

TO: Planning Commission

FROM: Warren Frace, Community Development Director

SUBJECT: Continued Planning Commission Hearing: Planned Development (PD 15-002), Conditional Use Permit (15-004) The Oaks at Paso Robles - Assisted Living Facility, APN 009-815-007, Applicant – BA Hoffman Holdings, LLC

DATE: January 26, 2016

NEEDS: For the Planning Commission to consider a request for a Development Plan (PD), Conditional Use Permit (CUP), and associated Mitigated Negative Declaration (MND) to establish a 101 bed residential assisted living and memory care facility.

FACTS:

1. The applicant proposes to construct a 3-story, 95,221 sf assisted living project, which would include 73 assisted living and 24 memory care units, and ancillary support uses, with 43 parking spaces on a 2.76 acre site. The assisted living units include studios, 1-bedroom and 2-bedroom units, with private bathrooms and kitchenettes. The maximum population would be 101 residents.
2. The project site is located at the southeast corner of South River Road and Serenade Drive. It is designated in the General Plan Land Use Element as Residential Multi-Family (RMF-20), and it is zoned Residential Multi-Family with a Planned Development Overlay (R4-PD). Assisted living developments are conditionally permitted land uses in the R4-PD zone, and subject to approval of a development plan. See Attachment 1, Vicinity Map.
3. The applicant is requesting a front yard setback exception to between 11 and 13 feet instead of the required 25 foot front yard setback.
4. The Planning Commission considered this project, and took public testimony at their meeting on October 27, 2015. The Planning Commission directed the applicant to consider modifying the project to, *“reduce the building height, provide better justification for setback and height exceptions, and to review safety mitigations for Serenade Drive”*, and to bring the project back for their review at a future date (italicized excerpt from Planning Commission Minutes, October 27, 2015).
5. The applicant modified the project to reduce the building height to an average of 33.09 feet, which is below the 40-foot maximum building height standard. This eliminates the requirement for City Council to consider a height exception. The applicant also reduced the scale of the building by reducing the northern portion of the building to two stories, and the building is recessed partially below grade for the center portion of the building. The overall building was reduced in height by an average of seven feet from the previous iteration. See Attachment 1, Elevations. See Revised Project Booklet Plans, Attachment 2.
6. The City engaged a transportation engineering firm to evaluate pedestrian traffic safety at the intersection of Serenade Drive and South River Road, and the potential need install a crosswalk at this location.

7. In compliance with the California Environmental Quality Act (CEQA), an environmental analysis was prepared for this project, and a Draft Mitigated Negative Declaration (MND) has been prepared for the Planning Commission's consideration. See Attachment 3, Initial Study/MND.
8. The Development Review Committee (DRC) considered revisions to the project on December 28, 2015, and on January 11, 2016. The DRC was satisfied that issues identified by the Planning Commission have been addressed, and the DRC is recommending approval to the Planning Commission.

**ANALYSIS &
CONCLUSION:**

As noted above, the Planning Commission directed the applicant to consider modifying the project to reduce the building height, provide better justification for setback and height exceptions, and to review safety mitigations for Serenade Drive. There were also other general questions from the public regarding the adequacy of on-site parking, particularly during shift transitions, and emergency safety concerns.

This staff report updates the project changes and analysis of the October 27, 2016 Planning Commission staff report. The prior staff report is provided in Attachment 1, for reference.

Building Height

The project has been revised to reduce the overall height by an average of seven feet from the building previously reviewed by the Planning Commission. This was accomplished by reducing the building to two floors (instead of three) for the first 135 feet of the building extending from the corner at Serenade Drive and South River Road toward the south. This is primarily accomplished by adding rooms below the original first story line where a retaining wall had been proposed.

The bulk and mass of the building has been reduced on the corner as it extends up Serenade Drive. Additionally, the bulk of the center of the building, which is technically three stories, was designed to have the first story partially below the grade as viewed from the street so that it appears to be two and a half stories in height. The memory care component is proposed to be two stories, with a portion of the first story underground, so that it appears to be one and a half stories. See Attachment 2, Schematic Elevations, pages 3 and 4. The Schematic Elevations also include a graphical comparison of the rooflines between the prior project and the proposed revised project.

Revised project design:





Rooms added below the "1st Level"

As a design "trade-off" to reduce the building height, but still maintain the entitlement request of 101 units, plus ancillary uses, is for the building floors to be spread out more laterally over the building footprint, including a second floor over the memory care component. The overall scale has been reduced as viewed from the street, but more of the building envelope has been filled in. This also added building square footage by approximately 28 percent. The overall project intensity of development has not changed from the prior submittal.

Setback Justification

The reduced building height, bulk and mass helps reduce the scale of the building as perceived from the street. However, the project still presents a large, continuous building along the street frontage. However, patios and glass doors are now proposed along the ground level, which was previously a retaining wall.



Street Frontage Character:

The building setback standard in the Zoning Code is 25 feet from the front property line to a building in the multi-family zone. The applicant has proposed setbacks that range from 11 feet to 13 feet from the property line to the building foundation along the property frontage. However, the curb edge next to the street (which includes the sidewalk and landscaped rain garden drainage features), would range between 30 to 44 feet, inclusive of the property line setback. Therefore, the effective setback from the road to the building would exceed the setback requirements between five and 19 feet. The applicant suggests that since the building would be setback 30 to 44 feet from the street, that it is justification for a setback exception. See Attachment 2, Project Booklet, page 1, Site Plan.

Safety at Serenade Drive and South River Road

The City obtained an analysis with W-Trans Transportation Engineers to evaluate the need for installing a crosswalk to aid pedestrian safety at Serenade Drive and South River Road. The traffic engineer's conclusions are that the proposed project will generate pedestrian traffic that will use this intersection to cross South River Road, and that a crosswalk is warranted on the south leg of the intersection. W-Trans recommends crosswalk design details will include curb extensions, a center "refuge" median, high-visibility flashing beacons, and beacon activation system. Final details will be determined by the City Engineer, and the project entitlements include conditions of approval to address this issue.

Parking

A concern of whether the project includes adequate on-site parking was discussed at the prior Planning Commission meeting. The Zoning Code does not provide parking standards for this particular land use, therefore, the determination of whether the project includes adequate parking is discretionary. The applicant has experience in this type of operation, and has provided information on typical parking needs for the proposed use. The Site Plan includes 43 parking spaces. Parking needs are generated from health service staff, the business office, guests, maintenance staff, kitchen staff, and a limited number of resident's vehicles.

The applicant provided a parking analysis (see Attachment 4), that indicates the maximum parking demand is between 9:00 am to 2:00 pm, requiring approximately 30 parking spaces. Health service employees will change shifts between 2:00 pm to 3:00 pm, requiring 10 additional employee parking spaces. Therefore, it appears that there would be adequate parking provided during daily peak parking hours. The applicant indicates that parking for special occasions will be addressed with shuttle services. Staff is recommending Condition #5 to ensure the project operates consistent with the applicant's parking analysis, and does not create off-site neighborhood impacts.

Emergency Services/Life Safety

The applicant met with the City Fire Department and Building Official to discuss general fire and life safety requirements for assisted unit and memory care residents exiting the building, fire separations between building sections, and fire suppression requirements. The Fire Department and City Engineer also checked the slope and cross-slope for the proposed driveway for fire engine maneuvering. It appears that the proposed project design will address these issues, and comply with applicable fire safety requirements. Final details will be addressed through the building permit plancheck review process.

Policy

Reference:

Paso Robles General Plan, Economic Strategy, Zoning Ordinance, 2010 Urban Water Management Plan, 2007 Sewer Master Plan, CEQA.

Fiscal

Impact:

With inclusion of Condition of Approval #11 in the Resolution to approve the Conditional Use Permit, fiscal impacts to City Emergency Services would be reduced to a less than significant level.

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

- a. By separate motions:
 - (1) Adopt Draft Resolution A, for a Mitigated Negative Declaration for PD 15-002 and Conditional Use Permit 15-004;
 - (2) Adopt Draft Resolution B, approving Planned Development 15-002 and Conditional Use Permit 15-004;
- b. Amend, modify, or reject the above-listed action.

Attachments:

- 1 – Planning Commission Staff Report, dated October 27, 2015
- 2 - Vicinity Map
- 3 – Project Booklet, with Site Plan, Elevations, Grading, Drainage, and Landscaping Plans
- 4 – Parking Analysis
- 5 – Memorandum from the City Engineer
- 6 – Resolution A to Adopt a Draft Mitigated Negative Declaration
- 7 – Resolution B to Approve Planned Development 15-002 and Conditional Use Permit 15-004
- 8 – Initial Study/Draft MND
- 9 - Notice Affidavits
- 10 – Public Correspondence

TO: Planning Commission

FROM: Warren Frace, Community Development Director

SUBJECT: Planned Development (PD 15-002), Conditional Use Permit (15-004) The Oaks at Paso Robles - Assisted Living Facility, APN 009-815-007 Applicant – BA Hoffman Holdings, LLC

DATE: October 27, 2015

NEEDS: For the Planning Commission to consider a recommendation to the City Council for a request for a Development Plan (PD), Conditional Use Permit (CUP), and associated Mitigated Negative Declaration (MND) to establish a 101 bed residential assisted living and memory care facility.

- FACTS:**
1. The applicant proposes to construct a 3-story, 68,000 sf assisted living project, which would include 73 assisted living and 24 memory care units, and ancillary support uses. The assisted living units include studios, 1-bedroom and 2-bedroom units, with private bathrooms and kitchenettes. The maximum population would be 101 residents.
 2. The project site is located at the southeast corner of South River Road and Serenade Drive. See Attachment 1, Vicinity Map.
 3. The property is designated in the General Plan Land Use Element as Residential Multi-Family (RMF-20), and it is zoned Residential Multi-Family with a Planned Development Overlay (R4-PD). Assisted living developments are conditionally permitted land uses in the R4-PD zone.
 4. The project is designed as a single building, internally divided between the general assisted care units (within the 3-story portion of the building) and the memory care units located toward the south end of the project. The maximum building height is proposed to be 39.4 feet from finished floor to top of roof. Taking the foundation wall into consideration, the average building height (42.4 feet) would exceed the R-4 building height standard of 40 feet. The applicant is requesting flexibility in applying the height standards, as provided in the Planned Development Overlay (Section 21.16A.010). An exception to the established height limit standard must be approved by the City Council.
 5. An access driveway is proposed on the interior side of the site, with ingress/egress on Serenade Drive and South River Road. The building footprint meets the interior side, streetside and rear building setback standards, however, the applicant is requesting use of a reduced front setback development standards as provided in the Planned Development Overlay zone to encroach within the

front setback. This issue is evaluated in the discussion below.

6. In compliance with the California Environmental Quality Act (CEQA), an environmental analysis was prepared for this project. The Initial Study of the environmental analysis, which is supported with several special studies, indicates that potentially significant environmental impacts related to: aesthetics, biology, transportation and air quality can be mitigated to a less than significant level.

Therefore, a Draft Mitigated Negative Declaration (MND) has been prepared for the Planning Commission's consideration. See Attachment 2, Initial Study/MND. The MND was noticed for a 20-day public review period from August 10, 2015 through September 8, 2015. The City received an email correspondence from a property owner on Sophia Way concerned about potential light and noise impacts. This is included in Attachment 2. No other comments on the MND have been received.

7. Given the overall height and massing of the proposed building adjacent to South River Road, the applicant erected "story" poles, pennant lines and fencing to denote the proposed foundation elevation and building height. The Development Review Committee (DRC) reviewed the site plan and elevations, and toured the site with the story poles in place on June 29, 2015. Other commissioners were also present at the DRC meeting. The DRC expressed concerns regarding the front and rear wall heights, and suggested they be tiered and/or more articulated. They were also concerned about the foundation height above the street. The applicant made modifications to the grading plan to reduce the foundation height as viewed from the street. The DRC reconsidered the project on July 13, 2015, and recommended approval to the Planning Commission.
8. This project has been continued and rescheduled from the original hearing date of September 8, 2015. Since the continuations, the City has received comments from surrounding property owners with concerns regarding: traffic, building height, parking, and potential affects to wildlife.

**ANALYSIS &
CONCLUSION:**

Site Design and Architecture

As noted above, the project site is located at the southeast corner of South River Road and Serenade Drive. The property is fairly flat directly adjacent to South River Road, however the site slope increases significantly toward the east side of the property, where there are also numerous oak trees.

The building is proposed to be located adjacent to South River Road. A private loop driveway is proposed along the interior side of the site, where it would be accessed from Serenade Drive and South River Road. The building entrance is also on the interior side of the building, as well as a drop-off area, porte-cochere, and parking spaces. See Attachment 3, Site Plan and Landscape Plan.

The setbacks for development in multi-family zones are: 25 feet from arterial roads (e.g. South River Road); 10 feet from a streetside yard from local roads; 15 feet from an interior side setback; and 15 feet for a rear yard setback. The

building complies with all setbacks, except the front setback along South River Road. The building is proposed to be setback between 10 to 14 feet from the front property line, with building recesses at various intervals up to 22 feet in depth from the property line. As noted above, the setback proposed on South River Road varies, however it would be less than 25 feet from the front property line. The street width for South River Road was reduced as part of the 2011 Circulation Element update of the General Plan. The street width was reduced by eliminating a second northbound driving lane along South River Road from Charolais Road to Serenade Drive. With the narrowing of the road drive lanes from two to one, it adds space between the remaining northbound driving lane and the property line. Given the location of the proposed building footprint, it would add 25 to 35 feet between the building and the future street curb. (See Attachment 4, Preliminary Grading Plan.)

The property is in a Planned Development Overlay (PD) zone. Per Section 21.16A.10, the PD overlay district allows for flexibility in development standard if the Planning Commission can make specific findings that the project would result in a better design or greater public benefit.

The applicable provisions are as follows:

The purpose and intent of the planned development (PD) district zoning overlay is to provide for innovation and flexibility in the design of residential, commercial and industrial developments. Approval of a planned development can allow modification of certain development standards. Such modification shall be permitted only when it can be demonstrated to the satisfaction of the planning commission and city council that it would result in better design or greater public benefit.

The planned development district functions as a negotiated exchange through which the city can offer flexibility of certain development standards in exchange for specific project amenities (e.g., recreational facilities, usable open space, special design features). The planned development process shall not be utilized to change the nature of the permitted land uses or increase project density.

The intent and purpose of the planned development district are to:

- a. Encourage development which is sensitive to the natural topography of the site, minimize alterations to the land, and maintain and enhance significant natural resources, including, but not limited to, oak woodlands, natural drainage ways and open space preservation;*
- b. Encourage creative and higher quality development design through allowed flexibility in project design while providing for essential development standards;*
- c. Ensure quality of overall project design, architectural treatment, and appropriate use of color and materials;*

- d. Encourage projects which are compatible with surrounding development;*
- e. Ensure that the project's vehicular, bikeway and pedestrian circulation system is designed to be efficient, and well integrated with the overall city circulation system;*
- f. To implement general plan policies that apply to specific issues not addressed by the base zoning district regulations;*

If the project is approved to allow a reduction in the front setback of the building to the property line, it would provide an “effective” front setback of the building of 35 to 49 feet. The building is also proposed to integrate varying building heights and roofline treatments, recesses and projections in the building facades, balconies, and a several different types of building materials, textures and colors. These architectural details and articulation help the project fit in with the surrounding development. (See Attachment 5, Elevations.) Reducing the setback also helps reduce the amount of grading that would otherwise be necessary to accommodate this site of building on a narrow lot. These factors help the project meet the intent of the PD Overlay criteria however, this finding would need to be determined by the Planning Commission.

The PD Overlay District may also be applied to allow exceeding building height limits, where it would be appropriate based on determination of specific findings. These findings are required to be approved by the City Council.

The applicable provisions are as follows:

Encourage establishment of specific building heights for an individual planned development project where it is determined that allowing the buildings to exceed the height limitations of the zoning ordinance would be appropriate based on due consideration of:

- 1. The proportion, scale, and nature of the project;*
- 2. The visual quality and aesthetics of the project;*
- 3. The design of the project;*
- 4. The project's compatibility with the established character of surrounding development;*
- 5. The project's ability to not create an adverse visual impact or otherwise have a negative effect on public views from nearby roads and other public vantage points; and*
- 6. The project's risk to fire life-safety when considering building safety features and emergency response capability.*

The proposed height could be determined to be in proportion and scale of the project since it is a large scale project overall. Given site development constraints (i.e. narrow lot, slope, and oak trees), and in the interest of providing a well-articulated roofline without reducing the roof pitch, a taller building fits within the overall design of the project.

The project is however taller and more massive than surrounding development, thus compatibility with surrounding development may be more difficult to determine. The proposed building is similar in form and massing as the Kennedy Fitness Center to the north. As previously noted, the building is well articulated to help offset potential visual impacts. Existing building and fire safety codes would ensure adequate emergency response capability for a project proposed at this height.

Density and Intensity of Building Design

The property is zoned for multi-family development, up to 20 units per acre. The site is approximately 2.79 acres in area, which would allow for 56 dwelling units. The applicant has requested the project include 97 units with 101 beds for assisted and memory care residents (101 residents maximum). However, there is a provision in the multi-family development standards, in Section 21.161.060 (B) of the Zoning Code, that allows for an increased density and intensity of development for residential care facilities, on a case-by-case basis, if approved with a Conditional Use Permit, as noted below:

Densities for Convalescent Homes and Residential Care Facilities for the Elderly. Regardless of where a multiple family zoned property is located in the city, density limits for dwelling units shall not apply to the allowable intensity of land use for such facilities as convalescent homes, skilled nursing facilities, residential care facilities for the elderly, and similar facilities as defined by state law. The number of rooms and/or occupants for such a facility shall be determined on a case-by-case basis in conjunction with an application for a conditional use permit.

Each room is intended to accommodate one resident, however there are four rooms that could accommodate two residents, if there is an instance where a couple requires accommodations. This would result in a potential maximum of 101 occupants allowed under the CUP.

The 68,000 s.f. building is proposed to be 630 feet in length and 3-stories, and presents a long, large building along South River Road. By comparison, Walmart is 425 feet long. While the design is very well articulated, it is a very large building on a narrow site. As noted above, given the height, intensity and scale of the proposed project, and its proximity to the street, the City coordinated with the applicants and the DRC to conduct a “mock-up” demonstration of the building heights and scale using story poles on the site. This exercise was helpful to understand the relationship of the proposed building to its surroundings. The applicant has provided exhibits that demonstrate the project massing and scale, as compared to surrounding development, see Attachment 6.

As noted, the DRC and other Commissioners expressed concerns in regard to the foundation height and how it would add to the overall building height, as well as the

height of the retaining walls. The applicant subsequently made minor modifications to the foundation and retaining wall heights by using other design and engineering techniques. The finished floor of the structure was lowered which reduced the height of retaining walls along the sidewalk from eight (8) to three (3) feet in height. (Wall design is discussed in more detail below under “Grading”.) The project will require 20 foot tall retaining walls against the rear slope.

To determine this project acceptable, the Commission must make specific findings for the Conditional Use Permit, to approve this level of density and intensity of development.

Grading and Landscaping

Given the site slope and linear shape of the property, the scale of the project, and project design that utilizes a fixed floor elevation, the applicant has proposed a design that raises the building foundations approximately 10 feet from the street/sidewalk level. This requires low retaining walls along the sidewalk with landscape slopes rising up to six foot foundation stem walls. The stem wall is proposed to be architecturally integrated into the building design so that it appears to be part of the architectural design, but will contribute to the overall height of the building.

The grading plan also includes rear retaining walls which are tiered into two 10 foot tall walls near Serenade Drive (See Attachment 4, Preliminary Grading Plans and Site Cross Sections.) It also includes singular retaining walls, up to 20 feet in height, as shown in Sections 2 and 3 of the Grading Cross Sections.

The retaining walls are proposed to use a step back gravity wall design system, with textured, earthtone colored stone blocks and materials. The landscape plan indicates vine plantings that would grow down the face of the walls, and plantings along the base growing up the walls. The overall landscape plan provides a range of tree species with varying heights, foliage types, and colors to soften the front and side elevations, and the rear walls. The bioswales are proposed to be planted with suitable landscape materials that can thrive in dry and wet conditions. No oak trees are proposed to be removed with this project near the rear walls. The walls will slightly encroach within a few of the critical root zones of some of the oak trees. Oak tree protection measures prepared by an arborist have been incorporated into the project during grading. The arborist report is included in the MND.

There are two existing large oak trees in declining condition toward the south end of the property within the street right-of-way. These trees were approved for removal several years ago for future for street improvements. Oak trees are incorporated into the landscape plan plant palate, which can accommodate the oak tree replacements required for the removals.

Traffic and Parking

Residential care facilities have unique traffic generation patterns and parking needs as compared to other land uses. The applicant provided a general Trip Generation and Parking Analysis for Senior Housing, and a description of typical assisted living facility operations, including an analysis of parking needs for residents, employees and visitors. (See Attachment 7, Parking Analysis.)

The analysis details the unique trip generation characteristics of senior and assisted living facilities. The literature indicates that seniors in assisted living facilities do not generally drive their own vehicles since they typically use shuttle services offered by the facility for transportation needs, and residents in memory care facilities do not drive at all. The information indicates that most employees and guests arrive and depart by private cars.

The peak-hours of employees, visitors and deliveries are spread between 8:00 am to 5:00 pm (with the majority between 11:00 am to 4:00 pm). This type of land use does not follow typical peak-hour behavior (7:00 – 9:00 am arrivals and 5:00 – 6:00

pm departures), since the first (largest) shift of employees arrive at 6:00 am and leave at 2:00 pm. Deliveries are intermittent during the hours of 8:00 to 5:00, and visitors typically arrive and depart between 5:00 and 9:00 pm. The typical daily traffic generation rate is approximately 5.64 trips per unit, which is mostly composed of employee-related trips. Since the project includes 97 units (combined), and the average trips per unit per day is 4.52, the project would result in approximately 438 trips generated per day. The total amount of trips per day staggered over a 15 hour time period (between 6:00 am and 9:00 pm) is about 30 trips per hour. This equates to one trip approximately every two minutes, which is very low. Even at peak hours, if the trips generated were significantly more and spread over a two hour time frame for AM and PM periods, the overall trip generation would not add a significant amount of traffic at the nearby intersections and/or on the local street network.

The applicant will be required to pay traffic impact development fees for their proportionate share of impacts associated with the project to mitigate its impacts to the street network.

The Zoning Code does not include specific parking standards for this type of use. As noted, residents rarely own or drive their own vehicle. Therefore, parking spaces are primarily needed for employees and visitors. Staff requested parking demand information from the applicant since this type of use is their specialty, and they have experience understanding the needs of their operations. Based on this, the parking ratio provided by the applicant is 0.4 parking spaces per resident.

Given the corresponding peak parking demand and time periods, the applicant has provided 43 onsite parking spaces, which appears to be more than adequate to meet the general parking needs for this development. Under Section 21.22.01, Parking Table, the Community Development Director may determine an appropriate number of parking spaces required for land uses not listed. There may be instances of increased guest parking needs (i.e. holidays or special events), however, there is also parking planned along the street frontage.

The DRC expressed concerns and questioned why the adjacent street improvements do not include a crosswalk at the corner of Serenade Drive and South River Road for pedestrians to cross the street. In this case, the assisted living facility does not generate pedestrian traffic from the residents, since they do not typically walk for retail and service needs. The facility will provide shuttle services for residents. Therefore, the proposed use will not meet warrants to require installation of a crosswalk. Additionally, the intersection of Serenade Drive and South River Road is a difficult location to install a crosswalk due to the volume and speed of vehicles that travel on South River Road at this location. South River Road has two southbound lanes and a left turn lane at the intersection which would make a crosswalk at this location difficult and unsafe. In the future, traffic from the Serenade Drive neighborhood might justify improving this intersection, however, before improving it a professional analysis would be necessary to evaluate the best location to modify the two southbound lanes into one before entering the intersection. Also, a mid-block crossing at the south end of the site across South River Road to the Riverbank area may not meet safety standards.

Neighbors in the project vicinity have raised concerns about the location of the project entrance driveway on Serenade Drive and sight-distance visibility. The proposed entrance is located approximately 100 feet from the intersection at South

River Road, which is an adequate setback for a driveway from a corner. Additionally, the building footprint is located approximately 25 feet from the access driveway, and it is recessed about 18 feet from the street into the site. Vehicles entering and exiting the site on Serenade Drive will have clear visibility of traffic on Serenade Drive. There have also been suggestions to prohibit parking on Serenade Drive from the corner up the hill the length of the project. The street is paved 40 feet wide. The street is sufficiently wide to accommodate parking on both sides of the street, and to allow 2-way traffic on Serenade Drive to pass safely, since on-street parallel parking spaces are typically eight feet wide, which would leave 24 feet for vehicles to use (e.g. two 12 foot driving lanes). Additionally, on-street parking encourages vehicles to travel slower, which increases safety for drivers and pedestrians.

Water Resources

Although the City anticipates having adequate water resources to serve this project, (as documented through analyses in several other development project reports the last couple years), in light of the ongoing concerns with water resources, it is appropriate to consider water resources with this project. The applicant prepared an analysis of water demand for this project and compared it to the water demands of a couple other assisted living projects in the City, and a prior approved residential project for this site. (See Attachment 8, Water Demand Analysis.) The analysis indicates that the proposed assisted living project would use approximately 85 gallons of water per person per day, which is 39 gallons less per person than the prior approved project. The project incorporates significant water efficient fixtures, equipment, and drought tolerant landscaping to help reduce their overall water consumption, and would use comparatively less water than similar uses.

Emergency Services Policy

The Paso Robles Emergency Services Department (EMS Dept) has documented that assisted living facilities have an increased rate of calls for emergency services as compared to other types of residential developments with similar populations. The applicant has experience in operating this type of facility, and has provided a summary of their policies on how they manage and staff their operations to ensure adequate care for their residents. (See Attachment 9, Emergency Services.) Their description of emergency services to be provided (prepared by the facility operator, Mosaic Management), indicates that they will install an emergency call system in each unit/room, provide 24 hour nursing assistance, and ensure staff training for basic medical (CPR) assistance. Their policies also require contacting emergency services through 911 for life threatening assistance. The City has a fee justification study that allows the City to charge an additional fee for calls for emergency services above the average call rate for the per capita residential average. This is intended to offset the costs for services to the City, and encourages operators to have qualified nursing staff to handle minor incidents rather than call the EMS Dept. The project Draft PD/CUP resolution attached to this report, includes a condition of approval (condition #9) that requires reimbursement of expenses for calls for services above the per capita rate.

Reference: Paso Robles General Plan, Economic Strategy, Zoning Ordinance, 2010 Urban Water Management Plan, 2007 Sewer Master Plan, CEQA.

Fiscal Impact: No fiscal impacts identified.

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

- a. By separate motions:
 - (1) Recommend the City Council adopt Resolution No. 14-XX, adopting a Mitigated Negative Declaration for PD 15-002 and Conditional Use Permit 15-004;
 - (2) Recommend the City Council adopt Resolution No. 14 XX, approving Planned Development 15-002 and Conditional Use Permit 15-004;
- b. Amend, modify, or reject the above-listed action.

