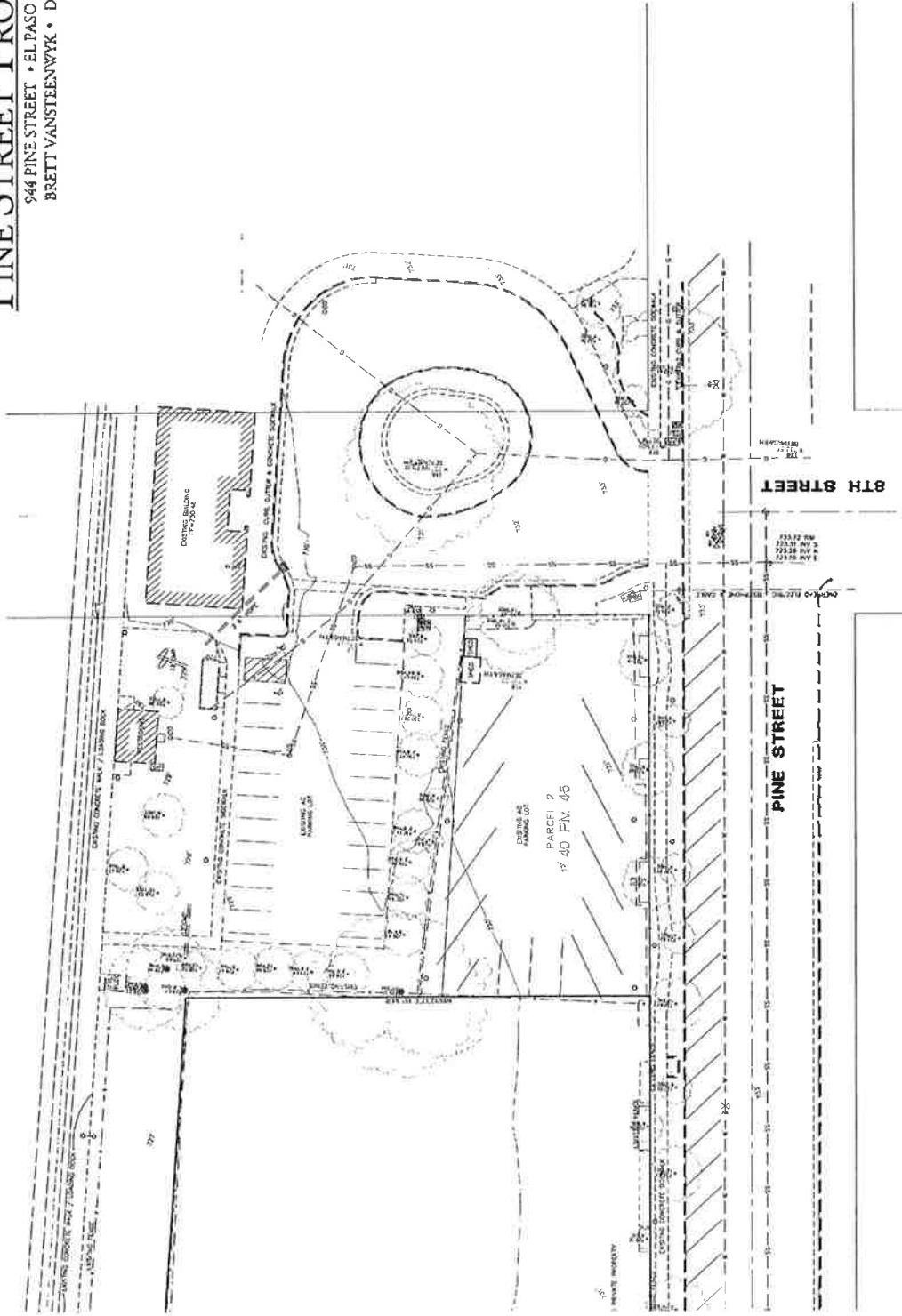
P5.2



**Exhibit W**  
Phase I Site/Topo  
PD 14-001 & PR 14-0033  
(Promenade)

# PINE STREET PROMENADE LLC

944 PINE STREET • EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK • DEBBIE LORENZ



**MBS**

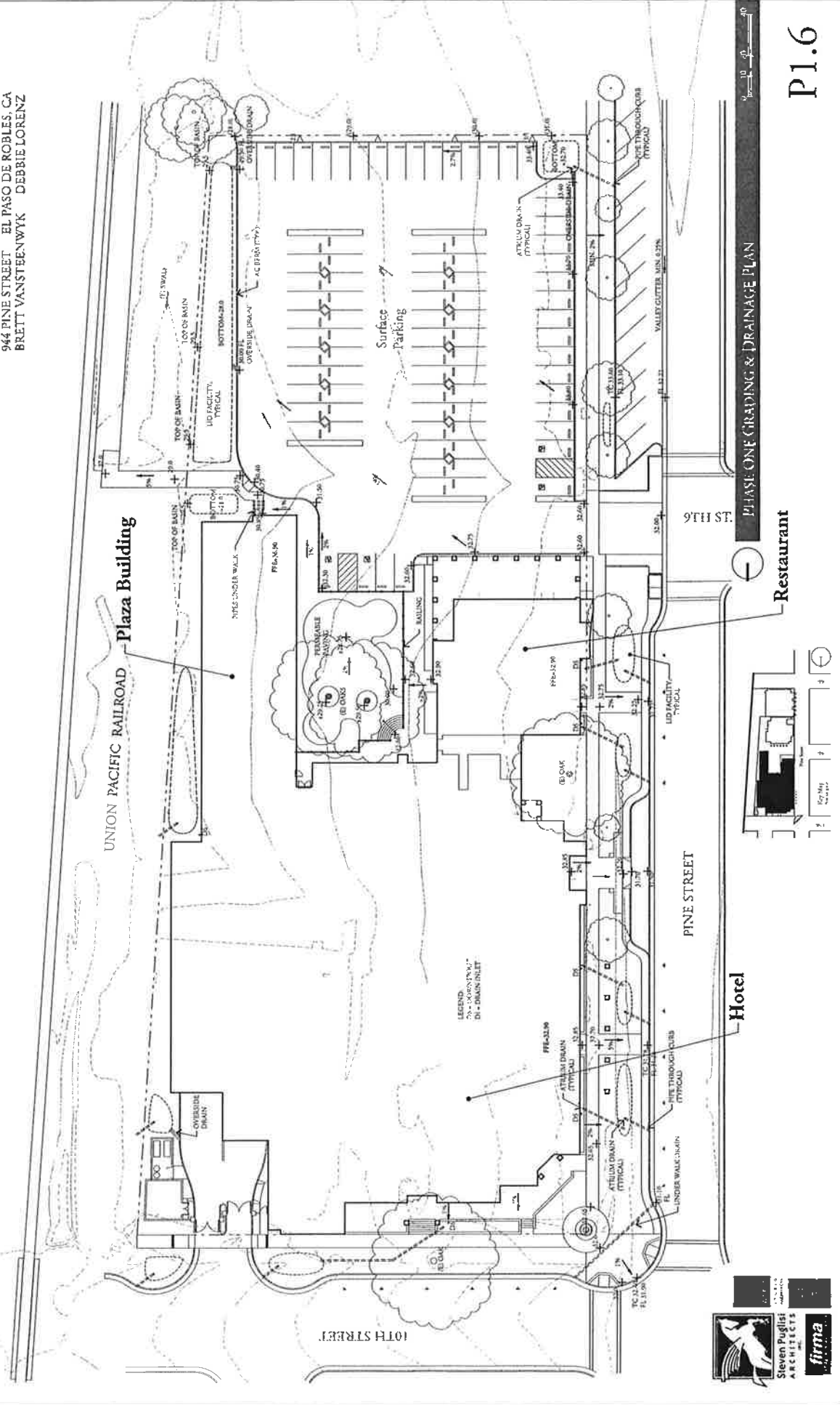
PHASE TWO EXISTING SITE AND TOPOGRAPHIC MAP

P5.3

**Exhibit X**  
Phase II Site/Topo  
PD 14-001 & PR 14-0033  
(Promenade)

# PINE STREET PROMENADE LLC

944 PINE STREET EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK DEBBIE LORENZ



P1.6

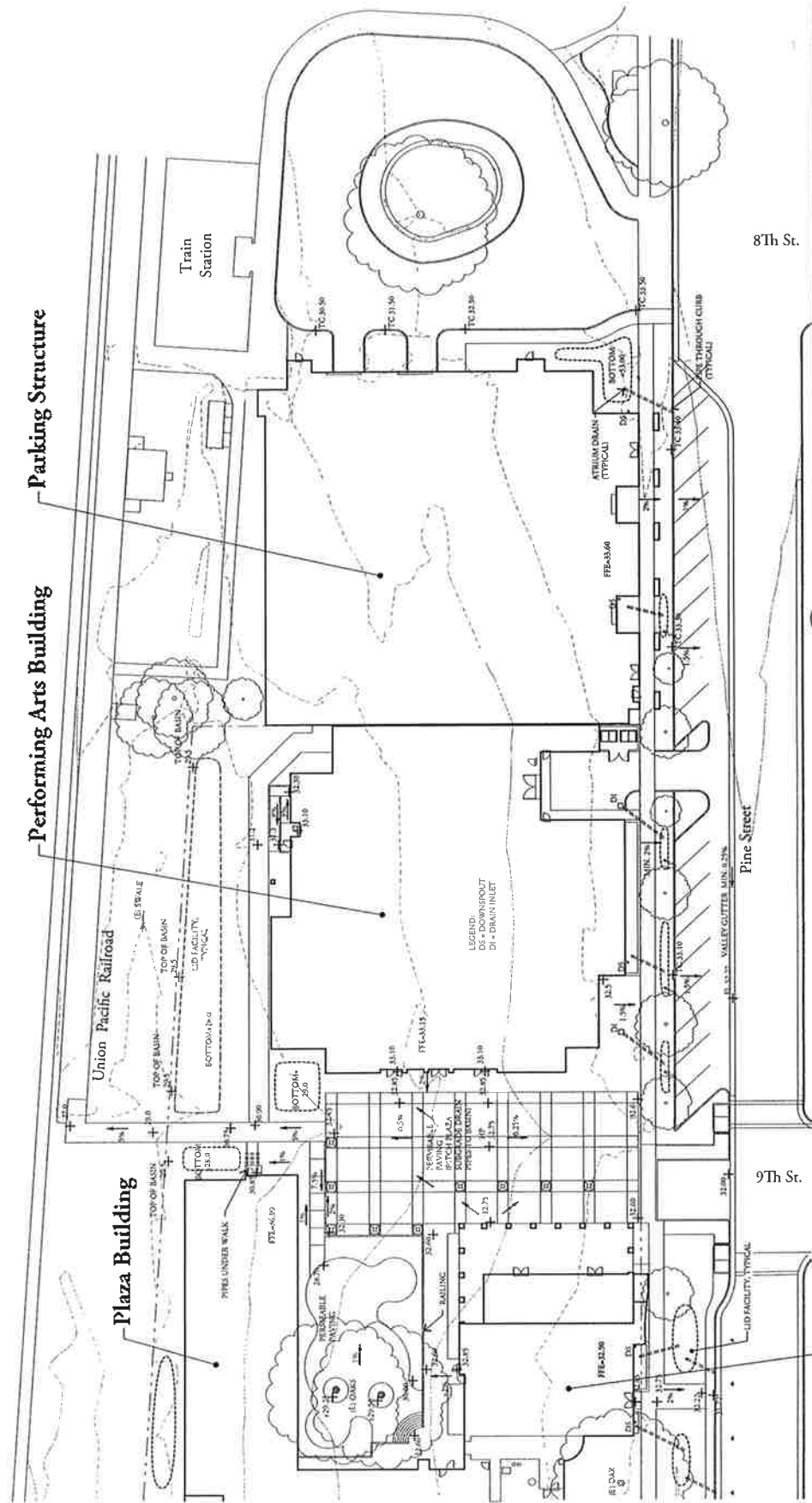
PHASE ONE GRADING & DRAINAGE PLAN

**Exhibit Y**  
Phase I Grading & Drainage  
PD 14-001 & PR 14-0033  
(Promenade)

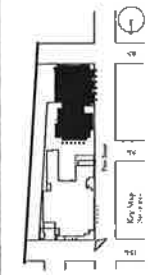


# PINE STREET PROMENADE LLC

944 PINE STREET EL PASO DE ROBLES, CA  
BRETT VANSTEENWYK DEBBIE LORENZ



P3.5



**Exhibit Z**  
Phase II Grading & Drainage  
PD 14-001 & PR 14-0033  
(Promenade)



PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/  
CITY COUNCIL  
PROJECT NOTICING

Newspaper: Tribune

Date of Publication: July 23, 2014

Meeting Date: August 12, 2014  
(Planning Commission)

Project: Notice of Public  
Hearing and Notice of  