Attachments:

- 1 – Vicinity Map
- 2 – Initial Study/Draft MND
- 3 – Site Plan & Landscape Plan
- 4 – Preliminary Grading & Drainage Plans
- 5 – Building Elevations
- 6 – Perspective Renderings of Building Mass and Scale
- 7 – Parking Analysis
- 8 – Water Demand Analysis
- 9 – Emergency Services Summary
- 10 – Memorandum from the City Engineer
- 11 – Resolution to Recommend Adopting a Draft Mitigated Negative Declaration
- 12 – Resolution to Recommend Approving Planned Development 15-002 and Conditional Use Permit 15-004
- 13 – Notice Affidavits

Attachment 1
Vicinity Map
The Oaks at Paso Robles



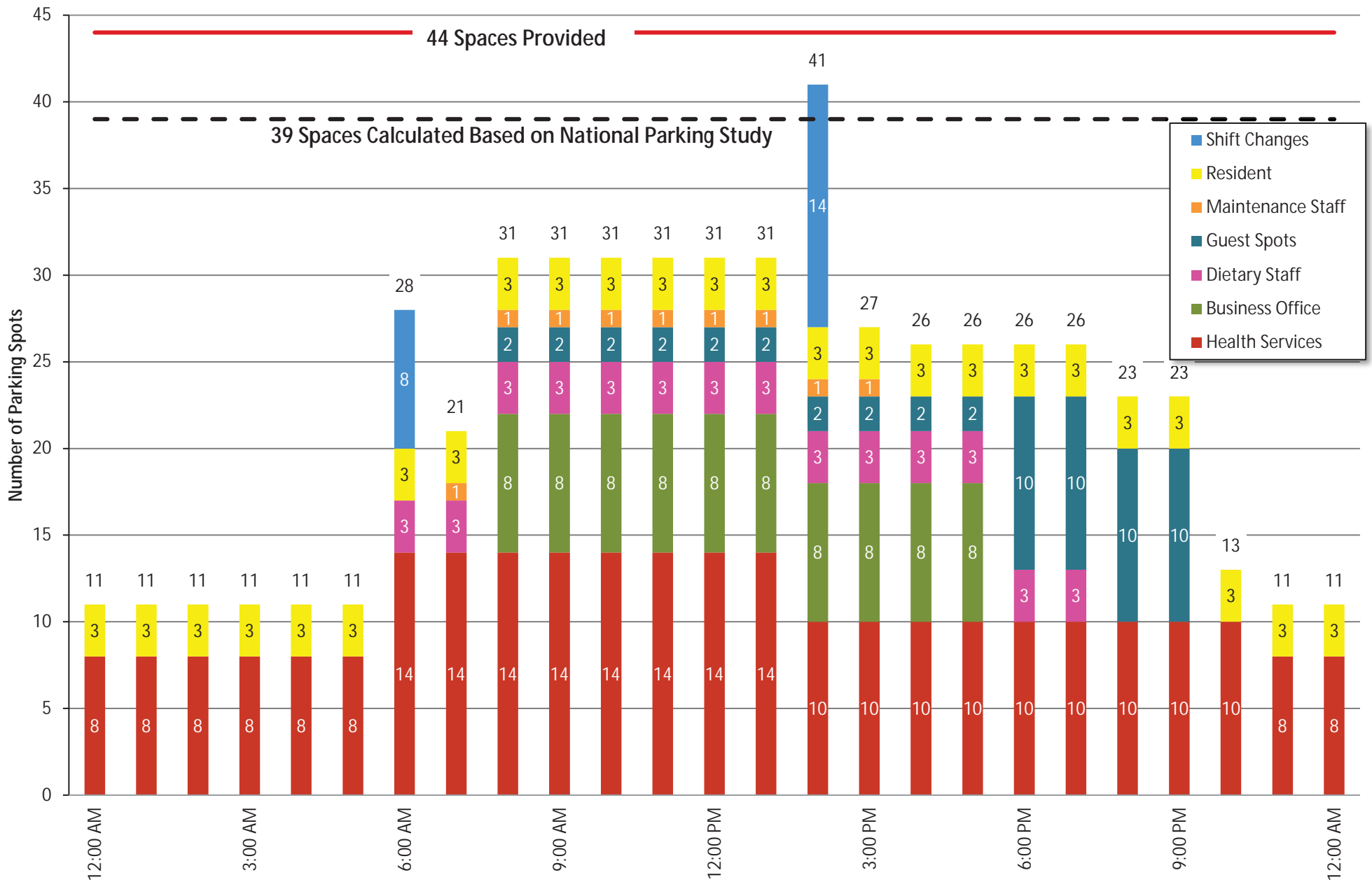
**The Oaks
Project Location**

Attachment 3

**Project Booklet: Site Plan, Elevations, Grading
Drainage and Landscaping Plan**

Provided under separate cover

The Oaks in Paso Robles Parking Analysis



- Notes:
1. Data provided by operator based on projected staffing and experience with similar facilities.
 2. Parking study recommended 0.4 parking spaces per resident
 3. Parking lot provides 44 spaces, including 4 handicap spaces.

Revised: 2016-01-15

MEMORANDUM

TO: Susan DeCarli
FROM: John Falkenstien
SUBJECT: PD 15-002 The Oaks Senior Living Community
DATE: January 13, 2016

Streets

The project is located at on the southeast corner of South River Road and Serenade Drive. The frontage of South River Road will be completed with this project. South River Road, south of Serenade Drive, is classified as a two-lane divided arterial in the Circulation Element of the General Plan.

The site plan provided by the applicant allows for on-street parking. We support the concept of on-street parking and therefore we recommend that the sidewalk on South River Road be placed adjacent to the curb, so that those using the parking have ready access to the sidewalk.

Serenade Drive is 40 feet wide at the project entrance, very comfortably accommodating two lanes of traffic and parking on both sides. This street width was constructed in accordance with local street standards at the time of construction of the Serenade subdivision. No parking is allowed on the north side of Serenade east of this location. It is reasonable to further restrict parking on the south side of Serenade for about 100 feet east of the driveway to assure sight distance for the employees and visitors of the project.

In accordance with the direction of the Planning Commission, a study was conducted to determine the need and feasibility of a crosswalk across South River Road. W-Trans of Santa Rosa has determined that the project will generate pedestrian traffic with the Wal-Mart shopping center as a destination. A crosswalk is not only feasible, it would be a valuable addition to the street improvements associated with the Oaks project.

Grading, Drainage and Storm Water Quality

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. 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 and retention requirements in compliance with the regulations. The grading plan reflects these requirements with a bio-retention treatment area in the South River Road right-of-way. Maintenance of the bio-retention area must be assumed by the property owners.

Sewer and Water

There is a 20-inch sewer line in South River Road available to serve the project.

There is a 16-inch water main in the South River Road right-of-way, however, this water main is located in the area that will become the stormwater retention area. The 16-inch water main will have to be relocated for the length of the frontage of the property.

The site plans indicate an on-site public water main. The on-site water main will not be accepted by the City. Back-flow prevention devices will be needed beyond each connection to the City water mains in S. River Road and Serenade Drive. Therefore the water line will have to be located outside of the access lanes shown and these backflow devices will have to be screened by heavy landscaping or walls. The screening devices should be shown.

Conditions

Prior to occupancy, the applicant shall relocate the existing 16-inch water main for the length of the frontage of the project in accordance with plans approved by the City Water Division.

Prior to occupancy, all overhead utilities adjacent to property along S. River Road shall be relocated underground.

Prior to occupancy, the applicant shall improve the frontage of South River Road with curb, gutter and sidewalk directly adjacent to curb, and paving in accordance with plans approved by the City Engineer.

Prior to occupancy, the applicant shall place a cross-walk across the south leg of the intersection of South River Road and Serenade Drive in accordance with the cross-walk study provided by W-Trans and plans approved by the City Engineer.

Prior to occupancy, the applicant shall enter into an agreement to perpetually maintain the stormwater control and retention area in the public right-of-way on South River Road adjacent to the site.

RESOLUTION “A”

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF PASO ROBLES
TO ADOPT A MITIGATED NEGATIVE DECLARATION
AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE
“THE OAKS AT PASO ROBLES” – ASSISTED RESIDENTIAL CARE LIVING FACILITY
LOCATED AT THE CORNER OF SOUTH RIVER ROAD AND SERENADE DRIVE
APN 009-815-007, APPLICANT – B.A. HOFFMAN HOLDINGS, LLC**

WHEREAS, an application for Planned Development 15-002 and Conditional Use Permit 15-004 has been filed by BA Hoffman Holdings, LLC; and

WHEREAS, Planned Development 15-002 and Conditional Use Permit 15-004 were filed for development of an assisted residential care living facility including 73 units for assisted living and 24 memory care units. The development is proposed to be 3-stories, and 95,212 square feet, and includes studios, 1-bedroom and 2-bedroom units with private bathrooms and kitchenettes; and

WHEREAS, the revisions made to the project design to reduce the bulk and mass of the proposed building, modified the original configuration of the building design which results in adding square footage to the second story of the building above the memory care component of the structure, however, the number of units and interior uses remain the same, and therefore the modifications to the building design would not result in additional, different or more intense environmental impacts than the original building design evaluated in the Initial Study. Therefore, the determinations and mitigation measures required in the Initial Study, Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program have not changed; and

WHEREAS, the project is consistent with the applicable policy and regulatory documents of the City, including the following:

- **General Plan, Land Use Element - Residential Multiple Family (RMF-20) land use designation** – the project would “...provide a transition zone between single-family residential neighborhoods and higher-intensity land uses...”; and
- **General Plan, Housing Element** – “Develop a range of housing types, densities, and affordability levels to meet the diverse needs of the community...”; and
- **Zoning District of Residential Multi-Family (R4-PD)** – “The...R4...multiple-family residential district(s) (zones) are established to provide for multiple-family residential development...These districts implement the residential multiple-family land use categories as described in the land use element of the City's General Plan – the project is a “conditionally permitted” use in the R4 District...” and
- **Economic Strategy** – the project supports land use efficiency and infill development of the Economic Strategy: “To minimize economic, social, and environmental costs and efficiently use

resources and infrastructure, new development should take place in existing urbanized areas before using more agricultural land or open space.”

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), Public Resources Code, Section 21000, et seq., and the City’s Procedures for Implementing CEQA, an Initial Study and a Draft Mitigated Negative Declaration (MND) was prepared and circulated for a 20-day public review period beginning on August 10, 2015 and concluding September 8, 2015. The Draft MND/Initial Study dated August 10, 2015 is incorporated by reference into this Resolution, and is on file at the Paso Robles Community Development Department and available on line at <http://www.prcity.com/government/departments/commdev/>; and

WHEREAS, mitigation measures have been incorporated into the MND and will be imposed on the project through the City’s adoption of a Mitigation Monitoring and Reporting Program (MMRP) in compliance with CEQA Guideline 15074(d). These mitigation measures are imposed on the project to address potential environmental effects from: aesthetics, air quality; biology, and transportation. With the implementation of this mitigation, all potential environmental effects will be reduced to a less than significant level. The Mitigation Monitoring and Reporting Program in Exhibit A to this Resolution, are hereby incorporated herein by reference; and

WHEREAS, mitigation measures set forth in the MMRP are specific and enforceable. The MMRP adequately describes implementation procedures, monitoring responsibility, reporting actions, compliance schedule, and verification of compliance in order to ensure that the Project complies with the adopted mitigation measures; and

WHEREAS, the mitigation measures contained in the MMRP will also be imposed as enforceable conditions of approval; and

WHEREAS, the applicant has executed a Mitigation Agreement whereby the applicant has agreed to incorporate all of the mitigation measures listed in Exhibit A into the project. A copy of the executed Mitigation Agreement is on file in the Community Development Department; and

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

WHEREAS, public hearings were conducted by the Planning Commission on October 27, 2015, and on January 26, 2016, to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development and environmental determination; and

WHEREAS, pursuant to CEQA the Planning Commission has independently reviewed the Initial Study, the Mitigated Negative Declaration, and all comments received regarding the Mitigated Negative Declaration, and based on the whole record before it finds that the Mitigated Negative Declaration was prepared in compliance with CEQA and the CEQA Guidelines, that there is no substantial evidence that the Project will have a significant effect on the environment with the incorporation of mitigation, and the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED, as follows:

Section 1. The recitals above are true and correct and incorporated herein in this Resolution.

Section 2. The revised project is consistent with the intensity of impacts analyzed in the Mitigated Negative Declaration.

Section 3. The Planning Commission of the City of El Paso de Robles, based on its independent judgment and analysis, hereby adopts a Mitigated Negative Declaration for The Oaks at Paso Robles, and the Mitigation Monitoring and Reporting Program attached hereto as Exhibit A, and imposes each mitigation measure as a condition of approval, in accordance with the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA.

PASSED AND ADOPTED this 26th day of January, 2016, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

VINCE VANDERLIP, CHAIRMAN

ATTEST:

WARREN FRACE, SECRETARY OF THE PLANNING COMMISSION

Mitigation Monitoring and Reporting Plan

Project File No./Name: PD 15-002, CUP 15-004 - The Oaks at Paso Robles Assisted Living Facility.

Approving Resolution No.: Resolution No. 16-XXX by: Planning Commission City Council

Date: January 26, 2016

The following environmental mitigation measures were either incorporated into the approved plans or were incorporated into the conditions of approval. Each and every mitigation measure listed below has been found by the approving body indicated above to lessen the level of environmental impact of the project to a level of non-significance. A completed and signed checklist for each mitigation measure indicates that it has been completed. A description of each measure is provided in Exhibit A, attached to this document.

| Mitigation Measure | Type | Monitoring Department or Agency | Shown on Plans | Verified Implementation | Timing/Remarks |
|---|------------------|---------------------------------|----------------|-------------------------|---|
| <p>AES – 1 The project shall be designed in accordance with the attached specific architectural features to ensure visual impacts are mitigated.</p> | Project | CDD | | | Prior to issuance of building permits. |
| <p>AQ-1 a. Interior and exterior paints used during project construction shall have a maximum allowable VOC content of 150 grams per liter. b. The following measures are recommended to minimize nuisance impacts associated with construction-generated fugitive dust emissions: 1. Reduce the amount of the disturbed area where possible; 2. 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; 3. All dirt stock pile areas should be sprayed daily as needed; 4. 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; 5. Reduce the amount of disturbed area where possible; 6. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the</p> | Project, ongoing | CDD Building | | | Written description, prior to certificate of occupancy. |

| Mitigation Measure | Type | Monitoring Department or Agency | Shown on Plans | Verified Implementation | Timing/Remarks |
|---|------|---------------------------------|----------------|-------------------------|----------------|
| <p>site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;</p> <p>7. All dirt stock pile areas should be sprayed daily as needed;</p> <p>8. 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;</p> <p>9. 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;</p> <p>10. 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;</p> <p>11. 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;</p> <p>12. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;</p> <p>13. 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;</p> <p>14. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;</p> <p>15. 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;</p> <p>16. 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</p> | | | | | |

| Mitigation Measure | Type | Monitoring Department or Agency | Shown on Plans | Verified Implementation | Timing/Remarks |
|---|------|---------------------------------|----------------|-------------------------|----------------|
| <p>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.</p> <p>c. The following measures are recommended to reduce emissions from motorized construction equipment:</p> <ol style="list-style-type: none"> 1. Maintain all construction equipment in proper tune according to manufacturer's specifications; 2. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); 3. Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation; 4. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation; 5. Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance; 6. All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit; 7. Diesel idling within 1,000 feet of sensitive receptors is not permitted; 8. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors; 9. Electrify equipment when feasible; 10. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and, 11. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel. <p>d. The above mitigation measures shall be shown on grading and building plans.</p> | | | | | |

| Mitigation Measure | Type | Monitoring Department or Agency | Shown on Plans | Verified Implementation | Timing/Remarks |
|--|---------|---------------------------------|----------------|-------------------------|--|
| <p>AQ-2</p> <p>a. Prior to issuance of an occupancy permit, a permit to operate shall be obtained from the SLOAPCD for any diesel emergency back-up generator, 50 hp or greater, that is included as part of the project plans. If the applicant decides to add a permit-required generator to the facility after the occupancy permit, then this mitigation measure is official notice to the applicant that an APCD permit is required prior to the installation of the proposed generator.</p> <p>b. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to:</p> <ol style="list-style-type: none"> 1. Development of an Asbestos Dust Mitigation Plan, which must be approved by the SLOAPCD prior to construction, and, 2. Development and approval of an Asbestos Health and Safety Program (required for some projects). | Project | Building Dept | | | Prior to issuance of certificate of occupancy permit |
| <p>BIO-1</p> <p>Prior to any construction work, approximately 5 oak trees shall require a minimum of canopy raising so that any grading equipment will not damage or break any of the branches. Proper arboricultural practice dictates these trees have some weight reduction to aid long term preservation. The trenching for the swale shall not exceed 2 feet in depth. All spoils shall not be placed within any critical root zone. Tree protection fencing is mandatory at the CRZ. Trees to be saved shall be yellow taped. Removal of limbs larger than 6 inches in diameter shall require a city approved permit. Only 25% of live crown may be removed.</p> <p>Specific mitigations shall apply at provided in attached Oak Tree Protection Plan.</p> | Project | CDD, Building Dept | | | Prior to issuance of grading permit |
| TR-1 | Project | CDD | | | Prior to certificate of occupancy |

| Mitigation Measure | Type | Monitoring Department or Agency | Shown on Plans | Verified Implementation | Timing/Remarks |
|--|---------|---------------------------------|----------------|-------------------------|-----------------------------------|
| The project will be required to pay traffic mitigation fees to offset its impacts to the citywide transportation network. | | | | | |
| TR-2 The applicant will implement employee transportation demand measures to reduce traffic congestion, such as providing information on regional rideshare programs, bike racks, well as provide shuttle service to the multi-modal transportation center and downtown for residents and guests. | Project | CDD | | | Prior to certificate of occupancy |

Explanation of Headings:

Type:Project, ongoing, cumulative

Monitoring Department or Agency:Department or Agency responsible for monitoring a particular mitigation measure

Shown on Plans:When a mitigation measure is shown on the plans, this column will be initialed and dated.

Verified Implementation:When a mitigation measure has been implemented, this column will be initialed and dated.

Remarks:Area for describing status of ongoing mitigation measure, or for other information.

DRAFT RESOLUTION “B”

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
APPROVING PLANNED DEVELOPMENT 15-002 AND CONDITIONAL USE PERMIT 15-002
“THE OAKS AT PASO ROBLES” – ASSISTED LIVING RESIDENTIAL CARE FACILITY
LOCATED AT THE CORNER OF SOUTH RIVER ROAD AND SERENADE DRIVE
APN 009-815-007**

WHEREAS, an application has been filed by B.A. Hoffman Holdings, LLC for The Oaks at Paso Robles - Assisted Living Residential Care Facility, to request consideration of the following entitlements:

- **Planned Development 15-002** – a request to develop a 101 resident assisted living residential care facility with 73 assisted living units, 24 units for memory care residents, and ancillary support uses. The 3-story building is proposed to be up to 95,221 sf; and
- **Conditional Use Permit 15-004** – a request to develop an assisted living residential care facility with more than 6 residents at this location.

WHEREAS, Section 21.23.030 (2) of the Zoning Code requires approval of a Development Plan for projects subject to the California Environmental Quality Act, that consist of 5 or more dwelling units per lot, and/or proposes commercial construction of 10,000 sf or more; and

WHEREAS, the subject property is designated in the General Plan as Multi-Family Residential (RMF-20), and it is zoned Multi-Family Residential with a Planned Development Overlay (R4-PD), and residential care facilities are permitted with approval of a Conditional Use Permit; and

WHEREAS, under Section 21.161.060 (B) of the Zoning Ordinance the City may permit residential care facilities with increased densities than the underlying zoning district density, on a case-by-case basis, with approval of a Conditional Use Permit; and

WHEREAS, the maximum height in the R-4 zone is 40 feet and the project is consistent with the height limitation since the average height of the building is proposed to be 33.09 feet; and

WHEREAS, the front yard setback in the R-4 zone is 25 feet from an arterial road and the project is proposing a variable setback that ranges from 10 to 13 feet. Under Section 21.16A.10 of the Zoning Ordinance, the City may permit modifications to applicable development standards, where specific findings can be made that determine a project would result in better design or greater public benefit. This application includes a request to modify the front 25 foot setback standard under these provisions in accordance with the following findings:

- a. The project, as proposed with a reduced front setback, would reduce the amount of grading into the hillside slope, thereby reducing impacts to the natural topography of the site, and the reduced setback would minimize alterations to the land and result in a better design that may otherwise be necessary if the building were setback further into the site; and
- b. The project would provide high-quality architectural design and building articulation. With flexibility in the front setback standard, it would still achieve an “effective” setback of between

30 feet to 44 feet between the street curb, through installation of a landscaped front setback, five foot wide sidewalk, and a 20 to 30 foot wide bioswale (which varies in width along the property frontage), which separates the building from the street. With articulated architectural design and an “effective” setback that exceeds the required setback, impacts of the building within the established setback would be minimized; and

- c. The project incorporates quality architectural design through integration of varying building heights and roofline treatments, recesses and projections in the building facades, recessed building foundations for the first story of the building below grade for approximately two-thirds the length of the building, private and common balconies and patios, and a several different types of building materials, textures and colors. These features help reduce visual impacts that may otherwise result from modifying the front setback; and
- d. Incorporation of architectural details help the project fit in with the surrounding development, and transition the existing single-family development to higher intensity uses to the north of the site. Modification of the setback would not result in a negative impact to the transition of uses provided by this development; and
- e. The project incorporates pedestrian sidewalks on street frontages as well as a bike lane on South River Road, and frontage improvements, and is therefore integrated in and consistent with the City’s circulation system. These features help reduce visual impacts that may otherwise result from a modified front setback.

WHEREAS, the following findings are made for approval of the proposed Development Plan and Conditional Use Permit:

- a. The project is consistent with the goals and polices established in the General Plan, including, the Land Use Element - Residential Multiple Family (RMF-20) land use designation, since the project would, “...provide a transition zone between single-family residential neighborhoods and higher-intensity land uses...”, and the Housing Element since the project would, “Develop a range of housing types, densities, and affordability levels to meet the diverse needs of the community...”; and
- b. The project is consistent with the Zoning Code, particularly the purpose and intent of the zoning district in which the project is located since the project is consistent with the conditionally permitted land uses in the R4-PD zone by providing multi-family housing; and
- c. The project is consistent with all other adopted codes, policies, standards, and plans for the City, since the project complies with the General Plan and all Zoning Code development standards (subject to findings and approval of setback modifications of the PD Overlay zone); and
- d. The proposed development plan will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the persons residing in or working in the neighborhood, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City, since the project would provide needed assisted care residences and would provide an appropriate transition use between single-family development and commercial development. The project would not result in significant traffic, light, glare, noise or other negative impacts in the vicinity; and

- e. The proposed development plan accommodates the aesthetic quality of the City as a whole, especially where development will be visible from gateways to the City and scenic corridors, since the project would provide high-quality architecture that is well articulated, and incorporates quality building materials; and
- f. The proposed development plan is compatible with, and is not detrimental to, surrounding land uses and improvements, provides appropriate visual appearance, and contributes to the mitigation of any environmental and social (e.g. privacy) impacts since the project is designed to reduce grading to the extent possible, incorporates significant landscaping to soften the appearance of the building adjacent to the street, and the building would be set back a minimum of 100 feet from the nearest property to the west; and
- g. The proposed development plan is compatible with existing scenic and environmental resources such as hillsides, water courses, oak trees, vistas, historic buildings or structures since the project does not propose to construct or disturb the hillside area and oaks trees above the building envelope, thereby preserving views of the hillside and natural scenic qualities; and
- h. The proposed development plan is consistent with the planned development overlay district and is in conformance with the findings listed in Section 21.16A.070, since the project meets the specific findings necessary to accommodate the request to reduce the required front setback by providing an “effective” front setback that would exceed the established setback requirements.

WHEREAS, a public hearing was conducted by the Planning Commission on October 27, 2015, and on January 26, 2016, to consider facts as presented in the staff report prepared for this project, and to accept public testimony regarding this proposed development plan; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), Public Resources Code, Section 21000, et seq., and the City’s Procedures for Implementing CEQA, an Initial Study and a Draft Mitigated Negative Declaration (MND) was prepared and circulated for a 20-day public review period beginning on August 10, 2015 and concluding September 8, 2015. The Draft MND/Initial Study dated August 10, 2015 is incorporated by reference into this Resolution.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby approve Planned Development 15-002 and Conditional Use Permit 15-004 with an exception reduce front setback of the building to the front property line between 11 and 13 feet, subject to the following conditions:

STANDARD CONDITIONS:

- 1. The applicant/developer shall comply with those standard conditions which are indicated as applicable in "Exhibit A" to this resolution.

SITE SPECIFIC CONDITIONS:

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

2. The project shall be constructed in substantial conformance with the Conditions of Approval established by this Resolution and it shall be constructed in substantial conformance with the following Exhibits:

| EXHIBIT | DESCRIPTION |
|----------------|--------------------|
|----------------|--------------------|

- | | |
|--|--|
| <ol style="list-style-type: none"> A. Standard Conditions B. Site Plan C. Floor Plans D. Elevations E. Cross Sections F. Architectural Detail South River Road frontage G. Landscape Plan and Details H. Parking Program I. Grading and Drainage Plan J. Utility Plan K. Grading Cross Sections | <ol style="list-style-type: none"> 3. PD 15-002 and CUP 15-004 allows for construction of a 3-story, 95,221 sf assisted living residential care facility with 73 assisted living units and 24 memory care units, to provide housing for a maximum of 101 residents/beds (which includes double occupancy of 4 units). 4. Prior to the issuance of a building permit the following final details shall be submitted for Development Review Committee review and approval: <ol style="list-style-type: none"> a. Final site plan and architectural elevations; b. Exterior light fixtures; c. Final colors/materials; d. Detailed landscape plan including transformer, backflow and other equipment screening; f. Retaining wall design 5. Parking Condition <ol style="list-style-type: none"> a) The project shall provide a minimum of 43 on-site parking spaces. b) The project shall provide a covered bike rack with a capacity for 10 bikes. c) The project shall provide on-site parking spaces for all employees. Employees shall utilize on-site parking and will not be directed to park on public streets. d) Parking of personal resident's vehicles shall not exceed three (3) vehicles. e) The operator shall provide a parking management program and shuttle whenever visitor parking exceeds on-site parking availability. f) The operator shall be responsible for acquiring additional off-street parking if any of the parking conditions cannot be satisfied. g) The operator shall implement an employee transportation demand measures including a ride share program in consultation with SLOCOG's Regional Rideshare Program. The operator shall meet with the Rideshare Program Manager at least once per year and provide the City with an annual report documenting meetings and progress implementing the Rideshare Program. |
|--|--|

6. Prior to occupancy, the applicant shall improve the frontage of South River Road with curb, gutter, sidewalk directly adjacent to curb and paving in accordance with plans approved by the City Engineer.
7. Prior to occupancy, the applicant shall install a crosswalk across the south leg of the intersection of South River Road and Serenade Drive. In accordance with the crosswalk study prepared by W-Trans and plans approved by the City Engineer, improvements will include striping, signs, curb extensions, lane transitions, center island refuge, and flashing beacons.
8. Prior to occupancy, the applicant shall enter into an agreement to perpetually maintain the stormwater control and retention area in the public right-of-way on South River Road adjacent to the sight.
8. Prior to occupancy, the applicant shall relocate the existing 16-inch water main for the length of the frontage of the project along South River Road in accordance with plans approved by the City Water Division.
- 9.
10. Prior to occupancy, all overhead utilities adjacent to property along S. River Road shall be relocated underground.
11. Double-detector check valves, as proposed near project driveways adjacent to Serenade Drive and South River Road, shall be located a minimum of 15 feet from property lines, and be screened from public view from the public right-of-ways with decorative masonry screen walls and landscaping.
12. Prior to occupancy, the applicant shall enter into an agreement prepared by the City Attorney that requires the project operator to pay the full cost of emergency service calls above the per capita average for residential development. The per capita average will be based on maximum occupancy of 101 residents. The cost for emergency service fees shall be as established by a resolution adopted by the City Council and will be adjusted annually based on inflation.

Mitigation Measures - Conditions of Approval:

13. The project shall be designed in accordance with the attached specific architectural features to ensure visual impacts are mitigated.
14. Air Quality
 - a. Interior and exterior paints used during project construction shall have a maximum allowable VOC content of 150 grams per liter.
 - b. The following measures are recommended to minimize nuisance impacts associated with construction-generated fugitive dust emissions:
 1. Reduce the amount of the disturbed area where possible;
 2. 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;
 3. All dirt stock pile areas should be sprayed daily as needed;

4. 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;
 5. Reduce the amount of disturbed area where possible;
 6. 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;
 7. All dirt stock pile areas should be sprayed daily as needed;
 8. 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;
 9. 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;
 10. 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;
 11. 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;
 12. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
 13. 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;
 14. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
 15. 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;
 16. 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.
- c. The following measures are recommended to reduce emissions from motorized construction equipment:
1. Maintain all construction equipment in proper tune according to manufacturer's specifications;
 2. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
 3. Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
 4. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

5. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
 6. All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit;
 7. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
 8. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
 9. Electrify equipment when feasible;
 10. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
 11. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.
- d. The above mitigation measures shall be shown on grading and building plans.
15. a. Prior to issuance of an occupancy permit, a permit to operate shall be obtained from the SLOAPCD for any diesel emergency back-up generator, 50 hp or greater, that is included as part of the project plans. If the applicant decides to add a permit-required generator to the facility after the occupancy permit, then this mitigation measure is official notice to the applicant that an APCD permit is required prior to the installation of the proposed generator.
 - b. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to:
16. Development of an Asbestos Dust Mitigation Plan, which must be approved by the SLOAPCD prior to construction, and, development and approval of an Asbestos Health and Safety Program (required for some projects).

Oak Tree Protection:

17. Prior to any construction work, approximately 5 oak trees shall require a minimum of canopy raising so that any grading equipment will not damage or break any of the branches. Proper arboricultural practice dictates these trees have some weight reduction to aid long term preservation. The trenching for the swale shall not exceed 2 feet in depth. All spoils shall not be placed within any critical root zone. Tree protection fencing is mandatory at the CRZ. Trees to be saved shall be yellow taped. Removal of limbs larger than 6 inches in diameter shall require a city approved permit. Only 25% of live crown may be removed. Specific mitigations shall apply as provided in the Oak Tree Protection Plan.

Oak trees removals previously approved by the City Council, associated with public frontage improvements along South River Road shall be required to plant replacement oaks trees as specified in the permits issued for removal.

Traffic Mitigation:

18. The project will be required to pay traffic mitigation fees to offset to offset its impacts to the citywide transportation network.

19. The applicant will implement employee transportation demand measures to reduce traffic congestion, such as providing information on regional rideshare programs, bike racks, well as provide shuttle service to the multi-modal transportation center and downtown for residents and guests.

PASSED AND ADOPTED THIS 26th day of January, 2016, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

VINCE VANDERLIP, CHAIRMAN

ATTEST:

WARREN FRACE, PLANNING COMMISSION SECRETARY

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

| | |
|--|---|
| <input checked="" type="checkbox"/> Planned Development 15-002 _____ | <input checked="" type="checkbox"/> Conditional Use Permit 15-002 _____ |
| <input type="checkbox"/> Tentative Parcel Map _____ | <input type="checkbox"/> Tentative Tract Map _____ |
| Approval Body: City Council _____ | Date of Approval: January 26, 2016 _____ |
| Applicant: B.A. Hoffman Holdings, LLC _____ | Location: SW corner of South River Road and Serenade Dr. _____ |
| APN:009-815-007 _____ | |

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

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

A. GENERAL CONDITIONS – PD/CUP:

- 1. This project approval shall expire on January 26, 2018 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.

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

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

- 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:

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

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

C. PRIOR TO ANY PLAN CHECK:

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

D. PRIOR TO ISSUANCE OF A GRADING PERMIT:

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

E. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

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

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

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

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

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

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

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

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

- 5. If the existing City street adjacent to the frontage of the project is inadequate for the traffic generated by the project, or will be severely damaged by the construction, the applicant shall excavate the entire structural section and replace it with a standard half-width street plus a 12' wide travel lane and 8' wide graded 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. Street lights shall be installed at locations as required by the City Engineer. All existing overhead utilities adjacent to or within the project shall be relocated underground except for electrical lines 77 kilovolts or greater. All utilities shall be extended to the boundaries of the project.
9. The owner shall offer to dedicate to the City the following easement(s). The location and alignment of the easement(s) shall be to the description and satisfaction of the City Engineer:
- a. Public Utilities Easement;
 - b. Water Line Easement;
 - c. Sewer Facilities Easement;
 - d. Landscape Easement;
 - e. Storm Drain Easement.
10. The developer shall annex to the City's Landscape and Lighting District for payment of the operating and maintenance costs of the following:
- a. Street lights;
 - b. Parkway/open space landscaping;
 - c. Wall maintenance in conjunction with landscaping;
 - d. Graffiti abatement;
 - e. Maintenance of open space areas.
11. For a building with a Special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM), the developer shall provide an Elevation Certificate in accordance with the National Flood Insurance Program. This form must be completed by a lands surveyor or civil engineer licensed in the State of California.
12. All final property corners shall be installed.
13. All areas of the project shall be protected against erosion by hydro seeding or landscaping.
14. All construction refuse shall be separated (i.e. concrete, asphalt concrete, wood gypsum board, etc.) and removed from the project in accordance with the City's Source Reduction and Recycling Element.

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

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

G. GENERAL CONDITIONS

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

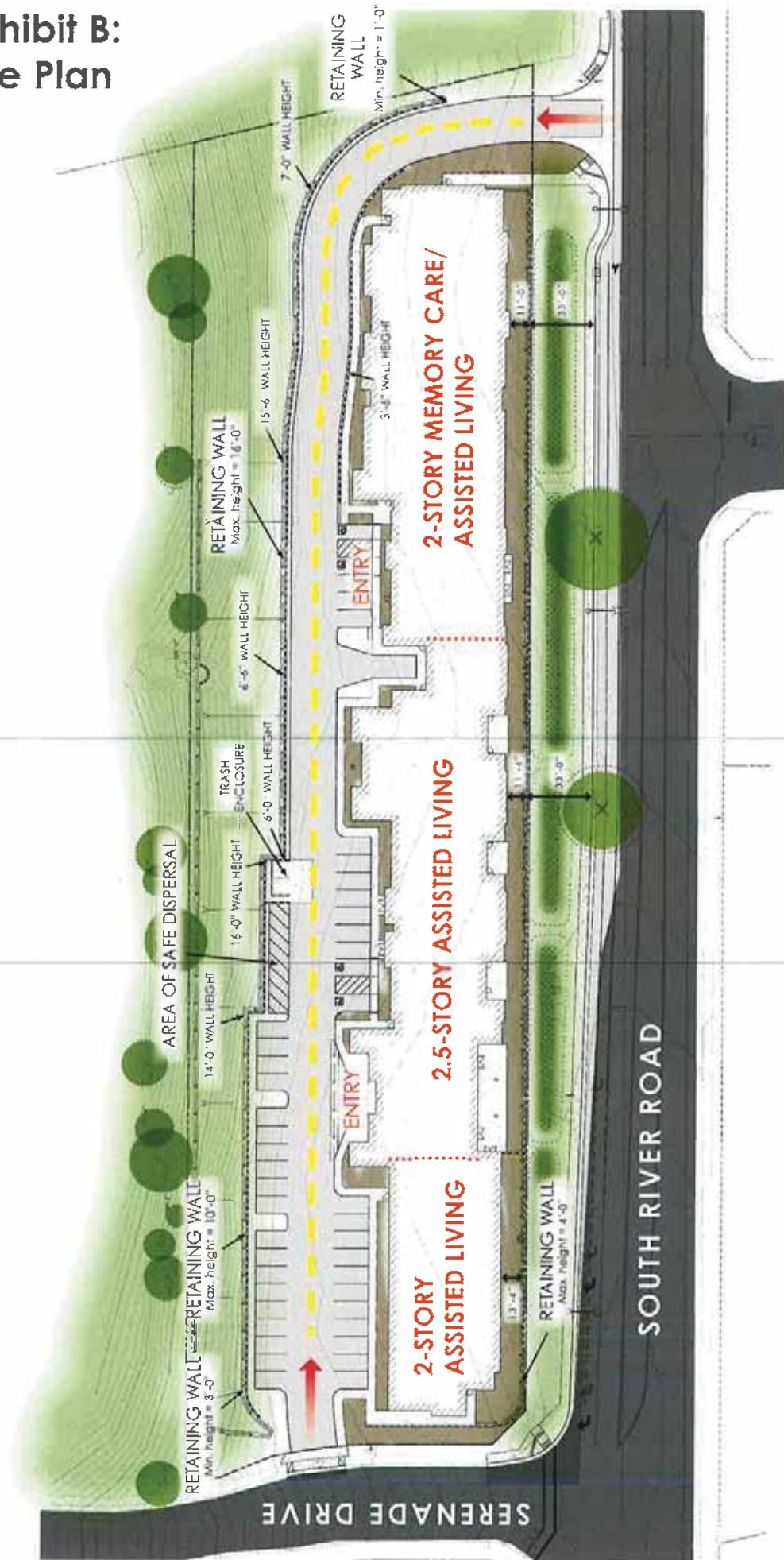
- 2. Provide central station monitored fire sprinkler system for all residential, commercial and industrial buildings that require fire sprinklers in current, adopted edition of the California Building Code, California Fire Code and Paso Robles Municipal Code.
 - Plans shall be reviewed, approved and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

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

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

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.

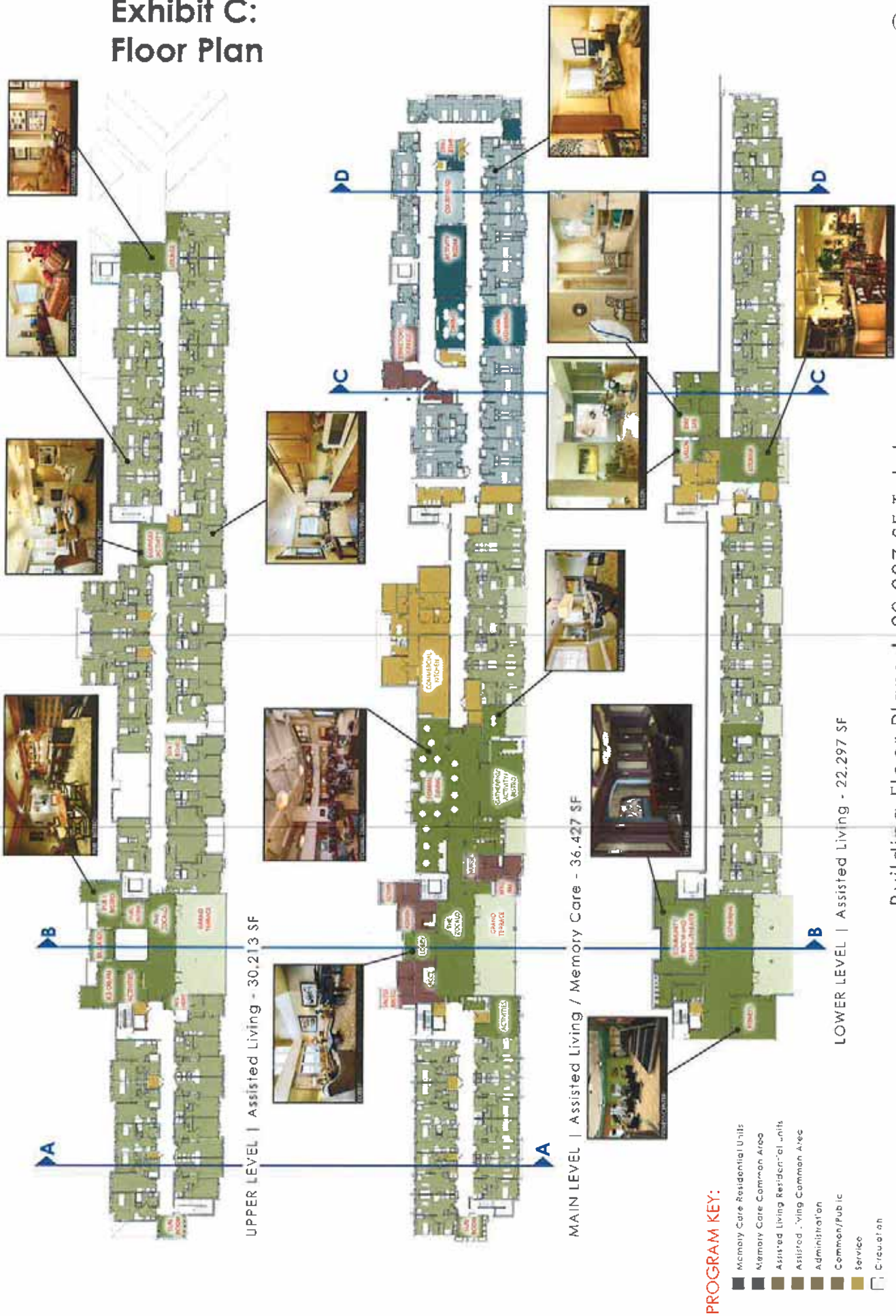
Exhibit B: Site Plan



Site Plan

THE OAKS AT PASO ROBLES
City of Paso Robles, California

Exhibit C: Floor Plan



UPPER LEVEL | Assisted Living - 30,213 SF

MAIN LEVEL | Assisted Living / Memory Care - 36,427 SF

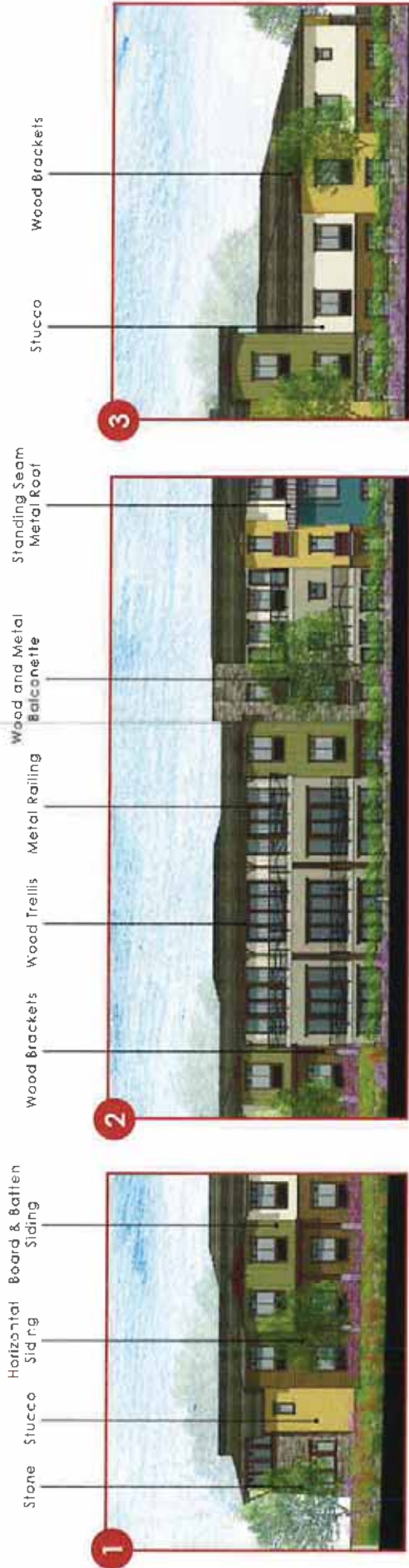
LOWER LEVEL | Assisted Living - 22,297 SF

Building Floor Plans | 88,937 SF Total

PROGRAM KEY:

- Memory Care Residential Units
- Memory Care Common Area
- Assisted Living Residential Units
- Assisted Living Common Area
- Administration
- Common/Public
- Service
- Circulation

Exhibit D: Elevations west



Assisted Living - 2 Story Massing
(Intersection of Serenade & South River Road)

Grand Terrace (3-Story Massing)
(Along South River Road)

Memory Care - 2-Story Massing
(Intersection of Private Drive & South River Road)



Main Elevation (from South River Road)

Schematic Elevations

Attachment D: Elevations east



Grand Entry (Assisted Living Entrance)



Formal Dining & Employee Lounge



Memory Care Entrance



Front Elevation (from private drive)

Schematic Elevations

THE OAKS AT PASO ROBLES
City of Paso Robles, California



Exhibit D: Elevations north / south

PREVIOUS BUILDING



NEW BUILDING



Corner of South River Road & Serenade Drive



Corner of South River Road & Private Drive

3D Perspectives

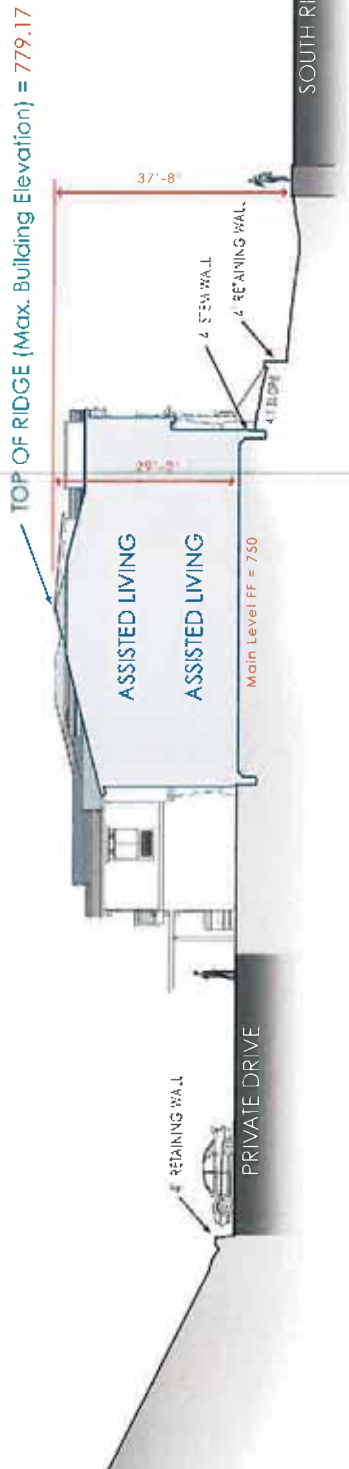


Serenade Drive Perspective | Previous Building

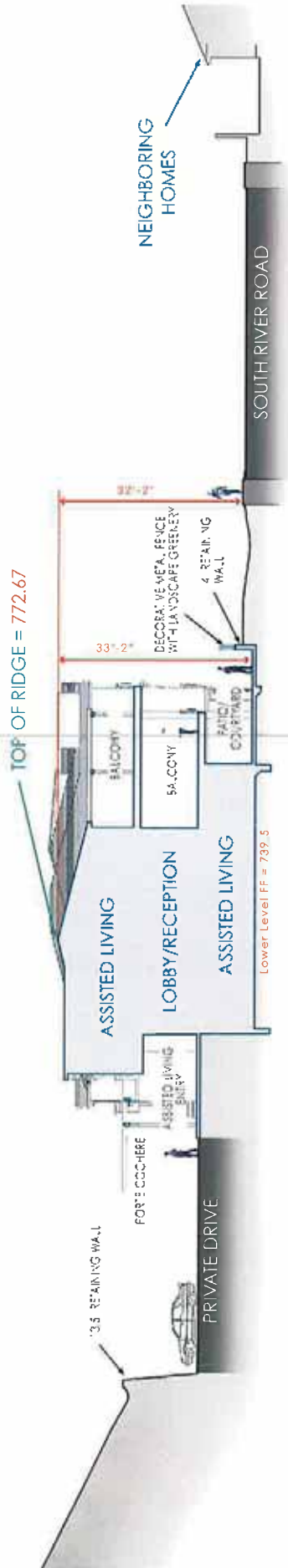


Serenade Drive Perspective | New Building

Exhibit E: Cross Sections

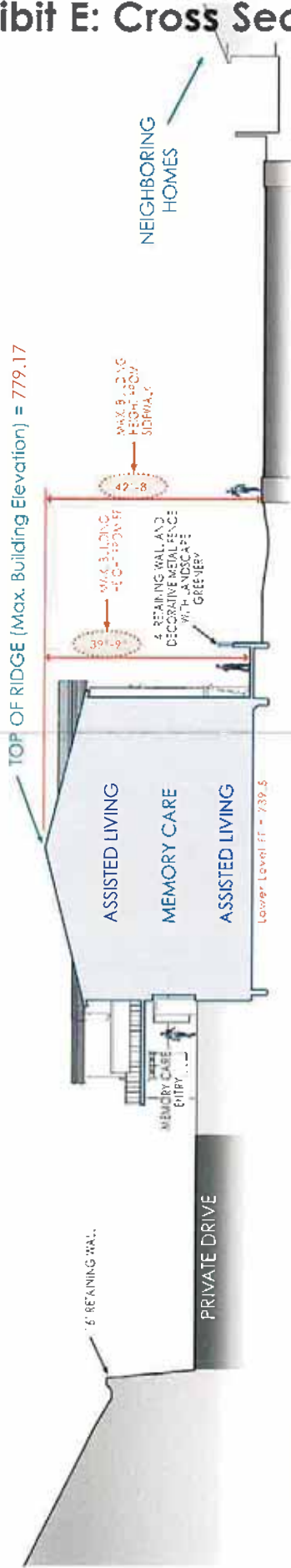


SITE SECTION A-A

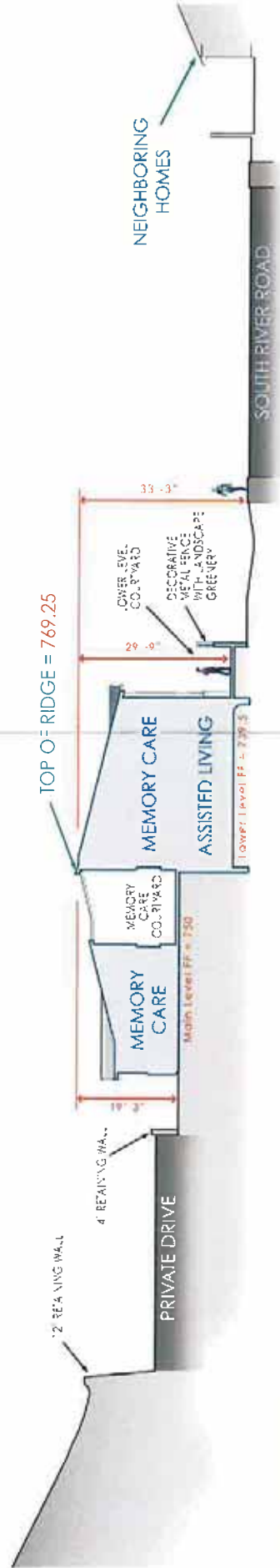


SITE SECTION B-B

Exhibit E: Cross Sections

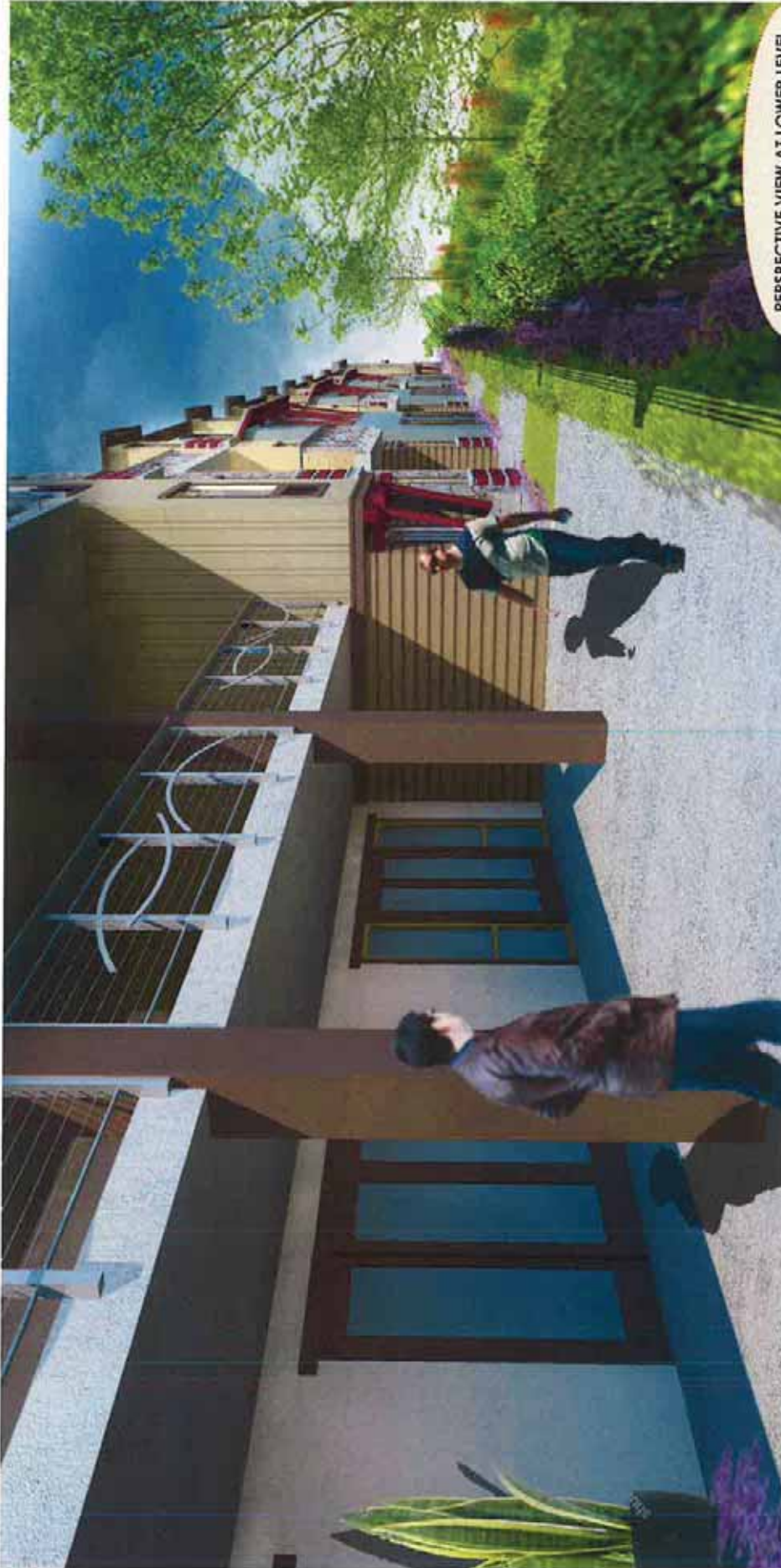


SITE SECTION C-C

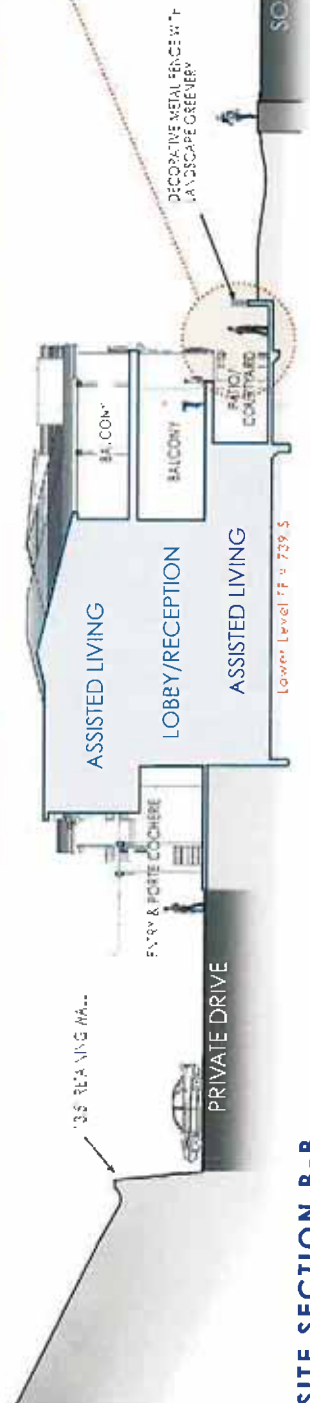


SITE SECTION D-D

Exhibit F: Architectural Detail South River Road Frontage



PERSPECTIVE VIEW AT LOWER LEVEL
PATIO/COURTYARD



SITE SECTION B - B

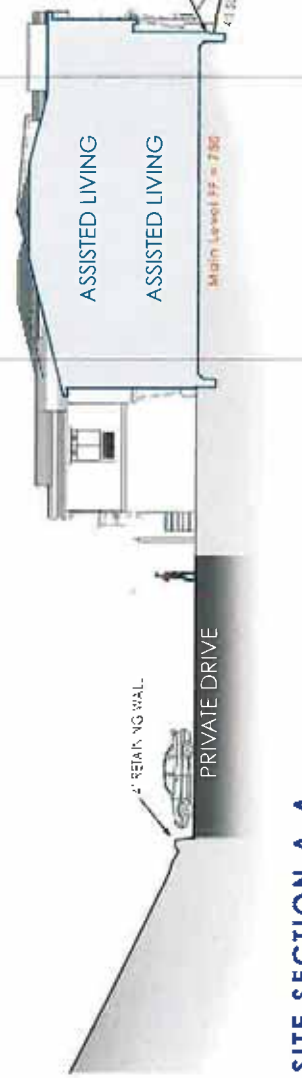
THE OAKS AT PASO ROBLES
City of Paso Robles, California