Intent to approve a  
Mitigated Negative  
Declaration and  
Planned Development  
14-001 and Tentative  
Parcel Map PR 14-033

I, Kristen L. Buxkemper, employee of the Community Development Department, Planning Division, of the City of El Paso de Robles, do hereby certify that this notice is a true copy of a published legal newspaper notice for the above named project.

Signed:   
Kristen L. Buxkemper

CITY OF EL PASO DE ROBLES

**NOTICE OF PUBLIC HEARING AND  
NOTICE OF INTENT  
TO CONSIDER AND APPROVE A  
MITIGATED NEGATIVE DECLARATION  
AND PLANNED DEVELOPMENT  
14-001 AND TENTATIVE PARCEL  
MAP PR 14-033**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold a Public Hearing on Tuesday, August 12, 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:

Planned Development PD 14-001 (Promenade), filed by Brett Van Steenwyck and Debbie Lorenz to develop a two-phased project with the following components on the southeast corner of 10th and Pine Streets, Paso Robles, CA:

Phase One: 100 - 121 room hotel, 3,600 sq ft of meeting rooms, 11,500 sq ft public market (retail commercial space), 5,800 sq ft restaurant, and surface and subterranean parking lots;

Phase Two: 400-500 seat Performing Arts Center, 5 level 240 space parking structure, and 5,400 sq ft office built into the parking structure (these would replace the surface parking lot);

The application also includes a request to approve a tentative parcel map to subdivide the site into two parcels.

The public review period for the Mitigated Negative Declaration (MND) is July 23, 2014 through August 12, 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/comdev/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 [dnash@prcity.com](mailto:dnash@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 Darren Nash at (805) 237-3970 or email at [dnash@prcity.com](mailto:dnash@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.

Darren Nash  
Associate Planner  
July 23, 2014

1163757



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

**AFFIDAVIT**  
**OF MAIL NOTICES**  
**PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING**

I, Kristen Buxkemper, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for Planned Development 14-001 – Pine Street Promenade, on this 25<sup>th</sup> day of July, 2014.

City of El Paso de Robles  
Community Development Department  
Planning Division

Signed:   
Kristen Buxkemper