Exhibit F: Architectural Detail South River Road frontage



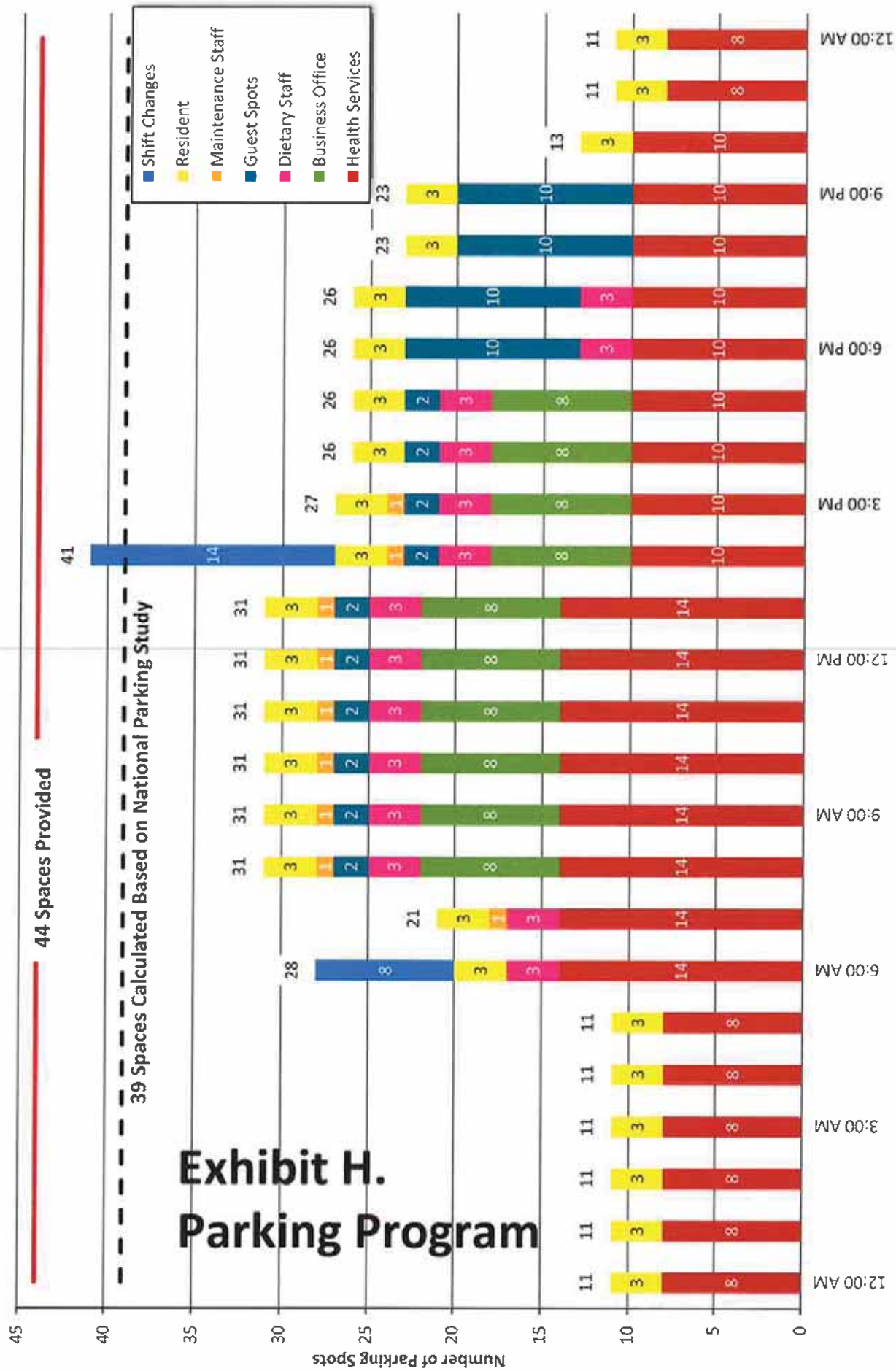
PERSPECTIVE VIEW AT SIDEWALK
ON SOUTH RIVER ROAD



SITE SECTION A-A

THE OAKS AT PASO ROBLES
City of Paso Robles, California

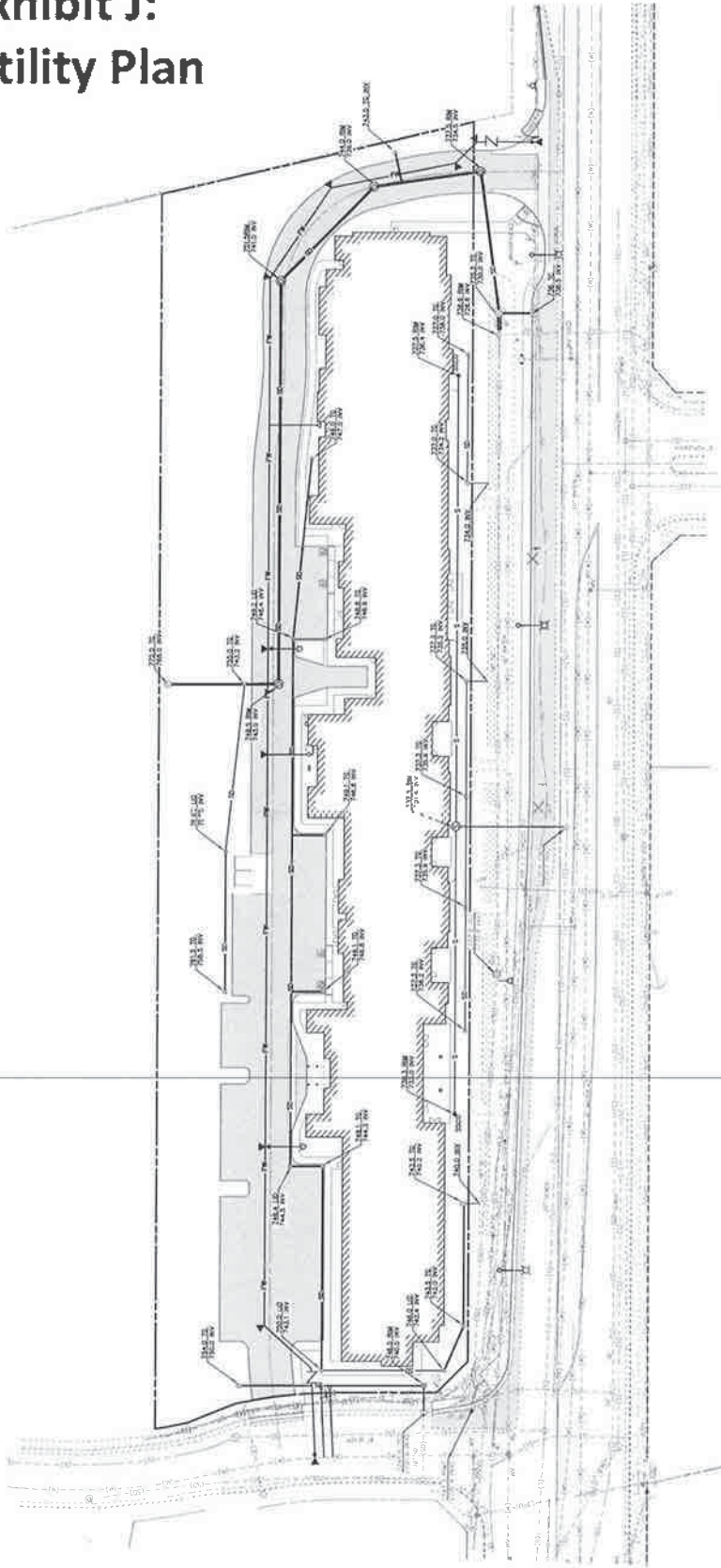
The Oaks in Paso Robles Parking Analysis



- Notes:
1. Data provided by operator based on projected staffing and experience with similar facilities.
 2. Parking study recommended 0.4 parking spaces per resident
 3. Parking lot provides 44 spaces, including 4 handicap spaces.

Revised: 2016-01-15

Exhibit J: Utility Plan



0 15' 30' 60'
SCALE: 1"=30'

THE OAKS
PRELIMINARY
UNDERGROUND DESIGN
PARCEL 009-815-007

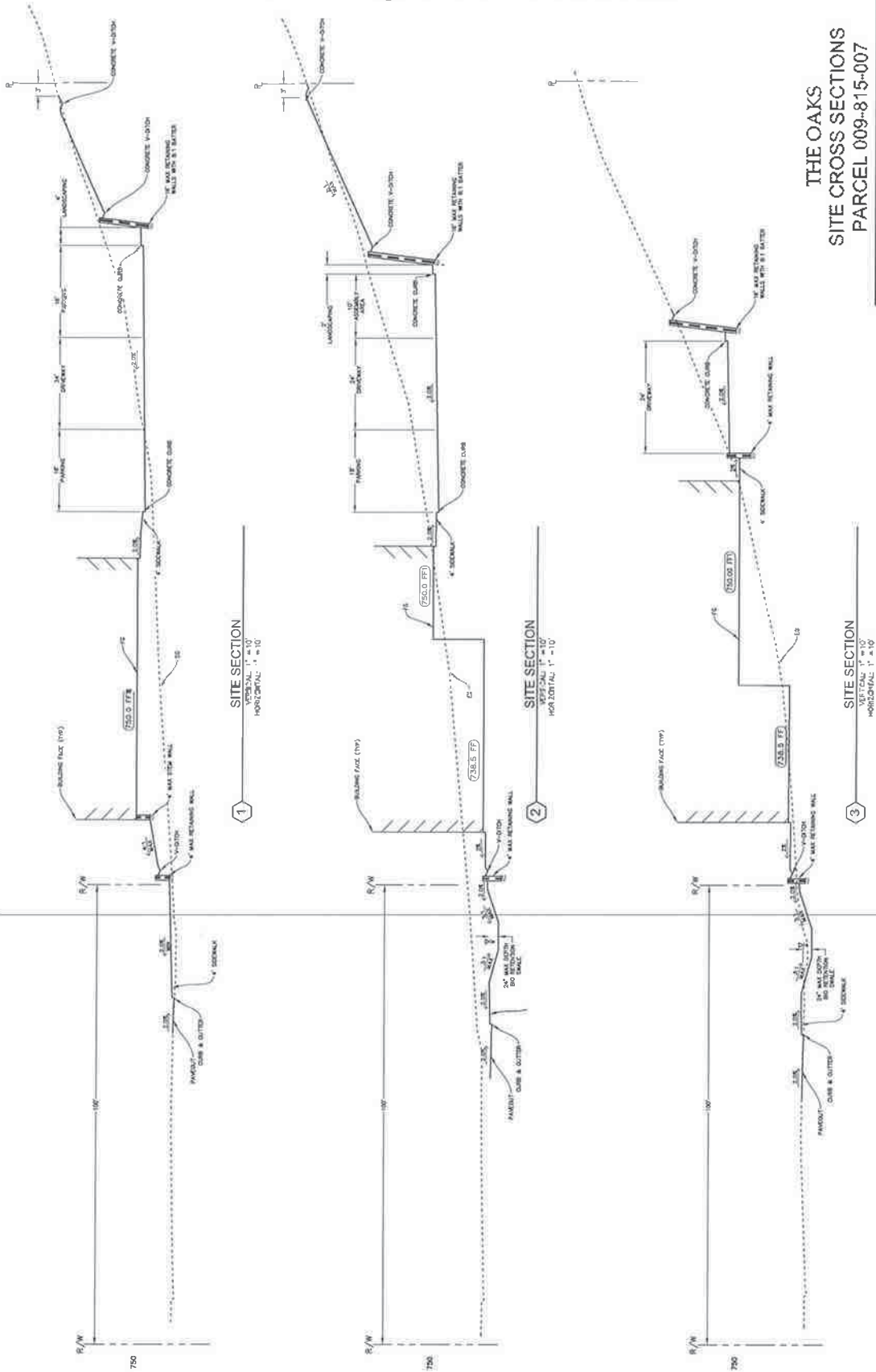


January 15, 2008
SHEET 2 OF 3

PRELIMINARY UTILITY LEGEND

| | | | |
|--|---|--|--|
| | UTILITY LINE | | STORM SEWER LINE |
| | SEWER LINE | | GAS LINE |
| | ELECTRIC LINE | | FIRE LINE |
| | WATER LINE | | STORM SEWER MANHOLE |
| | STORM SEWER MANHOLE | | SEWER MANHOLE |
| | GAS MANHOLE | | ELECTRIC MANHOLE |
| | FIRE MANHOLE | | WATER MANHOLE |
| | STORM SEWER VALVE | | SEWER VALVE |
| | GAS VALVE | | ELECTRIC VALVE |
| | FIRE VALVE | | WATER VALVE |
| | STORM SEWER JUNCTION | | SEWER JUNCTION |
| | GAS JUNCTION | | ELECTRIC JUNCTION |
| | FIRE JUNCTION | | WATER JUNCTION |
| | STORM SEWER TEE | | SEWER TEE |
| | GAS TEE | | ELECTRIC TEE |
| | FIRE TEE | | WATER TEE |
| | STORM SEWER BEND | | SEWER BEND |
| | GAS BEND | | ELECTRIC BEND |
| | FIRE BEND | | WATER BEND |
| | STORM SEWER ELBOW | | SEWER ELBOW |
| | GAS ELBOW | | ELECTRIC ELBOW |
| | FIRE ELBOW | | WATER ELBOW |
| | STORM SEWER TEE WITH VALVE | | SEWER TEE WITH VALVE |
| | GAS TEE WITH VALVE | | ELECTRIC TEE WITH VALVE |
| | FIRE TEE WITH VALVE | | WATER TEE WITH VALVE |
| | STORM SEWER TEE WITH VALVE AND JUNCTION | | SEWER TEE WITH VALVE AND JUNCTION |
| | GAS TEE WITH VALVE AND JUNCTION | | ELECTRIC TEE WITH VALVE AND JUNCTION |
| | FIRE TEE WITH VALVE AND JUNCTION | | WATER TEE WITH VALVE AND JUNCTION |
| | STORM SEWER TEE WITH VALVE AND TEE | | SEWER TEE WITH VALVE AND TEE |
| | GAS TEE WITH VALVE AND TEE | | ELECTRIC TEE WITH VALVE AND TEE |
| | FIRE TEE WITH VALVE AND TEE | | WATER TEE WITH VALVE AND TEE |
| | STORM SEWER TEE WITH VALVE AND TEE AND JUNCTION | | SEWER TEE WITH VALVE AND TEE AND JUNCTION |
| | GAS TEE WITH VALVE AND TEE AND JUNCTION | | ELECTRIC TEE WITH VALVE AND TEE AND JUNCTION |
| | FIRE TEE WITH VALVE AND TEE AND JUNCTION | | WATER TEE WITH VALVE AND TEE AND JUNCTION |

Exhibit K: Grading Cross Sections



THE OAKS
 SITE CROSS SECTIONS
 PARCEL 009-815-007



JANUARY 12, 2018
 SHEET 3 OF 3

ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM
CITY OF PASO ROBLES
August 11, 2015

- 1. PROJECT TITLE:** The Oaks at Paso Robles – Assisted Living Facility
- Concurrent Entitlements:** Planned Development (PD 15-002)
Conditional Use Permit (CUP 15-004)
- 2. LEAD AGENCY:** City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446
- Contact:** Susan DeCarli
Phone: (805) 237-3970
Email: sdecarli@prcity.com
- 3. PROJECT LOCATION:** Southwest corner of South River Road
and Serenade Drive
Paso Robles, CA 93446
(See Attachment 1, Vicinity Map)
- Assessor Parcel Number:
009-815-007
- 4. PROJECT PROPONENT:** BA Hoffman Holdings, LLC
Blake Hoffman
- Contact Person:** Larry Werner
North Coast Engineering
Phone: (805) 239-3127
Email: lwerner@northcoastengineering.com
- 5. GENERAL PLAN DESIGNATION:** Residential Multi-Family (RMF-20)
- 6. ZONING:** Residential Multi-Family – Planned Development
(R4-PD)
- 7. PUBLIC REVIEW PERIOD:** August 10, 2015 through September 8, 2015
- 8. PROJECT DESCRIPTION:** This is a proposal to establish an assisted living facility for senior residents and persons that need general assisted living services. The project site 2.79 acres in area, and includes 73 assisted living units, and 24 memory care units. The assisted living units include studios, 1-bedroom and 2-bedroom units, with private bathrooms and kitchenettes.
- The facility will be licensed as a Residential Care Facility for the Elderly (RCFE) under the State Department of Social Services. Services will include meals, laundry, assistance with medications, and personal care. This is not proposed to be a medical facility, however qualified staff will be available to handle general health assessments, emergency response procedures, (including administering CPR), and assessment of emergency responses that may be necessary.

The project is proposed to be three stories in height (up to 39'4") for the assisted living component of the building, and one-story for the memory care facility. See Attachment 4, Elevations. The combined square footage is proposed to be approximately 68,000 square feet in area. The facility includes a central kitchen and dining room, bistro-style deli, personal services, and activities center, as well as large gathering spaces with indoor/outdoor balconies on each floor, and a secured courtyard gathering space for memory care facility. See Attachments: 2 - Site Plan, and 3 – Floor Plans.

As shown on the elevations, the proposed project is designed as one, continuous building adjacent to South River Road. The site is a narrow property with the eastern portion of the site rising steeply (up to 30% slope). Retaining walls are proposed along a portion of the front of the buildings adjacent to the sidewalk, and also along the interior rear slope to retain the hillside. In compliance with the Oak Tree Preservation Ordinance, the oak trees located toward the top of the slope will be protected per the Arborist Report recommendations (see Attachment 5).

Parking, site circulation, and the entrance drop-off area is located on the interior (east) side of the building. There are two site access points via South River Road and Serenade Drive. The site plan includes 39 parking spaces for residents, employees and guests. The number of parking spaces provided is based on a national study (Attachment 6), that evaluated the unique parking needs of this type of use. The facility will also provide shuttle services for residents and guests.

The architectural design incorporates Craftsman design elements and materials, with the intention of reflecting regional design themes, and blending in with surrounding residential and commercial development patterns in the near vicinity.

9. **ENVIRONMENTAL SETTING:** The project site is located at the southeast corner of the intersection of South River Road and Serenade Drive. It is oriented towards South River Road, which is an arterial road in the City's street network. There is residential development located across South River Road to the west, (uphill) east of the property, commercial development to the north, and vacant (single-family residential) property to the south of the site.

As noted above, the site has a steep hillside that slopes up toward the east, with several oak trees located in this area of the property. The property would be served with municipal water service for potable and irrigation water needs. It would also be provided with City sewer service.

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

None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature: _____

Date _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

I. AESTHETICS: Would the project:

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

Discussion: The project site is not designated in the City General Plan, Conservation Element as being in a scenic view corridor, nor is it within a designated scenic vista.

However, the site has scenic quality since in its current state it is an open, undeveloped property with a hillside and oak trees toward the eastern side of the property that provide a backdrop of natural features as viewed from South River Road and Highway 101. The base of the property would be obscured by the building, yet the visibility of the upper hillside and oak trees would remain. Additionally, the project would not impact scenic vistas of properties in the neighborhood to the east of Serenade Drive, since the site is below the bluffs. This indicates that the project would not result in a substantial adverse effect on a scenic vista, and that impacts would 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project site is not located near a State “scenic” highway. There are no scenic resources such as rock outcroppings or historic buildings located on the site, however there are native oak trees on the upper slope of the site toward the east. The project would not block views of the upper hillside and oak trees on the site. Therefore, the project would not result in significant impacts to scenic resources.

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The proposed building would be approximately 620 feet in length, range between approximately 56 – 79 feet with width, and 39.4 feet in height. The view of the project from South River Road and Serenade Drive will present a solid, large-scale, tall building that will be more massive than existing surrounding development. The scale of the building along the roads would be somewhat abrupt as viewed from the street due to the overall length and scale of the proposed building. With a large building on a relatively narrow lot, set back 55 feet from the northbound driving lane on South River Road, the building would significantly alter the existing visual character and quality of the site and its surroundings.

However, the proposed site and architectural design helps to mitigate the visual impacts of the building to the site and surroundings through use of design features that help break up the continuous mass of the building. This is achieved by including changes in horizontal and vertical planes, variations in fenestration details, different treatments to the eaves, roof heights, projections and recesses of the wall plane, and use of varying colors and textures of materials.

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

Other measures that help mitigate the visual impacts of the building on the site and surroundings include frontage improvements such as the proposed landscaped bioswale, which ranges between 25 – 30 feet in width, (between the edge of street pavement and the sidewalk), in addition to approximately 10 feet of landscaping between the back of the sidewalk to the building footprint. Additionally, the landscape plan includes numerous species of trees along the front elevation in the bioswale, sidewalk planting bulb outs, and building frontage to help soften the visual impact of the building as viewed from the street. The tree palette includes several different tree heights and textures to break up the building mass and address visual quality impacts.

Therefore, with architectural design features and landscape amenities proposed as project mitigation measures, the potential visual impacts would be reduced to a less than significant level on the existing visual quality of the site and surroundings. See Mitigation Measures A-1 & A-2, in the attached Mitigation Monitoring Program.

- 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 undeveloped, therefore there is currently no light or glare that is emitted from the site. The project would therefore create new sources of light that may be seen at nighttime. However, as a residential care type of development project, it does not include brightly lit building signs. It includes modest architectural-quality Craftsman style building lighting, and relatively low site lighting standards (7.5 feet in height) with LED fixtures (that will be in compliance with the City’s Zoning regulations which require all external lighting to be shielded and downcast), therefore the project is not anticipated to result in significant impacts from substantial lighting. The proposed lighting cut-sheets are provided in Attachment 4, with the proposed Elevations.

Additionally, given the colors and materials proposed, the project would not result in glare, which is typically a result of shiny, reflective or bright surfaces or lighting fixtures that are not shielded. Therefore, the proposed project will result in less than significant impacts from light or glare.

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

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

Discussion: The project site is designated in the General Plan and is zoned on the City’s Zoning Map for residential 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. The site is not presently farmed, and as an urban infill site there are no farming activities in the vicinity. Therefore, the project would not result in impacts on converting prime or other significant soils to urban land uses.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---|---|---|-------------------------------------|
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: The site is not under Williamson Act contract, nor is it currently used for agricultural purposes. | | | | |
| c. Conflict with existing zoning for, or cause rezoning of, forest, land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: There are no forest land or timberland resources within the City of Paso Robles. | | | | |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: See II c. above. | | | | |
| 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: There are no properties with agricultural resources or activities located within the near vicinity. Therefore, the proposed project could not result in pressure to convert agricultural land to urban uses. | | | | |

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

| | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? (Source: Attachment 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: An Air Quality Analysis was prepared by AMBIENT Consulting for this project. (See Attachment 7.) The study evaluated project consistency with the SLO County Air Pollution Control District Clean Air Plan (APCD CAP), in particular, it was compared with land use and transportation control measures. These measures include: campus-based trip reduction; voluntary trip reduction programs; local transit system improvements; regional transit improvements; bike-related enhancements; park and ride lots; motor vehicle inspection and control program; traffic flow improvements; and telecommuting/teleconferencing/ telelearning.

The project incorporates the majority of these measures including: infill development, located near a wide range of commercial retail and service uses within walking distance (2 blocks); compact high-density residential development; voluntary shuttle services for residents and guests; local transit stop (within 3 blocks); construction of enhanced bicycle facilities along the property frontage; a park and ride lot within walking distance (2 blocks); street sidewalk improvements; and the ability to host telelearning services for residents and employees. Therefore, considering these measures, the project does not conflict with the SLO County APCD CAP.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|--------------------------|
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 11) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

The study indicates that the project would not exceed operational thresholds (e.g. project-related trip generation and energy use) established by the Air District, therefore, impacts from operational emissions would be less than significant.

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

Discussion: See III b. above. Operational emissions were quantified using the CalEEMod computer modeling program based on the default modeling parameters contained in the model for San Luis Obispo County. Net increases in operational emissions for the project in comparison to SLOAPCDs corresponding significance thresholds, indicates that net increases in operational emissions for the project would not exceed the District's corresponding daily or annual significance thresholds. As a result, long-term, cumulative operational emissions generated by the proposed project are considered to have a less than significant impact.

Short-term increases in emissions would occur during the construction process. Construction-generated emissions are of a temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The construction of the proposed project would result in the temporary generation of emissions associated with site grading and excavation, paving, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NO_x) and emissions of particulate matter (PM₁₀). Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses. Because estimated emissions of ROG and NO_x would occur, MM AQ-1 (a) would reduce emissions to a less than significant level. Mitigations measures MM AQ-1 (b) and (c) would be applied to minimize nuisance impacts associated with construction-generated fugitive dust emissions.

There is a potential to have naturally occurring asbestos. Additionally, construction may result in generation of fugitive dust. Therefore, mitigation measures included in MM AQ-2 shall be applied. Implementation of MM AQ-2 would reduce potentially significant impacts related to asbestos and/or fugitive dust to a less than significant level.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|--------------------------|
| d. Expose sensitive receptors to substantial pollutant concentrations? (Source: 11) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion: No major stationary or area sources of toxic air contaminants (TACs) have been identified in the project vicinity. The proposed project does not include the installation of any major stationary sources of TACs. However, the proposed project may include the future installation of a stand-by emergency generator, which could result in intermittent, localized increases in emissions. In addition, construction of the proposed project may also result in localized pollutant concentrations. The stand-by emergency generator would be operated in the event of an emergency power failure or for routine testing and maintenance. The type, size and location of the stand-by generator has not yet been determined. However, depending on the type of unit installed, localized emissions could potentially exceed applicable ambient air quality standards, particularly at onsite receptor locations.

Localized concentrations of CO are of primary concern in areas located near congested roadway intersections. As an assisted living and memory care campus, most residents living at the facility would not drive. As a result, the proposed project would not result in a substantial increase in vehicle traffic on area roadways. For this reason, the proposed project would not be anticipated to result in unacceptable localized concentrations of CO at intersections, and are therefore, considered to be less than significant.

Construction of the proposed project would result in short-term emissions of PM, including fugitive dust and diesel-exhaust PM, primarily during the initial site preparation and grading phase. These activities could result in localized PM concentrations that may result in adverse nuisance impacts to nearby sensitive receptors (e.g. residences), which could be considered to have a potentially significant impact. MM AQ-2 addresses the potential for impacts to expose sensitive receptors to substantial pollutant concentrations to a less than significant level.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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: The proposed project would not result in the installation of any equipment or processes that would be considered a major odor-emission source. However, pavement and architectural coatings used during project construction would emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. For these reasons, potential exposure of sensitive receptors to odorous emissions would be considered less than significant.

IV. BIOLOGICAL RESOURCES: Would the project:

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

Discussion: The project site is an urban infill property, surrounded by development on all sides, except for a vacant property to the south, which has similar site characteristics. The lower portion of the site has been disturbed through disking, and is covered in ruderal plant species. A biological assessment was prepared for a prior project approved on this property. It determined that there were no rare or protected plant or animal species observed on the site. There have been no changes to the site or surroundings. The upper area of the property has oak trees located on it, which will be protected during construction in accordance with the Arborist Report, provided in Attachment 5. These measures are incorporated into mitigation measure MM B-1. Therefore, with mitigations applied to protect the existing oak trees, the proposed project would not adversely impact, directly or indirectly, protected species, and will not result in impacts to these resources.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations regulated by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: There is no riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations that are regulated by the California Department of Fish and Game or US Fish and Wildlife Service located on or near this property. Therefore, this project would not result in impacts to these resources.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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: 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: The project site an urban infill lot, surrounded by existing development. There are no waterways on the property. Additionally, the site is not within a native resident or migratory corridor with fish or wildlife, therefore development of the project could not impact resident or migratory corridors for fish or wildlife.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e. Conflict with any local policies or ordinances protecting biological resources, | <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 |
|--|---|---|---|----------------------|
| such as a tree preservation policy or ordinance? | | | | |

Discussion: The project would comply with the recommendations of the Arborist Report to protect the oak trees located on the site. The project would not conflict with any local policies or ordinances established to protect biological resources, as there are no other significant protected biological resources on or near the project site.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

V. CULTURAL RESOURCES: Would the project:

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

Discussion (a-d): There are no historic resources (as defined), located on the site. There are also no archaeological or paleontological resources known to be present on the site or in the near vicinity. Since the property is not located within proximity to a creek or river or known cultural resource, it is unlikely that there are resources located on the site.

There are no known human remains on the project site, however per conditions of approval incorporated into the project, if human remains are found during site disturbance, all grading and/or construction activities shall stop, and the County Coroner shall be contacted to investigate. Therefore, this project will result in less than significant impacts on cultural resources.

VI. GEOLOGY AND SOILS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Expose people or structures to potential 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- | <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 |
|--|---|---|---|----------------------|

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

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

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii. Seismic-related ground failure, including liquefaction? (Sources: 1, 2 & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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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. Therefore, impacts related to seismic-related ground failure are determined to be less than significant.

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| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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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.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: Per the General Plan EIR the soil condition is not erosive or otherwise unstable. As such, no significant impacts are anticipated. Therefore, potential impacts due to erosion or loss of topsoil would be less than significant.

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| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a | <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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result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Discussion: This site is not located in an area with an unstable geologic unit that would be subject to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: This site is not located in an area with an unstable geologic unit that would be subject to expansive soil that could create a substantial risk to life or property.

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| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The development will be connected to the City’s municipal wastewater system. Therefore, there would not be impacts related use of septic tanks.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

Discussion: A Greenhouse Gas Impact Assessment was prepared by AMBIENT Consultants to evaluate potential Greenhouse Gas (GHG) emissions that may result from the project. (See Attachment 7.)

Estimated GHG emissions attributable to future development would be primarily associated with increases of CO2 from mobile sources. To a lesser extent, other GHG pollutants, such as CH4 and N2O, would also be generated. The study indicates that short-term construction related (8.3 MTCO2e/Year), and long-term operational emissions (471.7 MTCO2e/Year) associated with development of the proposed project would not exceed the SLO County APCD’s locally adopted emissions thresholds of 1,150 MTCO2e/Year.

As a result, the proposed project is not anticipated to result in significant GHG impacts on the environment. This impact is considered less than significant.

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| b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project is consistent with the General Plan land use category and the Zoning Map. The City

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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of Paso Robles Climate Action Plan (CAP) was adopted by the City Council in 2013. The CAP is a long-range plan to reduce greenhouse gas (GHG) emissions from City government operations and community activities within Paso Robles and prepare for the anticipated effects of climate change. The CAP will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life (City of Paso Robles, 2013). To help achieve these goals, the CAP includes a “Consistency Worksheet”, which identifies various mandatory and voluntary actions designed to reduce GHG emissions. The *CAP Consistency Worksheet* can be used to demonstrate project-level compliance with the CAP. The worksheet is included in Appendix B of the GHG Impact Analysis report. In addition, the project sponsor has agreed to implement all mandatory measures identified in the CAP consistency worksheet, which are included as required mitigation to ensure consistency with the CAP.



VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

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

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

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Discussion: See VIII a. above.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Discussion: The proposed assisted care 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?

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion: The project site is not identified as a hazardous site per Government Code Section 65962.5.

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

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| 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"/> |
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Discussion: The City does not have *adopted* emergency response or evacuation plans. Per the City Emergency Services Department, the proposed location does not pose a risk that would impair City response to emergencies.

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| 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.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The Regional Water Quality Control Board adopted stormwater 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 and quantity of stormwater run-off, and to limit the increase in the rate and volume of stormwater run-off to the maximum extent practical.

These new requirements include retention of post-construction stormwater. The applicant has met these requirements with landscaped bioswales along the west side of the project site within the landscape area adjacent to the sidewalk in the street right-of-way.

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| <p>Potentially Significant Impact</p> | <p>Less Than Significant with Mitigation Incorporated</p> | <p>Less Than Significant Impact</p> | <p>No Impact</p> |
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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 and retention requirements in compliance with the regulations. Therefore, water quality standards will be maintained and discharge requirements will be in compliance with State and local regulations, and impacts to water quality, discharge and stormwater management will be less than significant.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7)

| | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project site is is zoned to allow for multi-family residential development. 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, and in the near future, recycled water.

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 State recently adopted additional landscape water conservation requirements in July 2015. The City’s regulations comply with all State water conservation requirements.

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.”

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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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 this assisted residential care facilities is incorporated into the water demand assumptions of the UWMP. The project proponent would be required to pay development impact fees for its share of water service expansion.

As noted above, the City has augmented future reliance on groundwater resources to surface water resources, and 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 planned for use in the basin. To support this determination, the applicant has provided a project-specific Water Demand Analysis, see Attachment 8. The analysis compares other assisted living projects’ typical and averaged water use. With incorporation of the latest water efficient fixtures and typical use projections, the Oaks is projected to use significantly less water than similar projects, and/or the prior approved single-family residential project approved for this site. Additionally, proposed stormwater management features will help recharge the groundwater basin. Therefore, this project will result in less than significant impacts to the groundwater supplies used by the City.

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

Discussion: The drainage pattern on the site would not be substantially altered with development of this project since site development will generally maintain the existing, historic drainage pattern of the property, and new post-construction drainage will be managed through implementation of bioswale drainage features adjacent to the site.

There are no streams, creeks or rivers on or near the project site that could be impacted from this project or result in erosion or siltation on- or off-site. Therefore, impacts to drainage patterns and facilities would be less than significant.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 10)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See IX c. above. The existing drainage pattern will not be significantly altered with this project. Historic drainage flows will be directed to City storm drain facilities. Drainage resulting from development of this property will be managed with stormwater bioswales, and will not contribute to flooding on- or off-site. Thus, flooding impacts from the project are considered less than significant.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| 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 with bioswales and storm drains, and will not significantly add to offsite drainage facilities. 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: The project site is not within a 100-year 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, and therefore it could not impede or redirect flood flows. | | | | |
| i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: See IX h. above. Additionally, there are no levees or dams in the City. | | | | |
| j. Inundation by mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: In accordance with the Paso Robles General Plan, there are no mudflow hazards located on or near the project site. Therefore, the project could not result in mudflow inundation impacts. | | | | |
| k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: The project will implement the City's Storm Water Management Plan - Best Management Practices. Therefore, it would not conflict with these measures. | | | | |
| l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Discussion: The project will incorporate all feasible means to manage water runoff through implementation | | | | |

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of stormwater control measures. Additionally, there are no wetland or riparian areas in the near vicinity, therefore, the project could not result in impacts to aquatic habitat.

X. LAND USE AND PLANNING: Would the project:

- a. Physically divide an established community?

Discussion: The project site has commercial development located to the north (Kennedy Club Fitness), and single-family residential development located to the west and east, with undeveloped residentially zoned property to the south. The proposed project is a commercial operation, yet provides multi-family style housing as an assisted living development. The project would provide a suitable transitional land use between the differing types of surrounding land uses. Therefore, the project would not divide an established community, but would help in providing compatibility between land uses within this area of the community.

- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Discussion: The proposed assisted living project is consistent with the General Plan Land Use Designation of multi-family zoning for this property, and in accordance with the City Zoning Ordinance may be permitted with approval of a Conditional Use Permit (CUP). 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?

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

XI. MINERAL RESOURCES: Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1)

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)

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

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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XII. NOISE: Would the project result in:

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| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: A Noise Impact Assessment and Technical Review Memo was prepared for this project, see Attachment 9. The project would not expose people (e.g. residents of the proposed project) to roadway noise levels in excess of standards established in the Noise Element of the City General. The “normally” acceptable noise levels for multi-family residential development is between 50 and 65 dBA, and “conditionally” acceptable noise for this use is between 60 and 70 dBA, provided that a noise study is prepared that evaluates noise reduction features to provide for acceptable noise levels. The project noise study indicates that the exterior noise experienced by the project would be 65 dBA at 57 feet from the road centerline, which complies with the City’s established standards. Interior noise impacts are projected to be within acceptable levels with conventional construction and air conditioning systems.

The methodology to make this determination included re-evaluating traffic levels, existing noise and projected traffic noise on South River Road based on the updated 2011 Circulation Element, as outlined in the attached Memo dated May 15, 2015, from Ambient Consultants.

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| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project may result in short-term construction groundborne vibration from machinery, however, the construction noise is not anticipated to be excessive nor operate in evening hours. The only sensitive noise receptors in the vicinity would be residences to the east and west of the property. The closest existing with residential development would be properties that are approximately 160 feet to the east, and 102 feet to the west. Given the short duration of construction, and that the properties are set back from the construction site, it is not anticipated that properties within the near vicinity may be affected by excessive groundborne vibration or groundborne noise levels. Therefore, impacts from groundborne vibration noise can be considered less than significant.

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| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: This assisted living project will not create significant land use-related noise or traffic generated noise. Therefore, the project would not result in contributing permanent increases in ambient noise levels.

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

Discussion: See XII c. above. The project will not result in temporary or periodic increase in ambient noise levels.

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| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project is not located within an airport area subject to an airport land use plan, and will thus not be impacted by airport related noise.

XIII. POPULATION AND HOUSING: Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
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Discussion (a-c): The proposed project will provide housing needed in the local area, primarily for the existing population, since there are very few of these types of developments in the North County area. It will likely create jobs that can be absorbed by the local and regional employment market, and therefore will not create the demand for new housing or population growth or displace housing or people.

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| 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"/> |
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XIII b. & c. The property is currently vacant, therefore it could not displace substantial numbers of existing housing

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
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See above.

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

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

XV. RECREATION

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
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Discussion (a&b):

The proposed assisted living development project will not result in an increase in demand for recreational facilities or accelerate deterioration of recreational facilities since the residents of this project would use onsite recreational facilities.

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

Discussion: The project would be consistent with the General Plan Circulation Element, Bike Master Plan and City Street Standards by providing frontage improvements including curb, gutter, sidewalk, street trees and bike lanes. There are existing transit stops near the corner of South River Road and Niblick Road (within 4 blocks of the site), therefore, there would be transit accessible to this project. The project site would include two access driveways.

The applicant provided a general Trip Generation and Parking Analysis for Senior Housing, prepared Stephen B. Corcoran, P.E., and a description of typical assisted living facility operations, which includes an analysis of parking needs for residents, employees and visitors. See Attachment 10. The analysis details the unique trip generation characteristics of senior and assisted living facilities. The literature indicates that seniors in assisted living facilities do not generally drive their own vehicles since they typically use shuttle services offered by the facility for transportation needs), and residents in memory care facilities do not drive at all. The information indicates that most employees and guests arrive and depart by private cars.

The peak-hours of employees, visitors and deliveries are spread between 8:00 am to 5:00 pm (with the majority between 11:00 am to 4:00 pm). This type of land use does not follow typical peak-hour behavior (7:00 – 9:00 am arrivals and 5:00 – 6:00 pm departures), since the first (largest) shift of employees arrive at 6:00 am and leave at 2:00 pm. Deliveries are intermittent during the hours of 8:00 to 5:00, and visitors typically arrive and depart between 5:00 and 9:00 pm. The typical daily traffic generation rate is approximately 5.64 trips per unit, which is mostly composed of employee-related trips. Since the project includes 97 units (combined), and the average trips per unit per day is 4.52, the project would result in approximately 438 trips generated per day. The total amount of trips per day staggered over a 15 hour time period (between 6:00 am and 9:00 pm) is about 30 trips per hour. This equates to one trip approximately every two minutes, which is very low. Even at peak hours, if the trips generated were significantly more and spread over a two hour time frame for AM and PM periods, the overall trip generation would not add a significant amount of traffic at the nearby intersections and/or on the local street network.

Table CE-1 of the General Plan Circulation Element indicates in that the existing capacity utilization of South River Road between Serenade Drive and Niblick Road is at 34%, and future conditions in 2025 it would go up to 47%. The Circulation Element assumes development of this property with multi-family development. The southbound traffic on South River Road, from the southern end of the project site carries precipitously less traffic to Charolais Road. This indicates there is adequate capacity of the nearby street network to accommodate this project and not result in significant impacts to capacity of street traffic volumes in the vicinity, and that the project is consistent with applicable policies.

The project shall be required to pay traffic impact development fees for the proportionate share of impacts associated with the project to mitigate its impacts to traffic and roadways.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---|---|---|-------------------------------------|
| <p>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?</p> <p>Discussion: See XVI a. above. Additionally, the applicant will implement employee transportation demand measures to reduce traffic congestion, such as providing information on regional rideshare programs, bike racks, well as provide shuttle service to the multi-modal transportation center and downtown for residents and guests. There is an existing Park and Ride lot within a block (at Walmart) available to this development as well. Mitigation measures have been incorporated to provide these services. Therefore, the project does not conflict with impacts related to congestion management will be mitigated to a less than significant level.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>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?</p> <p>Discussion: The project site is not located within an airport land use planning area.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p> <p>Discussion: There are no hazardous design features associated with this project that could result in safety hazard impacts from this project.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>e. Result in inadequate emergency access?</p> <p>Discussion: The project will not impede emergency access, and it is designed in compliance with all emergency access safety features, and to City emergency access standards.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>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?</p> <p>Discussion: The project incorporates multi-modal transportation facilities and access such as bike lanes, sidewalks, and walkways. There are also public transit routes within the near vicinity of the project site. Therefore, it does not conflict with policies and plans regarding these facilities.</p> | <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 |
|--------------------------------------|--|------------------------------------|--------------|
|--------------------------------------|--|------------------------------------|--------------|

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

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

Discussion: The project would be served with municipal wastewater services. The project will therefore 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?

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 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?

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 bioswale facilities. Therefore, the project will not impact the City's storm water drainage facilities.

- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

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

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

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. The sizing of the existing and planned upgrades to the wastewater treatment facility includes development of this property within the improvement plan assumptions. 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. Based on capacity information of the City’s Landfill capacity 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.³

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

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

periods of California history or prehistory?

Discussion: As noted in the Biological Resources section of this Initial Study, this is an infill site and there are no protected biological resources located on or near the project site, and there are no waterways on or near it that provide habitat for fish or other aquatic species. The existing oak trees will be protected with this development. There are also no historic resources located on the site. The existing development envelop does not provide habitat for any protected species, and is covered with ruderal vegetation. Therefore, this project could not 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.

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

Discussion: 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, potential impacts identified related to air quality and traffic are not cumulatively considerable. With mitigation measures applied to this project it will not result in impacts that are individually limited or cumulatively considerable.

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

Discussion: With mitigation measures applied as noted in VXIII b. above the project will not cause substantial adverse effects on human beings, either directly or indirectly.

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

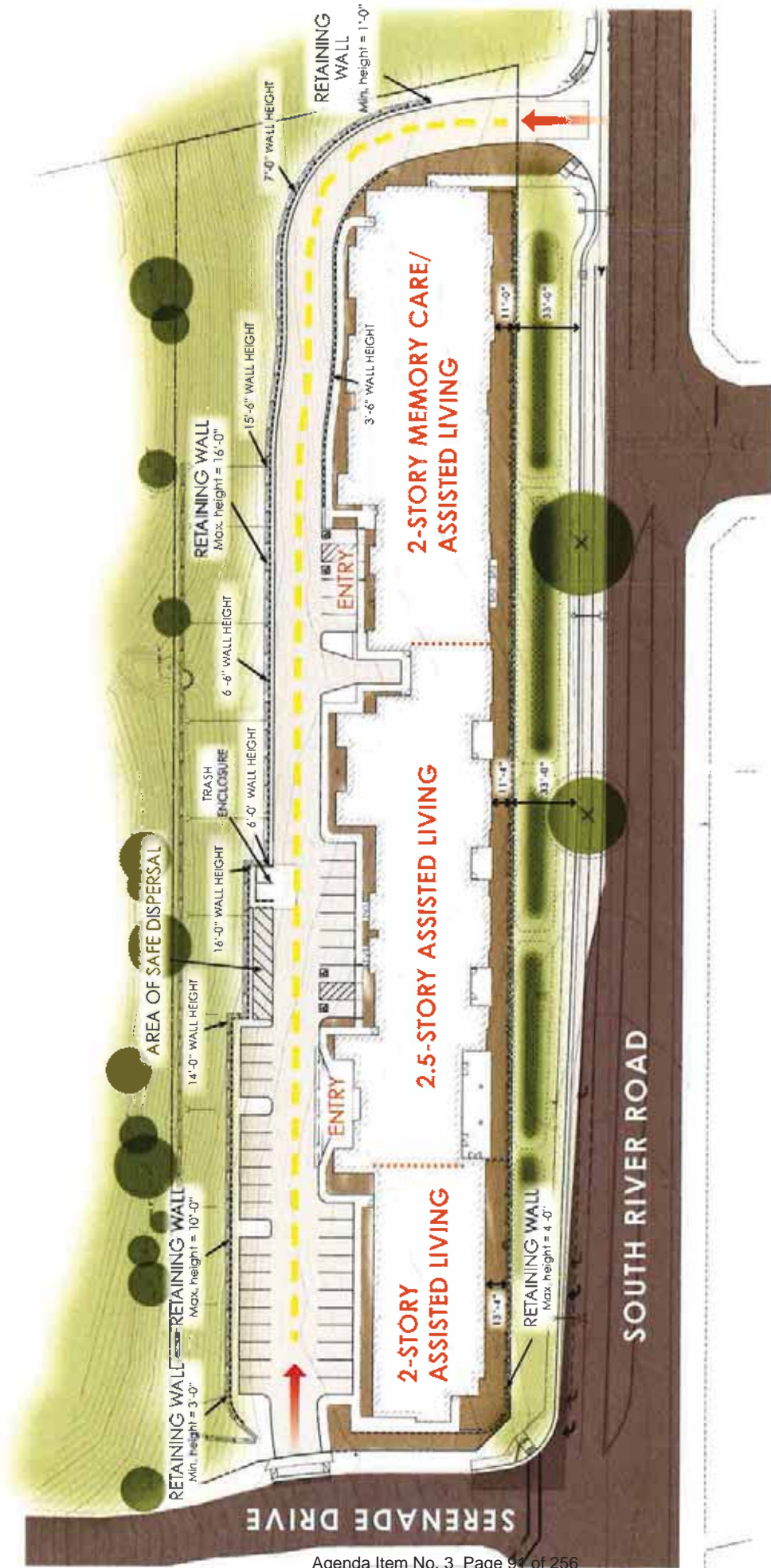
Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

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

| <u>Reference #</u> | <u>Document Title</u> | <u>Available for Review at:</u> |
|---------------------------|---|--|
| 1 | City of Paso Robles General Plan | City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446 |
| 2 | City of Paso Robles Zoning Code | Same as above |
| 3 | City of Paso Robles Environmental Impact Report for General Plan Update | Same as above |
| 4 | 2005 Airport Land Use Plan | Same as above |
| 5 | City of Paso Robles Municipal Code | Same as above |
| 6 | City of Paso Robles Water Master Plan | Same as above |
| 7 | City of Paso Robles Urban Water Management Plan 2010 | Same as above |
| 8 | City of Paso Robles Sewer Master Plan | Same as above |
| 9 | City of Paso Robles Housing Element | Same as above |
| 10 | City of Paso Robles Standard Conditions of Approval for New Development | Same as above |
| 11 | San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds | APCD 3433 Roberto Court San Luis Obispo, CA 93401 |
| 12 | San Luis Obispo County – Land Use Element | San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408 |
| 13 | USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983 | Soil Conservation Offices Paso Robles, Ca 93446 |
| 14 | Gateway Design Standards | Community Development Department |
| 15 | Paso Robles Bicycle Master Plan | Same as above |

Attachments:

1. Vicinity Map
2. Site Plan & Landscaping Plans
3. Floor Plans
4. Elevations
5. Arborist Report
6. Parking Study
7. Air Quality and GHG Assessments
8. Water Demand Analysis
9. Noise Study
10. Trip Generation and Parking Analysis
11. Stormwater Control Plan
12. Mitigation Monitoring and Reporting Program



Site Plan

THE OAKS AT PASO ROBLES
 City of Paso Robles, California



RECEIVED
JAN 14 2015
BUILDING DIVISION

- KEYNOTE LEGEND**
1. OCCUPY SPECIFIC PARKING, BUILDING FOOTPRINT
 2. OCCUPY FOOTPRINT MATING
 3. OCCUPY FOOTPRINT MATING
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 18. OCCUPY FOOTPRINT MATING
 19. OCCUPY FOOTPRINT MATING
 20. OCCUPY FOOTPRINT MATING



INTERIOR COURTYARD ENLARGEMENT
SCALE: 1" = 10'



GRAND TERRACE ENLARGEMENT
SCALE: 1" = 10'



TYPE 'B'
PROJECT MONUMENT SIGN TYPE 'A'
SCALE: 1" = 10'



SECTION A-A
SCALE: 1" = 10'



HARDSCAPE MATERIALS



SITE FURNISHINGS / AMENITIES

- PROPOSED PLANT LIST**
- 1. ...
 - 2. ...
 - 3. ...
 - 4. ...
 - 5. ...
 - 6. ...
 - 7. ...
 - 8. ...
 - 9. ...
 - 10. ...
 - 11. ...
 - 12. ...
 - 13. ...
 - 14. ...
 - 15. ...
 - 16. ...
 - 17. ...
 - 18. ...
 - 19. ...
 - 20. ...

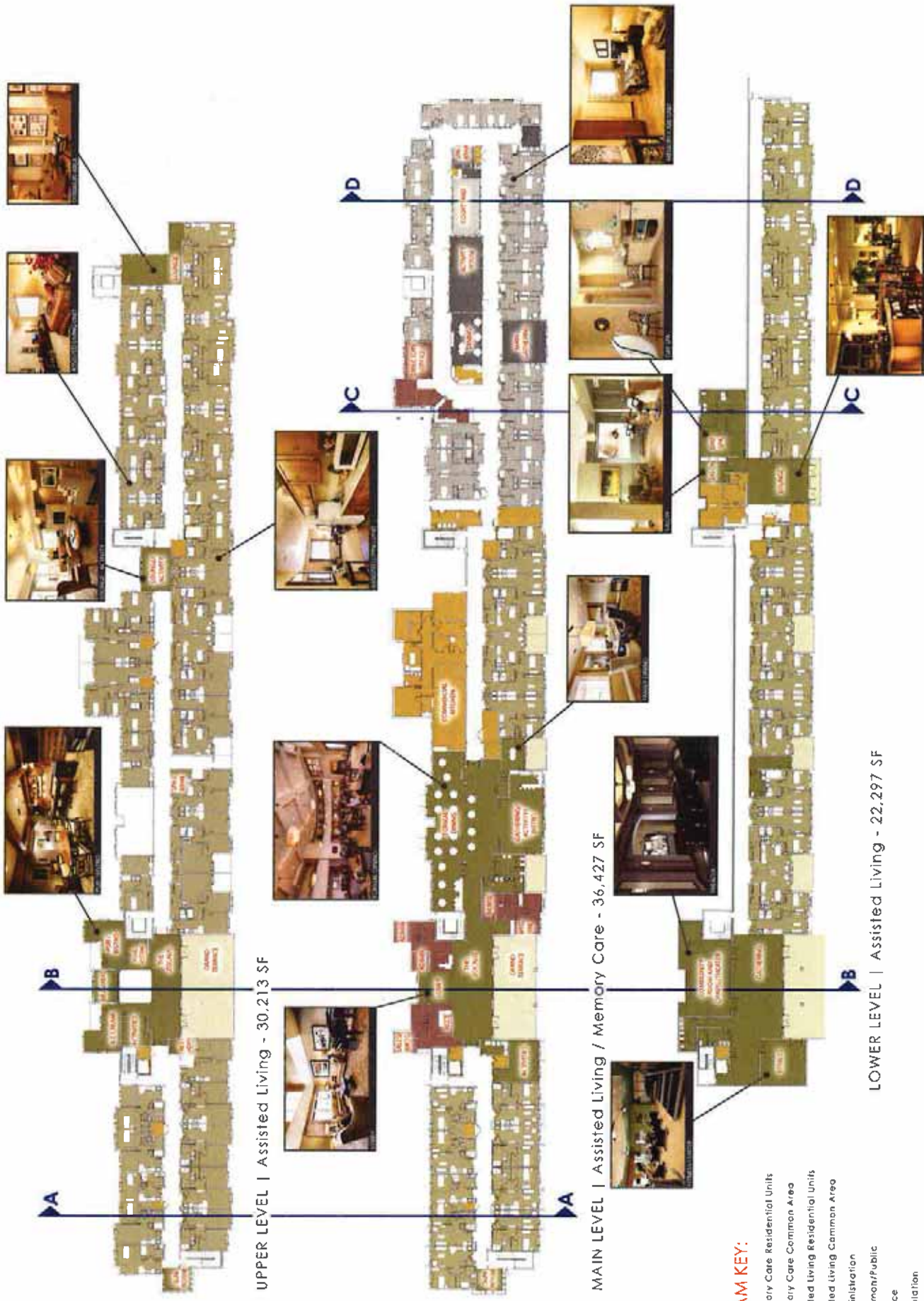


L-1
1/24/15

CONCEPTUAL LANDSCAPE PLAN

Exhibit G: Landscape Plan

THE OAKS AT PASO ROBLES
SERVING DRIVE AT SOUTH RIVER ROAD, LA PASO DE ROBLES, CA



UPPER LEVEL | Assisted Living - 30,213 SF

MAIN LEVEL | Assisted Living / Memory Care - 36,427 SF

LOWER LEVEL | Assisted Living - 22,297 SF

PROGRAM KEY:

- Memory Care Residential Units
- Memory Care Common Area
- Assisted Living Residential Units
- Assisted Living Common Area
- Administration
- Common/Public
- Service
- Circulation

Building Floor Plans | 88,937 SF Total

THE OAKS AT PASO ROBLES

City of Paso Robles, California



JDA
 PROJECT ARCHITECT ASSOCIATES
 1000 N. G Street, Suite 100
 Paso Robles, CA 92371
 Phone: 805.238.1234
 Fax: 805.238.1235
 www.jda.com



Assisted Living - 2 Story Massing
(Intersection of Serenade & South River Road)

Grand Terrace (3-Story Massing)
(Along South River Road)

Memory Care - 2-Story Massing
(Intersection of Private Drive & South River Road)



Main Elevation (from South River Road)

Schematic Elevations



Memory Care Entrance



Formal Dining & Employee Lounge



Grand Entry (Assisted Living Entrance)



Front Elevation (from private drive)

Schematic Elevations

Section 2 - Exhibits

2.5 Exhibit E | Building Exterior Color & Materials

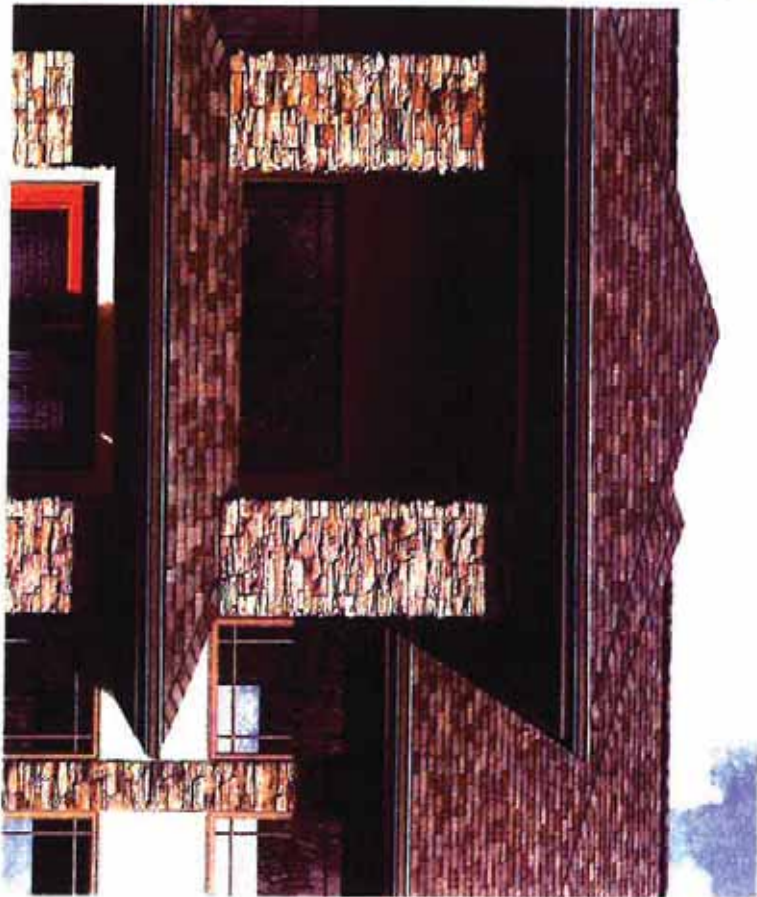
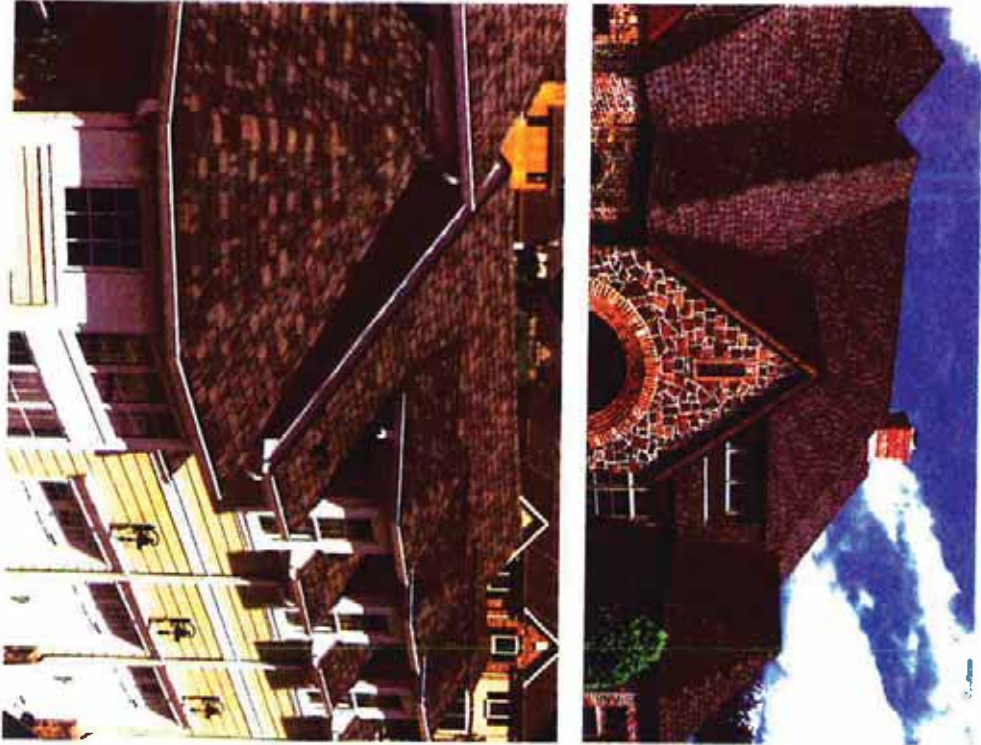
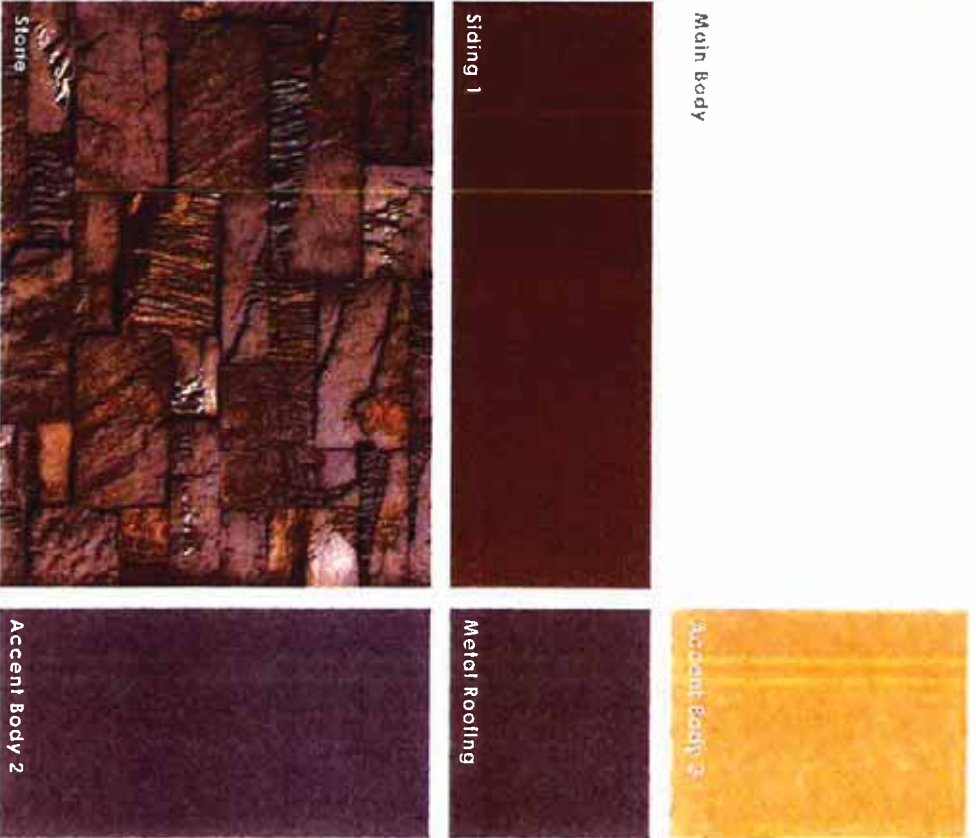
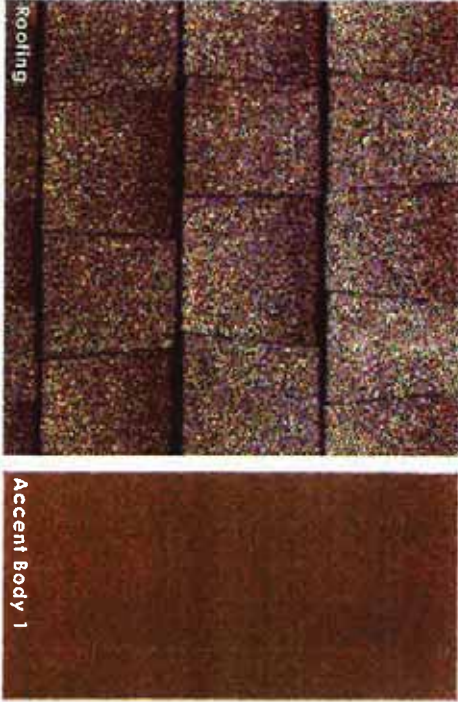


Image Examples of Selected Roof Material
GAT | Timberline Cool Series - Weathered Wood



LEGEND

| | | | |
|---------------|--------------------|-----------------------|---|
| Roofing | Weathered Wood | Imbrienne Cool Series | Composition Single |
| Metal Roofing | Zinc Metallic | Contoured Metal | Metal Awnings |
| Main Body | White Hyacinth | SW 0046 | Succo Area |
| Accent Body 1 | Olive Grove | SW 7724 | Accent Succo & Siding Areas |
| Accent Body 2 | Rainbow | SW 6222 | Accent Succo Area |
| Accent Body 3 | Adorned Cloud | SW 6130 | Accent Succo Area |
| Siding 1 | Redwood Dawn | SW 7906 | Horizontal Lap Siding |
| Trim 1 | Redwood Dawn Brown | SW 2808 | Fabric, Door & Window Trim, Garage Roll-up, Wood Brackets, Succo Trim |
| Trim 2 | Rockwood Red | SW 2802 | Brackets, Gable Siding, Balcony |
| Stone | Black Fuller | Craft Spill Medina | Masonry |

Roofing: CAT | Parrot, Showwin Williams | Masonry: Creative Mirres
 Metal Siding: Western States Metal Roofing

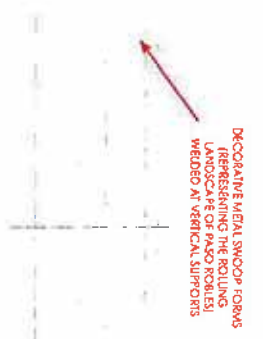
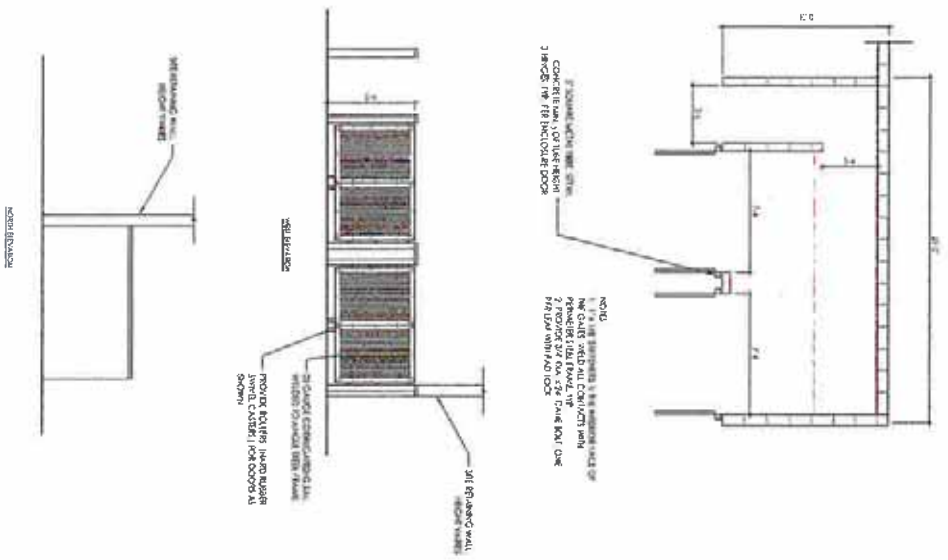


THE OAKS AT PASO ROBLES

10000 E. 30th Street, Suite 200, Paso Robles, CA 93426
 (805) 238-1111 | www.jida.com

Section 2 - Exhibits

2.9 Exhibit 1 | Trash Enclosure, Railing, Windows & Lighting



Railing Detail



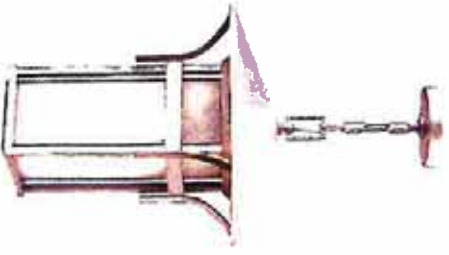
Image Example of Railing System



LED Street Lights



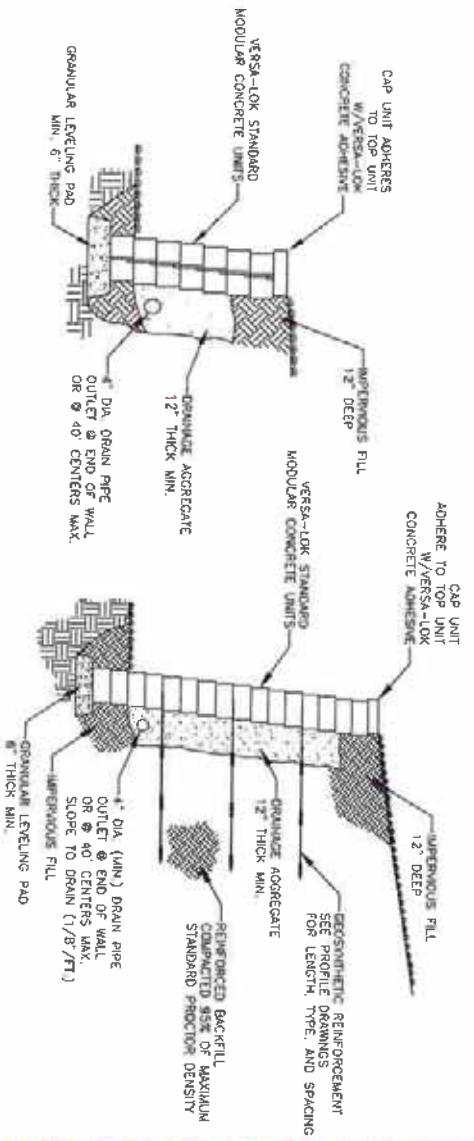
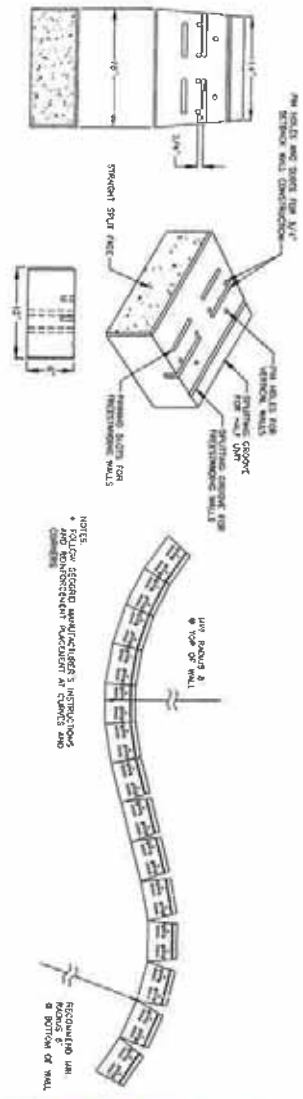
PTAC Integrated into Window System



Interior & Exterior Decorative Light Fixtures

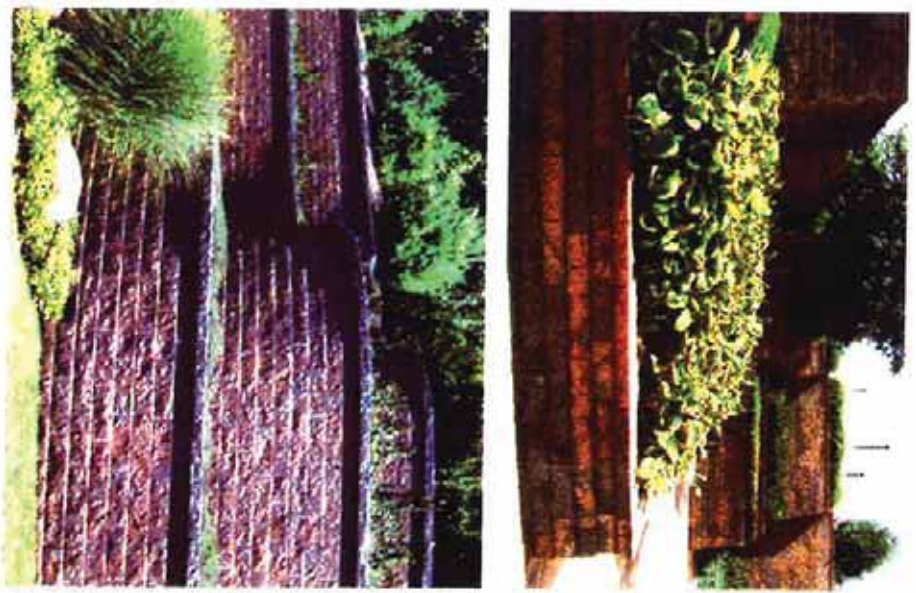


2.10 Exhibit J | Stem & Retaining Wall



These image examples show design intent only. The actual color & material selection may vary.

35



THE OAKS AT PASO ROBLES
 Multi-level Retirement Community
 City of Paso Robles, California



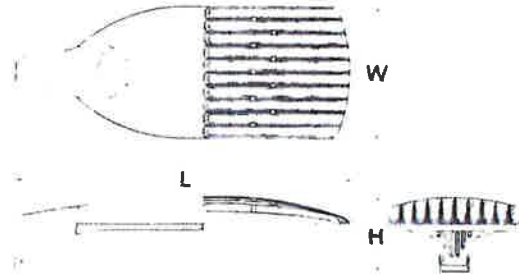
D-Series Size 1 LED Area Luminaire



| |
|----------------|
| Product Number |
| Notes |
| Type |

Specifications

| | |
|----------------------|-------------------|
| EPA: | 1.2 ft- 3.0 m |
| Length: | 33" 838 mm |
| Width: | 13" 330 mm |
| Height: | 7.1/2" 180 mm |
| Weight (max): | 27 lbs 12.2 kg |



Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing 100 – 400W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

DSX1LED

| Series | LEDs | Driver current | Color temperature | Distribution | Voltage | Mounting |
|----------|-----------------------------------|----------------|---|--------------|--------------------|---|
| DSX1 LED | Forward optics | 530 | 30K | T15 | MVOLT ¹ | Shipped included |
| | 30C 10 LEDs (one engine) | 700 | 40K | T25 | 120 ¹ | SPA Suture pole mounting |
| | 40C 10 LEDs (two engines) | 1000 | 50K | T2M | 208 ¹ | RPA Roping pole mounting |
| | Rotated optics² | | AMBPC Amber prancher converted ³ | T3S | 240 ¹ | WBA Wall bracket |
| | 60C 10 LEDs (two engines) | | | T3M | 277 ¹ | SPUMBA Square pole universal mounting adaptor |
| | | | | T4M | 347 ¹ | RPUMBA Round pole universal mounting adaptor |
| | | | | | 480 ¹ | Shipped separately⁴ |
| | | | | | | KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) |

| Control options | Other options | Finish options |
|---|---------------------------------------|---|
| Shipped installed | Shipped installed | DDBXD Dark bronze |
| PER NEA twist-lock receptacle only (no controls) | HS House-side shield ⁵ | DBLXD Black |
| PERS Five-wire receptacle only (no controls) | WTB 1/2" terminal block | DNAXD Natural aluminum |
| PER7 Seven-wire receptacle only (no controls) | SF Single fuse (2F, 277, 347V) | DWHXD White |
| DMG 0-10V dimming driver (no controls) ⁶ | DF Double fuse (18, 340, 480V) | DDBTXD Textured dark bronze |
| DCR Dimmable and controllable via ROAM ⁷ (no controls) | L90 Left rotated optics | DBL BXD Textured black |
| DS Local switching | R90 Right rotated optics ⁸ | DNATXD Textured natural aluminum |
| PIR Motion sensor, 3-13' mounting height ⁹ | | DWHGXD Textured white |

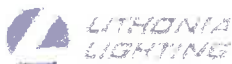
Controls & Shields

| | |
|--------------------|---|
| DL127F 1.5 RU | Photocell - SSL twist-lock (120-277V) |
| DL134F 1.5 CUL JU | Photocell - SSL twist-lock (347V) |
| DL1480F 1.5 CUL JU | Photocell - SSL twist-lock (480V) |
| SCU | Switching cap ¹⁰ |
| DSXHS 30C U | House-side shield for 30 LED unit |
| DSXHS 30L U | House-side shield for 30 LED unit |
| DSXHS 100C U | House-side shield for 100 LED unit |
| DSXHS 100L U | House-side shield for 100 LED unit |
| PIUMBA DDBXD U* | Square and round pole universal mounting bracket (specify finish) |
| KMA8 DDBXD U | Mast arm mounting bracket adaptor (specify finish) |

NOTES

- Rotated optics only available with 5°C
- AMBPC only available with 530mA or 700mA
- MVCLT driver operates on any line voltage from 120-277V (5/240-480). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options)
- Not available with single board, 530mA product: 30C 530, or 90C 530 DS¹¹. Not available with DCR, BL30 or BL70
- Available as a separate combination necessary "PUMBA" only, 1.5 G 1/2" mounting height per AHCI C136.21
- Must be ordered as a separate accessory, see Accessories information. For use with 2-3/8" mast arm (not included)
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option
- If ROAM node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR
- DMG option for 24V or 48V requires 1000mA
- Specifies a ROAM⁷ on-board luminaire with 0-10V dimming capability. PEP option required. Not available with 347 or 480V. Additional hardware and software required for ROAM⁷ deployment; must be purchased separately. Call 1-800-442-6745 or email sales@acuitybrands.com N/A with BL30, BL50, DS, PIR or PIRH

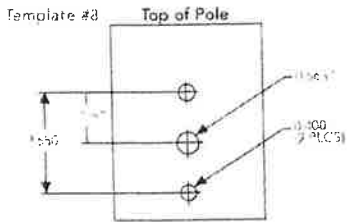
- Requires 40C or 60C. Provides 50/50 lumen re-generation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR, or PIRH
- Requires an adaptor switched circuit
- PIR specifies the control; see control; PIRH specifies the control; see control; for details, Dimming driver standard. Not available with DS or DCR
- Dimming lower standard, MVOLT only. Not available with 347, 480, DCR, DS or PIRH
- Also available as a separate accessory; see Accessories information
- WTB not available with DS
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option
- Available with 60 LEDs 140C option only
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Control



One Lithonia Way • Conyers, Georgia 30612 • Phone: 800.279.6041 • Fax: 770.218.1209 • © 2014-2015 Acuity Brands Lighting, Inc. All rights reserved.

DSX1-LED
Rev. 05/14/15

Drilling



DSX1 shares a unique drilling system with the AERIS™ Family. Specify this drilling system when specifying poles, per the table below.

| | | | |
|--------|-------------|--------|-----------|
| DM19AS | Single unit | DM29AS | 2 at 90° |
| DM28AS | 2 at 180° | DM39AS | 3 at 90° |
| DM49AS | 4 at 90° | DM32AS | 3 at 120° |

Example: SSA 20 4C DM19AS 00BX0

Must specify the platform for the pole and the lighting system. The pole and lighting system must be specified together. The pole and lighting system must be specified together. The pole and lighting system must be specified together.

Tenon Mounting Slipfitter**

| | | | | | | |
|--------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2-3/8" | AST20-190 | AST20-280 | AST20-290 | AST20-320 | AST20-390 | AST20-490 |
| 2-7/8" | AST25-190 | AST25-280 | AST25-290 | AST25-320 | AST25-390 | AST25-490 |
| 4" | AST35-190 | AST35-280 | AST35-290 | AST35-320 | AST35-390 | AST35-490 |

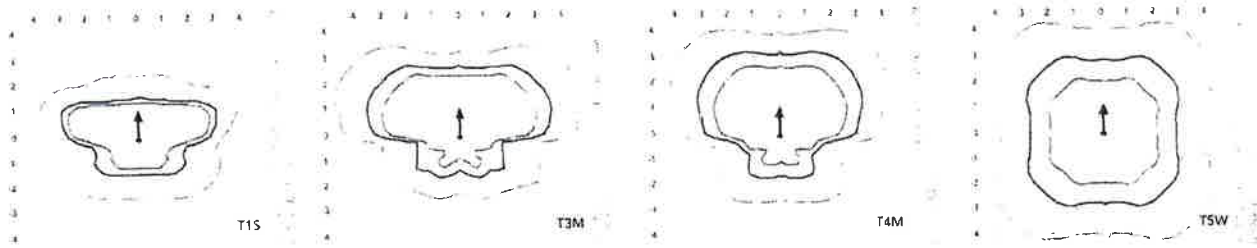
Photometric Diagrams

To see complete photometric reports or download files for this product, visit Lithonia Lighting's

photometric plots for the DSX1 LED 4W 1000 4K. Distances are in units of mounting height (2')

LEGEND

- 0.1 fc
- 0.5 fc
- 1.0 fc



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

| Ambient | Average | Lumen Multiplier |
|---------|---------|------------------|
| 0°C | 32°F | 1.02 |
| 10°C | 50°F | 1.01 |
| 20°C | 68°F | 1.00 |
| 25°C | 77°F | 1.00 |
| 30°C | 86°F | 1.00 |
| 40°C | 104°F | 0.99 |

Electrical Load

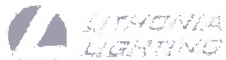
| Platform | Power (W) | Current (A) | Current (A) | | | | | |
|----------|-----------|-------------|-------------|------|------|------|------|------|
| | | | 120 | 208 | 240 | 277 | 347 | 480 |
| 10 | 530 | 52 | 0.52 | 0.10 | 0.26 | 0.23 | — | — |
| | 700 | 68 | 0.68 | 0.13 | 0.34 | 0.30 | 0.24 | 0.17 |
| | 1000 | 105 | 1.03 | 0.59 | 0.51 | 0.45 | 0.16 | 0.26 |
| 40 | 530 | 58 | 0.67 | 0.19 | 0.34 | 0.29 | 0.23 | 0.17 |
| | 700 | 89 | 0.89 | 0.51 | 0.44 | 0.38 | 0.31 | 0.22 |
| | 1000 | 138 | 1.15 | 0.78 | 0.67 | 0.58 | 0.47 | 0.34 |
| 60 | 530 | 99 | 0.97 | 0.56 | 0.48 | 0.42 | 0.34 | 0.24 |
| | 700 | 131 | 1.29 | 0.74 | 0.65 | 0.56 | 0.45 | 0.32 |
| | 1000 | 209 | 1.98 | 1.14 | 0.99 | 0.86 | 0.69 | 0.50 |

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

| Operating Hours | LLF | 25,000 | 50,000 | 100,000 |
|-----------------|------|--------|--------|---------|
| 100% | 1.00 | 0.95 | 0.85 | 0.68 |
| 90% | 0.99 | 0.99 | 0.98 | 0.96 |



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DSX1-LED
Rev. 05/11/15

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

| LEDs | Drive Current (mA) | System Watts | Dist. Type | 3000 K, 70 CRI | | | | | 4000 K, 70 CRI | | | | | 5000 K, 70 CRI | | | | | AMGPC (Amalgam Phosphor Converter) | | | | | |
|---------------|--------------------|---------------|------------|----------------|-------|--------|--------|-----|----------------|--------|--------|--------|-----|----------------|--------|--------|--------|-----|------------------------------------|-------|-----|-------|-----|----|
| | | | | Lumens | B | U | G | LPW | Lumens | B | U | G | LPW | Lumens | B | U | G | LPW | Lumens | B | U | G | LPW | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 30C (30 LEDs) | 700 mA | 68 W | T1S | 5,697 | 1 | 0 | 1 | 84 | 7,127 | 2 | 0 | 2 | 105 | 7,180 | 2 | 0 | 2 | 106 | 4,561 | 1 | 0 | 1 | 67 | |
| | | | T2S | 5,967 | 2 | 0 | 2 | 88 | 7,465 | 2 | 0 | 2 | 110 | 7,521 | 2 | 0 | 2 | 111 | 4,777 | 1 | 0 | 1 | 70 | |
| | | | T2M | 5,773 | 1 | 0 | 2 | 85 | 7,222 | 2 | 0 | 2 | 106 | 7,276 | 2 | 0 | 2 | 107 | 4,622 | 1 | 0 | 2 | 68 | |
| | | | T3S | 5,901 | 1 | 0 | 2 | 87 | 7,182 | 2 | 0 | 2 | 109 | 7,437 | 2 | 0 | 2 | 109 | 4,774 | 1 | 0 | 1 | 69 | |
| | | | T3M | 5,872 | 1 | 0 | 2 | 86 | 7,146 | 2 | 0 | 2 | 108 | 7,401 | 2 | 0 | 2 | 109 | 4,701 | 1 | 0 | 2 | 69 | |
| | | | T4M | 5,882 | 1 | 0 | 2 | 87 | 7,359 | 2 | 0 | 2 | 108 | 7,414 | 2 | 0 | 2 | 109 | 4,709 | 1 | 0 | 2 | 69 | |
| | | | IFTM | 5,793 | 1 | 0 | 2 | 85 | 7,247 | 1 | 0 | 2 | 107 | 7,301 | 1 | 0 | 2 | 107 | 4,638 | 1 | 0 | 2 | 68 | |
| | | | FSVS | 6,148 | 2 | 0 | 0 | 90 | 7,691 | 3 | 0 | 1 | 113 | 7,749 | 3 | 0 | 1 | 114 | 4,922 | 2 | 0 | 0 | 72 | |
| | | | T5S | 6,074 | 2 | 0 | 0 | 89 | 7,598 | 3 | 0 | 0 | 112 | 7,655 | 3 | 0 | 0 | 113 | 4,863 | 2 | 0 | 0 | 72 | |
| | | | T5M | 6,150 | 3 | 0 | 1 | 90 | 7,694 | 3 | 0 | 2 | 113 | 7,752 | 3 | 0 | 2 | 114 | 4,924 | 3 | 0 | 1 | 72 | |
| | | | T5W | 5,979 | 3 | 0 | 1 | 88 | 7,479 | 3 | 0 | 2 | 110 | 7,536 | 3 | 0 | 2 | 111 | 4,787 | 3 | 0 | 1 | 70 | |
| | | | 1000 mA | 105 W | T1S | 7,913 | 2 | 0 | 2 | 75 | 9,899 | 2 | 0 | 2 | 94 | 9,973 | 2 | 0 | 2 | 95 | | | | |
| | T2S | 8,288 | | | 2 | 0 | 2 | 79 | 10,368 | 2 | 0 | 2 | 99 | 10,446 | 2 | 0 | 2 | 99 | | | | | | |
| | T2M | 8,019 | | | 2 | 0 | 2 | 76 | 10,031 | 2 | 0 | 2 | 96 | 10,106 | 2 | 0 | 2 | 96 | | | | | | |
| | T3S | 8,196 | | | 2 | 0 | 2 | 78 | 10,253 | 2 | 0 | 2 | 98 | 10,330 | 2 | 0 | 2 | 98 | | | | | | |
| | T3M | 8,156 | | | 2 | 0 | 2 | 78 | 10,202 | 2 | 0 | 2 | 97 | 10,279 | 2 | 0 | 2 | 98 | | | | | | |
| | T4M | 8,170 | | | 2 | 0 | 2 | 78 | 10,220 | 2 | 0 | 2 | 97 | 10,297 | 2 | 0 | 2 | 98 | | | | | | |
| | IFTM | 8,046 | | | 2 | 0 | 2 | 77 | 10,065 | 2 | 0 | 2 | 96 | 10,141 | 2 | 0 | 2 | 97 | | | | | | |
| | FSVS | 8,539 | | | 3 | 0 | 1 | 81 | 10,682 | 3 | 0 | 1 | 102 | 10,762 | 3 | 0 | 1 | 102 | | | | | | |
| | T5S | 8,436 | | | 3 | 0 | 1 | 80 | 10,553 | 3 | 0 | 1 | 101 | 10,632 | 3 | 0 | 1 | 101 | | | | | | |
| | T5M | 8,542 | | | 3 | 0 | 2 | 81 | 10,686 | 4 | 0 | 2 | 102 | 10,766 | 4 | 0 | 2 | 103 | | | | | | |
| | T5W | 8,304 | | | 3 | 0 | 2 | 79 | 10,388 | 4 | 0 | 2 | 99 | 10,466 | 4 | 0 | 2 | 100 | | | | | | |
| | 40C (40 LEDs) | 700 mA | | | 89 W | T1S | 7,511 | 2 | 0 | 2 | 84 | 9,396 | 2 | 0 | 2 | 106 | 9,467 | 2 | 0 | 2 | 90 | 6,014 | 1 | 0 |
| | | | T2S | 7,868 | | 2 | 0 | 2 | 88 | 9,842 | 2 | 0 | 2 | 111 | 9,916 | 2 | 0 | 2 | 94 | 6,299 | 2 | 0 | 2 | 71 |
| T2M | | | 7,612 | 2 | | 0 | 2 | 86 | 9,522 | 2 | 0 | 2 | 107 | 9,594 | 2 | 0 | 2 | 91 | 6,094 | 2 | 0 | 2 | 68 | |
| T3S | | | 7,780 | 2 | | 0 | 2 | 87 | 9,733 | 2 | 0 | 2 | 109 | 9,806 | 2 | 0 | 2 | 93 | 6,229 | 1 | 0 | 2 | 70 | |
| T3M | | | 7,742 | 2 | | 0 | 2 | 87 | 9,685 | 2 | 0 | 2 | 109 | 9,758 | 2 | 0 | 2 | 93 | 6,198 | 2 | 0 | 2 | 70 | |
| T4M | | | 7,756 | 2 | | 0 | 2 | 87 | 9,702 | 2 | 0 | 2 | 109 | 9,775 | 2 | 0 | 2 | 93 | 6,209 | 1 | 0 | 2 | 70 | |
| IFTM | | | 7,618 | 2 | | 0 | 2 | 86 | 9,555 | 2 | 0 | 2 | 107 | 9,627 | 2 | 0 | 2 | 92 | 6,115 | 1 | 0 | 2 | 69 | |
| FSVS | | | 8,106 | 3 | | 0 | 1 | 91 | 10,140 | 3 | 0 | 1 | 114 | 10,216 | 3 | 0 | 1 | 97 | 6,490 | 2 | 0 | 0 | 73 | |
| T5S | | | 8,008 | 3 | | 0 | 1 | 90 | 10,017 | 3 | 0 | 1 | 113 | 10,093 | 3 | 0 | 1 | 96 | 6,411 | 2 | 0 | 0 | 72 | |
| T5M | | | 8,109 | 3 | | 0 | 2 | 91 | 10,144 | 4 | 0 | 2 | 114 | 10,220 | 4 | 0 | 2 | 97 | 6,492 | 3 | 0 | 1 | 73 | |
| T5W | | | 7,883 | 3 | | 0 | 2 | 89 | 9,861 | 4 | 0 | 2 | 111 | 9,936 | 4 | 0 | 2 | 95 | 6,311 | 3 | 0 | 2 | 71 | |
| 1000 mA | | | 138 W | T1S | | 10,384 | 2 | 0 | 2 | 75 | 12,990 | 3 | 0 | 3 | 94 | 13,088 | 3 | 0 | 3 | 95 | | | | |
| | | T2S | | 10,876 | 2 | 0 | 2 | 79 | 13,606 | 3 | 0 | 3 | 99 | 13,708 | 3 | 0 | 3 | 99 | | | | | | |
| | | T2M | | 10,523 | 2 | 0 | 2 | 76 | 13,164 | 3 | 0 | 3 | 95 | 13,263 | 3 | 0 | 3 | 96 | | | | | | |
| | | T3S | | 10,756 | 2 | 0 | 2 | 78 | 13,455 | 2 | 0 | 2 | 97 | 13,556 | 3 | 0 | 3 | 98 | | | | | | |
| | | T3M | | 10,703 | 2 | 0 | 2 | 78 | 13,389 | 3 | 0 | 3 | 97 | 13,490 | 3 | 0 | 3 | 98 | | | | | | |
| | | T4M | | 10,722 | 2 | 0 | 2 | 78 | 13,412 | 3 | 0 | 3 | 97 | 13,513 | 3 | 0 | 3 | 98 | | | | | | |
| | | IFTM | | 10,559 | 2 | 0 | 2 | 77 | 13,209 | 2 | 0 | 2 | 96 | 13,308 | 2 | 0 | 2 | 96 | | | | | | |
| | | FSVS | | 11,206 | 3 | 0 | 1 | 81 | 14,018 | 4 | 0 | 1 | 102 | 14,124 | 4 | 0 | 1 | 102 | | | | | | |
| | | T5S | | 11,070 | 3 | 0 | 1 | 80 | 13,848 | 3 | 0 | 1 | 100 | 13,953 | 3 | 0 | 1 | 101 | | | | | | |
| | | T5M | | 11,210 | 4 | 0 | 2 | 81 | 14,023 | 4 | 0 | 2 | 102 | 14,129 | 4 | 0 | 2 | 102 | | | | | | |
| | | T5W | | 10,898 | 4 | 0 | 2 | 79 | 13,633 | 4 | 0 | 2 | 99 | 13,735 | 4 | 0 | 2 | 100 | | | | | | |
| | | 60C (60 LEDs) | | 700 mA | 131 W | T1S | 11,182 | 2 | 0 | 2 | 81 | 13,988 | 3 | 0 | 3 | 101 | 14,093 | 3 | 0 | 3 | 102 | 8,952 | 2 | 0 |
| T2S | | | 11,712 | | | 2 | 0 | 2 | 85 | 14,651 | 3 | 0 | 3 | 106 | 14,761 | 3 | 0 | 3 | 107 | 9,377 | 2 | 0 | 2 | 72 |
| T2M | 11,332 | | 2 | | | 0 | 2 | 82 | 14,175 | 3 | 0 | 3 | 103 | 14,282 | 3 | 0 | 3 | 103 | 9,072 | 2 | 0 | 2 | 69 | |
| T3S | 11,582 | | 2 | | | 0 | 2 | 84 | 14,489 | 3 | 0 | 3 | 105 | 14,598 | 3 | 0 | 3 | 106 | 9,273 | 2 | 0 | 2 | 71 | |
| T3M | 11,525 | | 2 | | | 0 | 2 | 84 | 14,418 | 3 | 0 | 3 | 104 | 14,526 | 3 | 0 | 3 | 105 | 9,227 | 2 | 0 | 2 | 70 | |
| T4M | 11,546 | | 2 | | | 0 | 2 | 84 | 14,443 | 3 | 0 | 3 | 105 | 14,552 | 3 | 0 | 3 | 105 | 9,243 | 2 | 0 | 2 | 71 | |
| IFTM | 11,370 | | 2 | | | 0 | 2 | 82 | 14,224 | 2 | 0 | 2 | 103 | 14,331 | 2 | 0 | 2 | 104 | 9,103 | 2 | 0 | 2 | 69 | |
| FSVS | 12,067 | | 3 | | | 0 | 1 | 87 | 15,095 | 4 | 0 | 1 | 109 | 15,209 | 4 | 0 | 1 | 110 | 9,661 | 3 | 0 | 1 | 74 | |
| T5S | 11,921 | | 3 | | | 0 | 1 | 86 | 14,913 | 4 | 0 | 1 | 108 | 15,025 | 4 | 0 | 1 | 109 | 9,544 | 3 | 0 | 1 | 73 | |
| T5M | 12,071 | | 4 | | | 0 | 2 | 87 | 15,101 | 4 | 0 | 2 | 109 | 15,214 | 4 | 0 | 2 | 110 | 9,665 | 3 | 0 | 2 | 74 | |
| T5W | 11,735 | | 4 | | | 0 | 2 | 85 | 14,680 | 4 | 0 | 2 | 106 | 14,791 | 4 | 0 | 2 | 107 | 9,395 | 4 | 0 | 2 | 72 | |
| 1000 mA | 209 W | | T1S | | | 15,107 | 3 | 0 | 3 | 73 | 19,148 | 3 | 0 | 3 | 92 | 19,292 | 3 | 0 | 3 | 92 | | | | |
| | | | T2S | 16,033 | 3 | 0 | 3 | 77 | 20,056 | 3 | 0 | 3 | 96 | 20,207 | 3 | 0 | 3 | 97 | | | | | | |
| | | | T2M | 15,512 | 3 | 0 | 3 | 74 | 19,405 | 3 | 0 | 3 | 93 | 19,551 | 3 | 0 | 3 | 94 | | | | | | |
| | | | T3S | 15,855 | 3 | 0 | 3 | 76 | 19,834 | 3 | 0 | 3 | 95 | 19,983 | 3 | 0 | 3 | 96 | | | | | | |
| | | | T3M | 15,777 | 3 | 0 | 3 | 75 | 19,736 | 3 | 0 | 3 | 94 | 19,885 | 3 | 0 | 3 | 95 | | | | | | |
| | | | T4M | 15,805 | 3 | 0 | 3 | 76 | 19,771 | 3 | 0 | 3 | 95 | 19,920 | 3 | 0 | 3 | 95 | | | | | | |
| | | | IFTM | 15,565 | 3 | 0 | 3 | 74 | 19,471 | 3 | 0 | 3 | 93 | 19,617 | 3 | 0 | 3 | 94 | | | | | | |
| | | | FSVS | 16,519 | 4 | 0 | 1 | 79 | 20,664 | 4 | 0 | 1 | 99 | 20,820 | 4 | 0 | 1 | 100 | | | | | | |
| | | | T5S | 16,319 | 4 | 0 | 1 | 78 | 20,414 | 4 | 0 | 1 | 98 | 20,567 | 4 | 0 | 1 | 98 | | | | | | |
| | | | T5M | 16,525 | 4 | 0 | 2 | 79 | 20,672 | 5 | 0 | 3 | 99 | 20,827 | 5 | 0 | 3 | 100 | | | | | | |
| | | | T5W | 16,065 | 4 | 0 | 3 | 77 | 20,096 | 5 | 0 | 3 | 96 | 20,247 | 5 | 0 | 3 | 97 | | | | | | |



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DSX-1LED
Rev. 05/13/15

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the integrated high performance LED technology, it is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and street canopies.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conduction and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the housing to promote low operating temperature and long life. Housing is completely sealed against moisture and hazardous contaminants (IP65) - meets ENEC (ETL) for optimized pole-end loading.

FINISH

Exterior parts are protected by a zinc-infused Super-Durable T-JIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without tracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 4000 K (20 minimum CRI) or optional 5000 K (30 minimum CRI) or 6000 K (20 minimum CRI) configurations. The D-Series Size 1 has zero uplight and qualified as a "Nighttime Friendly" product, meaning it is consistent with the LEUCO and Green Globes "A" criteria for minimizing wasteful uplight.

ELECTRICAL

Light engine configurations consist of 30, 40 or 50 high-efficiency LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life up to 176,100,000 hours at 25°C. Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an

expected life of 100,000 hrs with 1% failure rate. Easy serviceable 30kV or 6kV surge protect on device meets a minimum Category 1, low speed for (per ANSI/IEEE C62.41-2)

INSTALLATION

Includes mounting block and integral arm that installs quickly and easily straight on. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern. Optional terminal block, rootless entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations, light engines are PSE rated, luminaires are UL listed. Rated for 40°C maximum ambient. UL Listed for CUL, P, and NEMA C62.42, 492.5 International patent pending.

Designs with Consortium by DLI qualified product. Not all versions of this product may be DLI qualified. Please check the DLI Qualified Products List at www.dli.com to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Full warranty terms located at www.dli.com.

Note: Actual performance may differ as a result of end user environment and application. All values are design or typical values measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



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DS1-L1-D
Rev 15/13/15

A & T ARBORIS

P.O. BOX 1311 TEMPLETON, CA 93465 (805) 922-1111



Tree Preservation Plan For

The Oaks APN# 009-815-007

**Prepared by A & T Arborists
and Vegetation Management**

**Chip Tamagni
Certified Arborist #WE 6436-A**

**Steven Alvarez
Certified Arborist #WE 511-A**

Tract # _____

PD # _____

Building Permit # _____

Project Description: This project involves the construction of “The Oaks” housing development along South River Road just south of Serenade Drive in Paso Robles. The focus of this report is in regard to the blue oak trees (*Quercus douglasii*) that border the construction zone to the east. There are two large valley oaks adjacent to South River Road that have been previously approved for removal, therefore, will not be discussed further in this report. There are no other oak tree removals for this project.

Specific Mitigations Pertaining to the Project: The greatest concern for tree impacts involves several of the 12 blue oak trees that were tagged and inventoried at the east edge of the development. There is a planned drainage swale adjacent to these trees that will involve excavating soil within the critical root zone of at least three trees. The greatest impact will be no more than 15% of the critical root zone. Prior to any construction work, approximately five of the trees shall require a minimum of canopy raising so any grading equipment will not damage or break any of the branches. Proper arboricultural practice dictates that these trees have some weight reduction throughout their canopies to aid in their long term preservation. The trenching for the swale shall not exceed two feet in depth. All spoils shall not be placed within any critical root zone. The project arborist shall be on site to perform any necessary root pruning for the trees with critical root zone encroachment. Tree protection fencing is mandatory as described in the standard mitigations below.

The term “critical root zone” or CRZ is an imaginary circle around each tree. The radius of this circle (in feet) is equal to the diameter (in inches) of the tree. For example, a 10 inch diameter tree has a critical root zone with a ten foot radius from the tree. Working within the CRZ usually requires mitigations and/or monitoring by a certified arborist.

All trees potentially impacted by this project are numbered and identified on both the grading plan and the spreadsheet. Trees are numbered on the grading plans and in the field with an aluminum tag. Tree protection fencing is shown on the grading plan. In the field oak trees to be saved have yellow tape. Both critical root zones and drip lines are outlined on the plans.

If pruning is necessary for building, road or driveway clearance, removal of limbs larger than 6 inches in diameter will require a city approved permit along with a deposit paid in advance (to the City of Paso Robles). The city will send out a representative to approve or deny the permit. Only 25% of the live crown may be removed.

Tree Rating System

A rating system of 1-10 was used for visually establishing the general health and condition of each tree on the spreadsheet. The rating system is defined as follows:

| <u>Rating</u> | <u>Condition</u> |
|---------------|--|
| 0 | Deceased |
| 1 | Evidence of massive past failures, extreme disease and is in severe decline. |

- 2 May be saved with attention to class 4 pruning, insect/pest eradication and future monitoring.
- 3 Some past failures, some pests or structural defects that may be mitigated by class IV pruning.
- 4 May have had minor past failures, excessive deadwood or minor structural defects that can be mitigated with pruning.
- 5 Relatively healthy tree with little visual, structural and/or pest defects and problems.
- 6 Healthy tree that probably can be left in its natural state.
- 7-9 Has had proper arboricultural pruning and attention or have no apparent structural defects.
- 10 Specimen tree with perfect shape, structure and foliage in a protected setting (i.e. park, arboretum).

Aesthetic quality on the spreadsheet is defined as follows:

- **poor** - tree has little visual quality either due to severe suppression from other trees, past pruning practices, location or sparse foliage
- **fair** - visual quality has been jeopardized by utility pruning/obstructions or partial suppression and overall symmetry is average
- **good** - tree has good structure and symmetry either naturally or from prior pruning events and is located in an area that benefits from the trees position
- **excellent** - tree has great structure, symmetry and foliage and is located in a premier location. Tree is not over mature.

The following mitigation measures/methods must be fully understood and followed by anyone working within the critical root zone of any native tree. Any necessary clarification will be provided by us (the arborists) upon request.

It is the responsibility of the **owner or project manager** to provide a copy of this tree protection plan to any and all contractors and subcontractors that work within the critical root zone of any native tree and confirm they are trained in maintaining fencing, protecting root zones and conforming to all tree protection goals. It is highly recommended that each contractor sign and acknowledge this tree protection plan.

Any future changes (within the critical root zone) in the project will need Project Arborist review and implementation of potential mitigation measures before any said changes can proceed.

Fencing: The proposed fencing shall be shown in orange ink on the grading plan. It must be a minimum of 4' high chain link, snow or safety fence staked (with t posts 8 feet on center) at the edge of the critical root zone or line of encroachment for each tree or group of trees. The fence shall be up before any construction or earth moving begins. The owner shall be responsible for maintaining an erect fence throughout the construction period. The arborist(s), upon notification, will inspect the fence placement once it is erected. After this time, fencing shall not be moved without arborist inspection/approval. If the orange plastic fencing is used, a minimum of four zip ties shall be used on each stake to secure the fence. All efforts shall be made to maximize

the distance from each saved tree. Weather proof signs shall be permanently posted on the fences every 50 feet, with the following information:

Tree Protection Zone
No personnel, equipment,
materials, and vehicles are
allowed
Do not remove or re-position
this fence without calling:
A & T Arborists
434-0131

Soil Aeration Methods: Soils within the critical root zone that have been compacted by heavy equipment and/or construction activities must be returned to their original state before all work is completed. Methods include water jetting, adding organic matter, and boring small holes with an auger (18" deep, 2-3' apart with a 2-4" auger) and the application of moderate amounts of nitrogen fertilizer. The arborist(s) shall advise.

Chip Mulch: All areas within the critical root zone of the trees that can be fenced shall receive a 4-6" layer of chip mulch to retain moisture, soil structure and reduce the effects of soil compaction.

Trenching Within Critical Root Zone: All trenching within the critical root zone of native trees shall be **hand dug**. All major roots shall be avoided whenever possible. All exposed roots larger than 1" in diameter shall be clean cut with sharp pruning tools and not left ragged. A **Mandatory** meeting between the arborists and grading contractor(s) must take place prior to work start.

Grading Within The Critical Root Zone: Grading should not encroach within the critical root zone unless authorized. Grading should not disrupt the normal drainage pattern around the trees. Fills should not create a ponding condition and excavations should not leave the tree on a rapidly draining mound.

Exposed Roots: Any exposed roots shall be re-covered the same day they were exposed. If they cannot, they must be covered with burlap or another suitable material and wetted down 2x per day until re-buried.

Equipment Operation: Vehicles and all heavy equipment shall not be driven under the trees, as this will contribute to soil compaction. Also there is to be no parking of equipment or personal vehicles in these areas. All areas behind fencing are off limits unless pre-approved by the arborist.

Existing Surfaces: The existing ground surface within the critical root zone of all oak trees shall not be cut, filled, compacted or pared, unless shown on the grading plans **and** approved by the arborist.

Construction Materials And Waste: No liquid or solid construction waste shall be dumped on the ground within the critical root zone of any native tree. The critical root zone areas are not for storage of materials either.

Arborist Monitoring: An arborist shall be present for selected activities (trees identified on spreadsheet and items bulleted below). The monitoring does not necessarily have to be continuous but observational at times during these activities. It is the responsibility of the **owner(s) or their designee** to inform us prior to these events so we can make arrangements to be present. All monitoring will be documented on the field report form which will be forwarded to the project manager and the City of Paso Robles Planning Department.

- Pre-construction fence placement inspection
- All grading and trenching identified on the spreadsheet
- Any other encroachment the arborist feels necessary

Pre-Construction Meeting: An on-site pre-construction meeting with the Arborist(s), Owner(s), Planning Staff, and the earth moving team shall be required for this project. Prior to final occupancy, a letter from the arborist(s) shall be required verifying the health/condition of all impacted trees and providing any recommendations for any additional mitigation. The letter shall verify that the arborist(s) were on site for all grading and/or trenching activity that encroached into the critical root zone of the selected native trees, and that all work done in these areas was completed to the standards set forth above.

Pruning Class 4 pruning includes-Crown reduction pruning shall consist of reduction of tops, sides or individual limbs. A trained arborist shall perform all pruning. No pruning shall take more than 25% of the live crown of any native tree. Any trees that may need pruning for road/home clearance shall be pruned **prior** to any grading activities to avoid any branch tearing.

Landscape: All landscape within the critical root zone shall consist of drought tolerant or native varieties. Lawns shall be avoided. All irrigation trenching shall be routed around critical root zones, otherwise above ground drip-irrigation shall be used. It is the owner's responsibility to notify the landscape contractor regarding this mitigation.

Fertilization and Cultural Practices: As the project moves toward completion, the arborist(s) may suggest either fertilization and/or mycorrhiza applications that will benefit tree health. Mycorrhiza offers several benefits to the host plant, including faster growth, improved nutrition, greater drought resistance, and protection from pathogens.

The included spreadsheet includes trees listed by number, species and multiple stems if applicable, scientific name, diameter and breast height (4.5'), condition (scale from poor to excellent), status (avoided, impacted, removed, exempt), percent of critical root zone impacted, mitigation required (fencing, root pruning, monitoring), construction impact (trenching, grading), recommended pruning, aesthetic value and individual tree notes along with canopy spread.

If all the above mitigation measures are followed, we feel there will be no long-term significant impacts to the native trees.

Please let us know if we can be of any future assistance to you for this project.

Steven G. Alvarez
Certified Arborist #WC 0511

Chip Tamagni
Certified Arborist #WE 6436-A

A handwritten signature in black ink, appearing to read 'Chip Tamagni', with a long horizontal line extending to the right.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|--------|--------------|-----------------|-----------|----------------|--------------|--------------|--------------|---------------------|---------------|---------------|--------------|-------------|-------|--------------|
| TREE # | TREE SPECIES | SCIENTIFIC NAME | TRUNK DBH | TREE CONDITION | CONST STATUS | CRZ % IMPACT | CONST IMPACT | MITIGATION PROPOSAL | MONT REQUIRED | PRUNING CLASS | AESTH. VALUE | FIELD NOTES | NS EW | LTSI H-M-L-N |
| 871 | BO | Q. doug. | 21 | 4 | A | 0% | NONE | F | NO | | good | | 40/25 | N |
| 872 | BO | Q. doug. | 9 | 2 | A | 0% | NONE | F | NO | IV | poor | suppressed | 6/6 | N |
| 873 | BO | Q. doug. | 15 | 3 | A | 0% | NONE | F | NO | | fair | | 15/12 | N |
| 874 | BO | Q. doug. | 8 | 3 | A | 0% | NONE | F | NO | | fair | | 10/10 | N |
| 875 | BO | Q. doug. | 28 | 5 | I | 15% | TR | F,RP,M | YES | IV | excel. | | 50/60 | N |
| 876 | BO | Q. doug. | 19 | 3 | A | 0% | NONE | F | NO | | fair | suppressed | 30/20 | N |
| 877 | BO | Q. doug. | 23 | 2 | A | 0% | NONE | F | NO | | good | trunk split | 35/35 | N |
| 878 | BO | Q. doug. | 28 | 4 | I | 15% | NONE | F,RP,M | YES | IV | good | | 40/35 | L |
| 879 | BO | Q. doug. | 25 | 4 | A | 0% | NONE | F | NO | | good | | 60/60 | N |
| 880 | BO | Q. doug. | 11 | 3 | I | 15% | TR | F,RP,M | YES | IV | fair | | 18/18 | N |
| 881 | BO | Q. doug. | 18 | 4 | I | 15% | TR | F,RP,M | YES | | good | | 35/25 | L |
| 882 | BO | Q. doug. | 20 | 4 | I | 5% | TR | F,RP,M | YES | IV | good | | 40/40 | N |

1 = TREE # MOSTLY CLOCKWISE FROM DUE NORTH
2 = TREE TYPE: COMMON NAME IE, W.O. = WHITE OAK
3 = SCIENTIFIC NAME
4 = TRUNK DIAMETER @ 46"
5 = TREE CONDITION: 1 = POOR, 10 = EXCELLENT
6 = CONSTRUCTION STATUS: AVOIDED, IMPACTED, REMOVAL
7 = CRZ PERCENT OF IMPACTED CRITICAL ROOT ZONE
8 = CONSTRUCTION IMPACT TYPE: GRADING, COMPACTION, TRENCHING
9 = MITIGATION REQUIREMENTS: FENCING, MONITORING, ROOTPRUNING,
10 = ARBORIST MONITORING REQUIRED: YES/NO
11 = PRESCRIBED PRUNING: CLASS 1-4
12 = AESTHETIC VALUE
13 = FIELD NOTES
14 = NORTH, SOUTH, EAST, WEST
15 = LONG TERM SIGNIFIANT IMPACT



Attachment 6 Parking Study

MAKING A DIFFERENCE IN SENIOR LIVING

June 25, 2015

City of Paso Robles

Attn: Susan DeCarli

Dear Susan,

The purpose of this letter is to provide a more thorough explanation of the day to day operation of the community as it pertains to the parking needs of the development. I have provided an attached spread sheet that details the number of employees per department on each given shift. I have been personally involved in nearly 100 senior housing developments throughout the United States. The formula provided previously of .4 parking spaces per resident unit has proven to be very accurate in all of those previous developments. The national study on parking and traffic impacts by senior housing communities takes several components, employees, visitors, vendors, and residents into account.

As you can see by referring to the attached spread sheet the peak hours for the community are from 8:00 am to 5:00 pm (normal business hours). During this time frame we have staggered shift times. The direct resident assistants and kitchen staff arrive at 6:00 am. The resident assistants provide help in getting residents up in the morning and ready for breakfast. These positions are held by entry level employees. Most are either dropped off by parents, spouses, use public transportation, or ride bicycles to work.

The administrative staff arrive at 8:00am and work until 5:00pm. Most of these employees do drive their own vehicles. At 2:00 pm the day resident assistants and kitchen staff are replaced by fewer swing shift personnel. The administrative staff depart at 5:00pm this creates a peak number of employees of 26 employees.

Unfortunately in this business we see only about 10% of our residents that have regular visitors. We would determine a regular visitor as someone who comes 3 times per week. The majority of the resident visitors arrive after normal business hours on their way home from work and don't stay past 8:00-9:00pm.

Our community will have a fairly small group of specialized vendors that visit the community. Generally the total group of vendors will not exceed a dozen. The most common vendor will be food deliveries.

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info@mosaicms.com • www.mosaicms.com



MAKING A DIFFERENCE IN SENIOR LIVING

We use one vendor (Sysco) and they provide 90% of all food and housekeeping supplies. They generally deliver 2-3 times per week and are there approximately 20-30 minutes.

Residents of our community will be Assisted Living and Memory Care seniors. Assisted Living residents have lost much of their independence and very few continue to drive. The average age of assisted living residents is 83 years old and they need assistance with at least two Activities of Daily Living (ADL's). A few of the ADL's we assist with are assistance with bathing, dressing, grooming, ambulating, and medication administration. Many of our residents use walkers, wheel chairs, and electrically powered scooters. They generally have very limited mobility. We also provide transportation on a facility owned van complete with a wheel chair lift to transport our residents to doctor's appointments, shopping, and various other activities. The residents of our Memory Care don't drive they have the need to be in a secured environment for their safety.

I trust this letter provides a more detailed understanding of how our community functions as it pertains to the parking needs. If you have further questions please feel free to contact me at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "D Sproul", is written over the typed name "Douglas Sproul".

Douglas Sproul

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PASO ROBLES FTE PROJECTIONS

80 Unit ALF 30 Bed MC
June 23, 2015

| PROJECT | UNITS | OFFICE | KIT | Staff Mix | | | | Maint. | FTE TOTAL |
|---|-------|--------|-----|-----------|----------|-----------|---|--------|-----------|
| | | | | HS Days | HS Swing | HS Nights | | | |
| Paso Robles (2 Story AL/MC) | 110 | | | | | | | | 47 |
| Business Office Day Shift (8:00 am - 5:00 pm) | | 8 | | | | | | | |
| Health Services Day Shift (6:00 am - 2:00 pm) | | | | | | | | | |
| Health Services Swing Shift (2:00 pm - 10:00 pm) | | | | 14 | | | | | |
| Health Services Night Shift (10:00 pm - 6:00 am) | | | | | 10 | | 8 | | |
| Dietary Staff Morning Shift (6:00 am - 3:00 pm) | | | 3 | | | | | | |
| Dietary Staff Afternoon Shift (3:00 pm - 7:00 pm) | | | 3 | | | | | | |
| Maintenance Staff Day Shift (7:00 am - 3:00 pm) | | | | | | | | 1 | |

AIR QUALITY & GREENHOUSE GAS IMPACT ASSESSMENT

FOR

THE OAKS AT PASO ROBLES PROJECT

PASO ROBLES, CA

APRIL 2015

PREPARED FOR:

Monterey Pines Partners, LLC
5118 East Clinton Way
Suite 201
Fresno, CA 93727

PREPARED BY:



612 12TH STREET, SUITE 201
PASO ROBLES, CA 93446
805.226.2727

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LIST OF COMMON TERMS & ACRONYMS

| | |
|-------------------|---|
| AAM | Annual Arithmetic Mean |
| ADT | Average Daily Traffic |
| APCD | Air Pollution Control District |
| AQAP | Air Quality Attainment Plan |
| CAAQS | California Ambient Air Quality Standards |
| Caltrans | California Department of Transportation |
| CAP | Climate Action Plan |
| CARB | California Air Resources Board |
| CCAA | California Clean Air Act |
| CCAR | California Climate Action Registry |
| CEQA | California Environmental Quality Act |
| CH ₄ | Methane |
| CO | Carbon Monoxide |
| CO ₂ | Carbon Dioxide |
| CO ₂ e | Carbon Dioxide Equivalent |
| DPM | Diesel-Exhaust Particulate Matter or Diesel-Exhaust PM |
| DRRP | Diesel Risk Reduction Plan |
| FCAA | Federal Clean Air Act |
| GHG | Greenhouse Gases |
| HAP | Hazardous Air Pollutant |
| IPCC | Intergovernmental Panel on Climate Change |
| LOS | Level of Service |
| N ₂ O | Nitrous Oxide |
| NAAQS | National Ambient Air Quality Standards or National AAQS |
| NESHAPs | National Emission Standards for HAPs |
| NO _x | Oxides of Nitrogen |
| OAP | Ozone Attainment Plan |
| O ₃ | Ozone |
| Pb | Lead |
| PM | Particulate Matter |
| PM ₁₀ | Particulate Matter (less than 10 µm) |
| PM _{2.5} | Particulate Matter (less than 2.5 µm) |
| ppb | Parts per Billion |
| ppm | Parts per Million |
| ROG | Reactive Organic Gases |
| SIP | State Implementation Plan |
| SLOAPCD | San Luis Obispo County Air Pollution Control District |
| SO ₂ | Sulfur Dioxide |
| SCCAB | South Central Coast Air Basin |
| SR | State Route |
| TAC | Toxic Air Contaminant |
| µg/m ³ | Micrograms per cubic meter |
| U.S. EPA | United State Environmental Protection Agency |
| VMT | Vehicle Miles Traveled |

INTRODUCTION

This report provides an analysis of air quality and greenhouse gas (GHG) impacts associated with the proposed Hilton Garden Inn project. This report also provides a summary of existing conditions in the project area and the applicable regulatory framework pertaining to air quality and climate change.

PROPOSED PROJECT

The Oaks at Paso Robles Senior Living Community will provide a combination of residential and support services to meet the needs of individuals 60 years and older or those needing assisted living services. The campus will include 73 assisted living units and 24 special memory care units. The project site totals approximately 2.79-acres located at the southeast corner of South River Road and Serenade Drive site. The project site is identified as Assessor's Parcel Number 009-815-007.

EXISTING & SURROUNDING LAND USES

The project site is located at the southeast corner of South River Road and Serenade Drive. The nearest noise-sensitive land use consists of residential dwellings, the nearest of which are located approximately 90 feet west of the project site, across South River Road. Residential land uses are also located approximately 160 feet to the east and 408 feet to the south of the project site. Commercial development is generally located north of the project site, across Serenade Drive.

AIR QUALITY

BACKGROUND INFORMATION

Paso Robles is located in San Luis Obispo County, which is part of the South Central Coast Air Basin (SCCAB) and within the jurisdiction of the County of San Luis Obispo Air Pollution Control District (SLOAPCD). Air quality in the SCCAB is influenced by a variety of factors, including topography, local and regional meteorology. Factors affecting regional and local air quality are discussed below.

TOPOGRAPHY, METEOROLOGY & CLIMATE

Topography

The City of Paso Robles is located in the upper Salinas River Valley. The Paso Robles area is bordered on the south and west by the rugged mountainous ridges of the Santa Lucia Coastal Range, to the east by the low hills of the La Panza and Temblor ranges, and to the north by the low hills and flat-topped mesas of the Diablo Range. The highest elevations in the vicinity are located in the Santa Lucia Coastal Range, where many peaks are 2,000 to 3,400 feet above mean sea level. Substantial ridgelines are distributed throughout the western, southern, and eastern portions of the City. The effects of the Pacific Ocean are diminished inland and by these major intervening terrain features.

Local and Regional Meteorology

The climate of the county can be generally characterized as Mediterranean, with warm, dry summers and cooler, relatively damp winters. Along the coast, mild temperatures are the rule throughout the year due to the moderating influence of the Pacific Ocean. This effect is diminished inland in proportion to distance from the ocean or by major intervening terrain features, such as the coastal mountain ranges. As a result, inland areas are characterized by a considerably wider range of temperature conditions. Maximum summer temperatures average about 70 degrees Fahrenheit near the coast, while inland valleys are often in the high 90s. Minimum winter temperatures average from the low 30s along the coast to the low 20s inland (SLOAPCD 2001).

Regional meteorology is largely dominated by a persistent high pressure area which commonly resides over the eastern Pacific Ocean. Seasonal variations in the strength and position of this pressure cell cause seasonal changes in the weather patterns of the area. The Pacific High remains generally fixed several hundred miles offshore from May through September, enhancing onshore winds and opposing offshore winds. During spring and early summer, as the onshore breezes pass over the cool water of the ocean, fog and low clouds often form in the marine air layer along the coast. Surface heating in the interior valleys dissipates the marine layer as it moves inland (SLOAPCD 2001).

From November through April the Pacific High tends to migrate southward, allowing northern storms to move across the county. About 90 percent of the total annual rainfall is received during this period. Winter conditions are usually mild, with intermittent periods of precipitation followed by mostly clear days. Rainfall amounts can vary considerably among different regions in the county. In the Coastal Plain, annual rainfall averages 16 to 28 inches, while the Upper Salinas River Valley generally receives about 12 to 20 inches of rain. The Carrizo Plain is the driest area of the county with less than 12 inches of rain in a typical year (SLOAPCD 2001).

Airflow around the county plays an important role in the movement and dispersion of pollutants. The speed and direction of local winds are controlled by the location and strength of the Pacific High pressure system and other global patterns, by topographical factors, and by circulation patterns resulting from temperature differences between the land and sea. In spring and summer months, when the Pacific High attains its greatest strength, onshore winds from the northwest generally prevail during the day. At night, as the sea breeze dies, weak drainage winds flow down the coastal mountains and valleys to form a light, easterly land breeze (SLOAPCD 2001).

In the Fall, onshore surface winds decline and the marine layer grows shallow, allowing an occasional reversal to a weak offshore flow. This, along with the diurnal alternation of land-sea breeze circulation, can sometimes produce a "sloshing" effect. Under these conditions, pollutants may accumulate over the ocean for a period of one or more days and are subsequently carried back onshore with the return of the sea breeze. Strong inversions can form at this time, "trapping" pollutants near the surface (SLOAPCD 2001).

This effect is intensified when the Pacific High weakens or moves inland to the east. This may produce a "Santa Ana" condition in which air, often pollutant-laden, is transported into the county from the east and southeast. This can occur over a period of several days until the high pressure system returns to its normal location, breaking the pattern. The breakup of a Santa Ana condition may result in relatively stagnant conditions and a buildup of pollutants offshore. The onset of the typical daytime sea breeze can bring these pollutants back onshore, where they

combine with local emissions to cause high pollutant concentrations. Not all occurrences of the "post Santa Ana" condition lead to high ambient pollutant levels, but it does play an important role in the air pollution meteorology of the county (SLOAPCD 2001).

Atmospheric Stability and Dispersion

Air pollutant concentrations are primarily determined by the amount of pollutant emissions in an area and the degree to which these pollutants are dispersed into the atmosphere. The stability of the atmosphere is one of the key factors affecting pollutant dispersion. Atmospheric stability regulates the amount of vertical and horizontal air exchange, or mixing, that can occur within a given air basin. Restricted mixing and low wind speeds are generally associated with a high degree of stability in the atmosphere. These conditions are characteristic of temperature inversions (SLOAPCD 2001).

In the atmosphere, air temperatures normally decrease as altitude increases. At varying distances above the earth's surface, however, a reversal of this gradient can occur. This condition, termed an inversion, is simply a warm layer of air above a layer of cooler air, and it has the effect of limiting the vertical dispersion of pollutants. The height of the inversion determines the size of the mixing volume trapped below. Inversion strength or intensity is measured by the thickness of the layer and the difference in temperature between the base and the top of the inversion. The strength of the inversion determines how easily it can be broken by winds or solar heating (SLOAPCD 2001).

Several types of inversions are common to this area. Weak, surface inversions are caused by radiational cooling of air in contact with the cold surface of the earth at night. In valleys and low lying areas this condition is intensified by the addition of cold air flowing downslope from the hills and pooling on the valley floor. Surface inversions are a common occurrence throughout the county during the winter, particularly on cold mornings when the inversion is strongest. As the morning sun warms the earth and the air near the ground, the inversion lifts, gradually dissipating as the day progresses. During the late spring and early summer months, cool air over the ocean can intrude under the relatively warmer air over land, causing a marine inversion. These inversions can restrict dispersion along the coast, but they are typically shallow and will dissipate with surface heating (SLOAPCD 2001).

In contrast, in the summertime the presence of the Pacific high pressure cell can cause the air mass aloft to sink. As the air descends, compressional heating warms it to a temperature higher than the air below. This highly stable atmospheric condition, termed a subsidence inversion, is common to all of coastal California and can act as a nearly impenetrable lid to the vertical mixing of pollutants. The base of the inversion typically ranges from 1000 to 2500 feet above sea level; however, levels as low as 250 feet, among the lowest anywhere in the state, have been recorded on the coastal plateau in San Luis Obispo county. The strength of these inversions makes them difficult to disrupt. Consequently, they can persist for one or more days, causing air stagnation and the buildup of pollutants. Highest or worst-case ozone levels are often associated with the presence of this type of inversion (SLOAPCD 2001).

CRITERIA AIR POLLUTANTS

For the protection of public health and welfare, the Clean Air Act (CAA) required that the United States Environmental Protection Agency (U.S. EPA) establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as "criteria" pollutants because the US EPA publishes criteria documents to justify the choice of standards. These

standards define the maximum amount of an air pollutant that can be present in ambient air without harm to the public's health. An ambient air quality standard is generally specified as a concentration averaged over a specific time period, such as one hour, eight hours, 24 hours, or one year. The different averaging times and concentrations are meant to protect against different exposure effects. The CAA allows states to adopt additional or more health-protective standards. The air quality regulatory framework and ambient air quality standards are discussed in greater detail later in this report.

Human Health & Welfare Effects

Common air pollutants and associated adverse health and welfare effects are summarized in Table 1. Within the SCCAB, the air pollutants of primary concern, with regard to human health, include ozone, particulate matter (PM) and carbon monoxide (CO). As depicted in Table 2, exposure to increased pollutant concentrations of ozone, PM and CO can result in various heart and lung ailments, cardiovascular and nervous system impairment, and death.

**Table 1
Common Pollutants & Adverse Effects**

| Pollutant | Human Health & Welfare Effects |
|--|---|
| Particulate Matter (PM ₁₀ & PM _{2.5}) | Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze). |
| Ozone (O ₃) | Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles and dyes. |
| Sulfur Dioxide (SO ₂) | Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel; damage crops and natural vegetation. Impairs visibility. Precursor to acid rain. |
| Carbon Monoxide (CO) | Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death. |
| Nitrogen Dioxide (NO ₂) | Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming, and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere. |
| Lead | Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems. |

Source: CAPCOA 2013

ODORS

Typically odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e. irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headache.

Neither the state nor the federal governments have adopted rules or regulations for the control of odor sources. The SLOAPCD does not have an individual rule or regulation that specifically

addresses odors; however, odors would be applicable to SLOAPCD's *Rule 204, Nuisance*. Any actions related to odors would be based on citizen complaints to local governments and the SLOAPCD. The SLOAPCD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine if the Project results in excessive nuisance odors, as defined under the California Code of Regulations, Health & Safety Code Section 41700, air quality public nuisance.

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air, but due to their high toxicity, they may pose a threat to public health even at very low concentrations. Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for which state and federal governments have set ambient air quality standards. TACs, therefore, are not considered "criteria pollutants" under either the Federal Clean Air Act (FCAA) or the California Clean Air Act (CCAA), and are thus not subject to National or State AAQS. TACs are not considered criteria pollutants in that the federal and California Clean Air Acts do not address them specifically through the setting of National or State AAQS. Instead, the U.S. EPA and CARB regulate Hazardous Air Pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions. In conjunction with District rules, these federal and state statutes and regulations establish the regulatory framework for TACs. At the national levels, the U.S. EPA has established National Emission Standards for HAPs (NESHAPs), in accordance with the requirements of the FCAA and subsequent amendments. These are technology-based source-specific regulations that limit allowable emissions of HAPs.

Within California, TACs are regulated primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

At the state level, the CARB has authority for the regulation of emissions from motor vehicles, fuels, and consumer products. Most recently, Diesel-exhaust particulate matter (DPM) was added to the CARB list of TACs. DPM is the primary TACs of concern for mobile sources. Of all controlled TACs, emissions of DPM are estimated to be responsible for about 70 percent of the total ambient TAC risk. The CARB has made the reduction of the public's exposure to DPM one of its highest priorities, with an aggressive plan to require cleaner diesel fuel and cleaner diesel engines and vehicles (CARB 2005).

At the local level, air districts have the authority over stationary or industrial sources. All projects that require air quality permits from the SLOAPCD are evaluated for TAC emissions. The SLOAPCD limits emissions and public exposure to TACs through a number of programs. The SLOAPCD prioritizes TAC-emitting stationary sources, based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. The SLOAPCD requires a comprehensive health risk assessment for facilities that are classified in the significant-risk

category, pursuant to AB 2588. No major existing sources of TACs have been identified in the project area.

Land Use Compatibility with TAC Emission Sources

The CARB published an informational guide entitled: *Air Quality and Land Use Handbook: A Community Health Perspective (Handbook)* in 2005. The purpose of this guide is to provide information to aid local jurisdictions in addressing issues and concerns related to the placement of sensitive land uses near major sources of air pollution. The CARB's Handbook includes recommended separation distances for various land uses that are based on relatively conservative estimations of emissions based on source-specific information. However, these recommendations are not site specific and should not be interpreted as defined "buffer zones". It is also important to note that the recommendations of the Handbook are advisory and need to be balanced with other State and local policies (CARB 2005). Depending on site and project-specific conditions, an assessment of potential increases in exposure to TACs may be warranted for proposed development projects located within the distances identified. CARB-recommended separation distances for various sources of emissions are summarized in Table 2.

**Table 2
Recommendations on Siting New Sensitive Land Uses
Near Air Pollutant Sources**

| Source Category | Advisory Recommendations |
|--|--|
| Freeways and High-Traffic Roads | <ul style="list-style-type: none"> Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. |
| Distribution Centers | <ul style="list-style-type: none"> Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points. |
| Rail Yards | <ul style="list-style-type: none"> Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches. |
| Ports | <ul style="list-style-type: none"> Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the CARB on the status of pending analyses of health risks. |
| Refineries | <ul style="list-style-type: none"> Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation. |
| Chrome Platers | <ul style="list-style-type: none"> Avoid siting new sensitive land uses within 1,000 feet of a chrome plater. |
| Dry Cleaners Using Perchloroethylene | <ul style="list-style-type: none"> Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations. |
| Gasoline Dispensing Facilities | <ul style="list-style-type: none"> Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities. |
| <p><i>Recommendations are advisory, are not site specific, and may not fully account for future reductions in emissions, including those resulting from compliance with existing/future regulatory requirements.</i> Source: CARB 2005</p> | |

ASBESTOS

Asbestos is the common name for a group of naturally-occurring fibrous silicate minerals that can separate into thin but strong and durable fibers. Naturally-occurring asbestos, which was identified as a TAC in 1986 by CARB, is located in many parts of California and is commonly associated with ultramafic rock. The project site is located near areas that are likely to contain ultramafic rock. A map depicting known areas of naturally occurring areas within the County is included in Appendix A.

REGULATORY FRAMEWORK

Air quality within the SCCAB is regulated by several jurisdictions including the U.S. EPA, CARB, and the SLOAPCD. Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation.

FEDERAL

U.S. Environmental Protection Agency

At the federal level, the U.S. EPA has been charged with implementing national air quality programs. The U.S. EPA's air quality mandates are drawn primarily from the FCAA, which was signed into law in 1970. Congress substantially amended the FCAA in 1977 and again in 1990.

Federal Clean Air Act

The FCAA required the US EPA to establish National Ambient Air Quality Standards (NAAQS or National AAQS), and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. NAAQS are summarized in Table 3.

STATE

California Air Resources Board

The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act of 1988. Other CARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts, establishing California Ambient Air Quality Standards (CAAQS), which in many cases are more stringent than the NAAQS, and setting emissions standards for new motor vehicles. The CAAQS are summarized in Table 3. The emission standards established for motor vehicles differ depending on various factors including the model year, and the type of vehicle, fuel and engine used.

**Table 3
Summary of Ambient Air Quality Standards & Attainment Designations**

| Pollutant | Averaging Time | California Standards* | | National Standards* | |
|--|-------------------------|--|--------------------------|-------------------------------------|---|
| | | Concentration* | Attainment Status | Primary ^(a) | Attainment Status |
| Ozone (O ₃) | 1-hour | 0.09 ppm | Non-Attainment | – | Non-Attainment Eastern SLO County - Attainment Western SLO County |
| | 8-hour | 0.070 ppm | | 0.075 ppm | |
| Particulate Matter (PM ₁₀) | AAM | 20 µg/m ³ | Non-Attainment | – | Unclassified/Attainment |
| | 24-hour | 50 µg/m ³ | | 150 µg/m ³ | |
| Fine Particulate Matter (PM _{2.5}) | AAM | 12 µg/m ³ | Attainment | 12 µg/m ³ | Unclassified/Attainment |
| | 24-hour | No Standard | | 35 µg/m ³ | |
| Carbon Monoxide (CO) | 1-hour | 20 ppm | Attainment | 35 ppm | Attainment/Maintenance |
| | 8-hour | 9 ppm | | 9 ppm | |
| | 8-hour (Lake Tahoe) | 6 ppm | | – | |
| Nitrogen Dioxide (NO ₂) | AAM | 0.030 ppm | Attainment | 0.053 ppm | Unclassified |
| | 1-hour | 0.18 ppm | | 100 ppm | |
| Sulfur Dioxide (SO ₂) | AAM | – | Attainment | 0.03 ppm | Unclassified |
| | 24-hour | 0.04 ppm | | 0.14 ppm | |
| | 3-hour | – | | 0.5 ppm (1300 µg/m ³)** | |
| | 1-hour | 0.25 ppm | | 75 ppb | |
| Lead | 30-day Average | 1.5 µg/m ³ | Attainment | – | No Attainment Information |
| | Calendar Quarter | – | | 1.5 µg/m ³ | |
| | Rolling 3-Month Average | – | | 0.15 µg/m ³ | |
| Sulfates | 24-hour | 25 µg/m ³ | Attainment | No Federal Standards | |
| Hydrogen Sulfide | 1-hour | 0.03 ppm (42 µg/m ³) | Attainment | | |
| Vinyl Chloride | 24-hour | 0.01 ppm (26 µg/m ³) | No Information Available | | |
| Visibility-Reducing Particle Matter | 8-hour | Extinction coefficient: 0.23/kilometer-visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70%. | Attainment | | |
| | | | | | |

* For more information on standards visit :<http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>
** Secondary Standard
Source: SLOAPCD 2015

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for Ozone, CO, SO₂, and NO₂ by the earliest practical date.

The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a five percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

Assembly Bills 1807 & 2588 - Toxic Air Contaminants

Within California, TACs are regulated primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

In-Use Off-Road Diesel Vehicle Regulation

On July 26, 2007, the Air Resources Board (ARB) adopted a regulation to reduce diesel particulate matter (PM) and oxides of nitrogen (NO_x) emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. The regulation applies to self-propelled diesel-fueled vehicles that cannot be registered and licensed to drive on-road, as well as two-engine vehicles that drive on road, with the limited exception of two-engine sweepers. Examples include loaders, crawler tractors, skid steers, backhoes, forklifts, airport ground support equipment, water well drilling rigs, and two-engine cranes. Such vehicles are used in construction, mining, and industrial operations. The regulation does not apply to stationary equipment or portable equipment such as generators. The off-road vehicle regulation, establishes emissions performance requirements, establishes reporting, disclosure, and labeling requirements for off-road vehicles, and limits unnecessary idling.

LOCAL

County of San Luis Obispo Air Pollution Control District

The SLOAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions within the region are maintained. Responsibilities of the SLOAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the FCAA and the CCAA.

IMPACT ANALYSIS

Air quality impacts attributable to the proposed project are summarized in Table 4.

**Table 4
Summary of Project-Related Air Quality Impacts**

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------------------------------------|---|-------------------------------------|--------------------------|
| A) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

METHODOLOGY

Short-term construction and long-term operational emissions associated with the proposed project were calculated using the CalEEMod, version 2013.2.2, computer program. According to the project applicant, construction of project is anticipated to occur over an approximate 12-month period, beginning in October 2015. Approximately 600 cubic yards of soil would be exported from the project site. Detailed construction information (e.g., equipment required, construction schedules, etc.) was not available at the time of the analysis. Construction activity durations, equipment use, vehicle trips, equipment load factors and emission factors were based default parameters contained in the model. Mitigated construction emissions were quantified assuming the application of water a minimum of 3 times daily based on the default reductions identified in the model.

A traffic analysis was not prepared for this project. Operational vehicle trip-generation rates were, therefore, based on the default rates identified in the model. Modeling assumptions and output files are included in Appendix C of this report.

THRESHOLDS OF SIGNIFICANCE

To assist in the evaluation of air quality impacts, the SLOAPCD has developed recommended significance thresholds, which are contained in the SLOAPCD's *CEQA Air Quality Handbook* (2012). For the purposes of this analysis, project emissions are considered potentially significant impacts if any of the following SLOAPCD thresholds are exceeded:

Construction Impacts

The threshold criteria established by the SLOAPCD to determine the significance and appropriate mitigation level for a project's short-term construction emissions are presented in Table 5 and discussed, as follows (SLOAPCD 2012):

**Table 5
SLOAPCD Thresholds of Significance for Construction Impacts**

| Pollutant | Threshold ⁽¹⁾ | | |
|--|--------------------------|-------------------------|-------------------------|
| | Daily (lbs/day) | Quarterly Tier 1 (tons) | Quarterly Tier 2 (tons) |
| Ozone Precursors (ROG + NO _x) ⁽²⁾ | 137 | 2.5 | 6.3 |
| Diesel Particulate Matter (DPM) ⁽²⁾ | 7 | 0.13 | 0.32 |
| Fugitive Particulate Matter (PM ₁₀), Dust | None | 2.5 | None |
| 1. Daily and quarterly emissions thresholds are based on the California Health & Safety Code and the CARB Carl Moyer Guidelines. 2. Any project with a grading area greater than 4.0 acres of worked area can exceed the 2.5 tons PM ₁₀ quarterly threshold. | | | |

ROG and NO_x Emissions

- Daily: For construction projects expected to be completed in less than one quarter (90 days), exceedance of the 137 lb/day threshold requires Standard Mitigation Measures;
- Quarterly – Tier 1: For construction projects lasting more than one quarter, exceedance of the 2.5 ton/qtr threshold requires Standard Mitigation Measures and Best Available Control Technology (BACT) for construction equipment. If implementation of the Standard Mitigation and BACT measures cannot bring the project below the threshold, off-site mitigation may be necessary; and,
- Quarterly – Tier 2: For construction projects lasting more than one quarter, exceedance of the 6.3 ton/qtr threshold requires Standard Mitigation Measures, BACT, implementation of a Construction Activity Management Plan (CAMP), and off-site mitigation.

Diesel Particulate Matter (DPM) Emissions

- Daily: For construction projects expected to be completed in less than one quarter, exceedance of the 7 lb/day threshold requires Standard Mitigation Measures;
- Quarterly - Tier 1: For construction projects lasting more than one quarter, exceedance of the 0.13 tons/quarter threshold requires Standard Mitigation Measures, BACT for construction equipment; and,
- Quarterly - Tier 2: For construction projects lasting more than one quarter, exceedance of the 0.32 ton/qtr threshold requires Standard Mitigation Measures, BACT, implementation of a CAMP, and off-site mitigation.

Fugitive Particulate Matter (PM₁₀), Dust Emissions

- Quarterly: Exceedance of the 2.5 ton/qtr threshold requires Fugitive PM₁₀ Mitigation Measures and may require the implementation of a CAMP.

Operational Impacts

Criteria Air Pollutants

The threshold criteria established by the SLOAPCD to determine the significance and appropriate mitigation level for long-term operational emissions from a project are presented in Table 6.

**Table 6
SLOAPCD Thresholds of Significance for Operational Impacts**

| Pollutant | Threshold ⁽¹⁾ | |
|--|--------------------------|--------------------|
| | Daily (lbs/day) | Annual (tons/year) |
| Ozone Precursors (ROG + NO _x) ⁽²⁾ | 25 | 25 |
| Diesel Particulate Matter (DPM) ⁽²⁾ | 1.25 | None |
| Fugitive Particulate Matter (PM ₁₀), Dust | 25 | 25 |
| CO | 550 | None |

1. Daily and annual emissions thresholds are based on the California Health & Safety Code Division 26, Part 3, Chapter 10, Section 40918 and the CARB Carl Moyer Guidelines for DPM.
2. CalEEMod – use winter operational emission data to compare to operational thresholds.

Toxic Air Contaminants

If a project has the potential to emit toxic or hazardous air pollutants, or is located in close proximity to sensitive receptors, impacts may be considered significant due to increased cancer risk for the affected population, even at a very low level of emissions. For the evaluation of such projects, the SLOAPCD recommends the use of the following thresholds:

- Type A Projects: new proposed land use projects that generate toxic air contaminants (such as gasoline stations, distribution facilities or asphalt batch plants) that impact sensitive receptors. Air districts across California are uniform in their recommendation to use the significance thresholds that have been established under each district's "Hot Spots" and permitting programs. The SLOAPCD has defined the excess cancer risk significance threshold at 10 in a million for Type A projects in SLO County; and,
- Type B Projects: new land use projects that will place sensitive receptors (e.g., residential units) in close proximity to existing toxics sources (e.g., freeway). The APCD has established a CEQA health risk threshold of 89 in-a-million for the analysis of projects proposed in close proximity to toxic sources. This value represents the population weighted average health risk caused by ambient background concentrations of toxic air contaminants in San Luis Obispo County. The SLOAPCD recommends Health Risk screening and, if necessary, Health Risk Assessment (HRA) for any residential or sensitive receptor development proposed in proximity to toxic sources.

Localized CO Concentrations

Localized CO concentrations associated with the proposed project would be considered less-than-significant impact if: (1) Traffic generated by the proposed project would not result in deterioration of intersection level of service (LOS) to LOS E or F; or (2) the project would not contribute additional traffic to an intersection that already operates at LOS of E or F (Caltrans 1996).

Odors

Screening of potential odor impacts is typically recommended for the following two situations:

- Projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate; and
- Residential or other sensitive receptor projects or other projects that may attract people locating near existing odor sources.

If the proposed project would locate receptors and known odor sources within one mile of each other, a full analysis of odor impacts is recommended. Known odor sources of primary concern, as identified by the SLOAPCD, include: landfills, transfer stations, asphalt batch plants, rendering plants, petroleum refineries, and painting/coating operations, as well as, composting, food processing, wastewater treatment, chemical manufacturing, and feedlot/dairy facilities.

PROJECT IMPACTS AND MITIGATION MEASURES

A. Would the project conflict with or obstruct implementation of the applicable air quality plan?

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 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 Clean Air Plan. If the project is consistent with these measures, the project is considered consistent with the Clean Air Plan.

The Clean Air Plan 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 Clean Air Plan would reduce emissions through implementation of the following adopted control measures:

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

The Clean Air Plan 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 property is designated RMF20 (Residential Multi-Family- 20/acre) in the General Plan. The Zoning designation is RMF4 (Residential Multi-Family-Planned Development). The proposed use is consistent with the General Plan and existing zoning designations. As such, the project would not result in a significant increase in projected population or employment within the region. In addition, the proposed project is located near major commercial retail centers and local transit services and would not result in a substantial increase in vehicle traffic. Furthermore, as noted in "Impact C" below, the proposed project would not result in operational emissions that would exceed SLOAPCD's significance thresholds for criteria air pollutants. For these reasons, the proposed project would not conflict with or obstruct continued implementation of the CAP. This impact is considered less than significant.

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

As noted in *Impact C*, below, short-term construction activities may result in localized concentrations of pollutants that could adversely affect nearby land uses. As a result, this impact is considered **potentially significant**. Refer to *Impact C* and *Impact D* of this report for more detailed discussions of air quality impacts and recommended mitigation measures.

Mitigation Measures

Implementation of Mitigation Measure AQ-1 and AQ-2, as identified in *Impact C* and *Impact D* below, would reduce this impact to a less-than-significant level.

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

Short-term Construction Emissions

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

Estimated daily and quarterly construction emissions are summarized in Table 7 and Table 8, respectively. The highest emissions are projected to occur during the later period of construction, largely associated with the evaporation of emissions during the application of architectural coatings. Additional emissions would also be generated by the use of onsite off-road equipment, on-road vehicle trips, and asphalt paving. Assuming that multiple construction

activities could occur simultaneously (e.g., building construction, paving, and architectural coating application), maximum daily emissions would total approximately 186.3 lbs/day of ROG+NO_x and 3.2 lbs/day of DPM. Daily construction-generated emissions of ROG+NO_x could exceed SLOAPCD's significance threshold of 137 lbs/day.

**Table 7
Estimated Daily Construction Emissions Without Mitigation**

| Construction Period/Phase | Daily Emissions (lbs) | |
|--|-----------------------|--------------------------|
| | ROG+NO _x | Exhaust PM ₁₀ |
| Summer Conditions | | |
| Site Preparation | 62.4 | 2.8 |
| Grading/Excavation | 47.4 | 2.2 |
| Building Construction – Year 2015 | 35.7 | 2.0 |
| Building Construction – Year 2016 | 33.7 | 1.9 |
| Paving | 20.4 | 1.0 |
| Architectural Coating | 130.0 | 0.2 |
| Maximum Daily Emissions: | 186.1 | 3.2 |
| SLOAPCD Significance Thresholds: | 137 | 7 |
| Exceed SLOAPCD Thesholds?: | Yes | No |
| Winter Conditions | | |
| Site Preparation | 62.4 | 2.8 |
| Grading/Excavation | 47.5 | 2.2 |
| Building Construction – Year 2015 | 35.9 | 2.0 |
| Building Construction – Year 2016 | 33.8 | 1.9 |
| Paving | 20.4 | 1.0 |
| Architectural Coating | 130.0 | 0.2 |
| Maximum Daily Emissions: | 186.3 | 3.2 |
| SLOAPCD Significance Thresholds: | 137 | 7 |
| Exceed SLOAPCD Thesholds?: | Yes | No |
| <i>Maximum Daily Emissions: Assumes that facility construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day. Totals may not sum due to rounding. Refer to Appendix C for modeling assumptions and results.</i> | | |

As indicated in Table 8, the highest quarterly emissions would total approximately 2.3 tons of ROG+NO_x, 0.07 tons of DPM, and 0.05 tons of fugitive dust. Construction-generated emissions would not exceed SLOAPCD's quarterly significance thresholds.

Impact Summary

Construction-generated emissions, in comparison to SLOAPCD's significance thresholds, are summarized in Table 9. As depicted, maximum daily emissions of ROG+NO_x would total approximately 186.3 lbs/day, which would exceed SLOAPCD's daily significance threshold of 137 lbs/day. Emissions of DPM and fugitive dust are not projected to exceed corresponding SLOAPCD significance thresholds. However, fugitive dust generated during construction may result in localized pollutant concentrations that could result in increased nuisance concerns to

nearby land uses. Therefore, construction-generated emissions of ROG+NO_x and fugitive dust would be considered to have a potentially significant impact.

Table 8
Estimated Quarterly Construction Emissions Without Mitigation

| Construction Quarter | Quarterly Emissions (tons) | | | |
|----------------------------------|----------------------------|------------------|------|-------|
| | ROG+NO _x | PM ₁₀ | | |
| | | Exhaust | Dust | Total |
| Quarter 1 (Year 2015) | 1.2 | 0.07 | 0.05 | 0.11 |
| Quarter 2 (Year 2016) | 1.1 | 0.06 | 0.01 | 0.07 |
| Quarter 3 (Year 2016) | 1.1 | 0.06 | 0.01 | 0.07 |
| Quarter 4 (Year 2016) | 2.3 | 0.06 | 0.01 | 0.07 |
| SLOAPCD Significance Thresholds: | 2.50 | 0.13 | 2.50 | None |
| Emissions Exceed Thresholds?: | No | No | No | N/A |

*Totals may not sum due to rounding.
Refer to Appendix C for modeling assumptions and results.*

Table 9
**Summary of Estimated Construction Emissions Without Mitigation
in Comparison to SLOAPCD Significance Thresholds**

| Criteria | Project Emissions | SLOAPCD Significance Threshold | Exceed Significance Threshold? |
|---|-------------------|--------------------------------|--------------------------------|
| Maximum Daily Emissions (ROG+NO _x): | 186.3 lbs/day | 137 lbs/day | Yes |
| Maximum Daily Emissions (DPM): | 3.5 lbs/day | 7.0 lbs/day | No |
| Maximum Quarterly Emissions (ROG+NO _x): | 2.3 tons/qtr | 2.5 tons/qtr | No |
| Maximum Quarterly Emissions (DPM): | 0.07 tons/qtr | 0.13 tons/qtr | No |
| Maximum Quarterly Emissions (Fugitive PM): | 0.05 tons/qtr | 2.5 tons/qtr | No |

*Quarterly thresholds are based on the more conservative Tier 1 thresholds.
Refer to Appendix C for modeling assumptions and results.*

Mitigation Measure AQ-1:

- a. Interior and exterior paints used during project construction shall have a maximum allowable VOC content of 150 grams per liter.
- b. The following measures are recommended to minimize nuisance impacts associated with construction-generated fugitive dust emissions:
 1. Reduce the amount of the disturbed area where possible;
 2. 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;
 3. All dirt stock pile areas should be sprayed daily as needed;

4. 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;
 5. Reduce the amount of disturbed area where possible;
 6. 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;
 7. All dirt stock pile areas should be sprayed daily as needed;
 8. 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;
 9. 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;
 10. 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;
 11. 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;
 12. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
 13. 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;
 14. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
 15. 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;
 16. 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.
- c. The following measures are recommended to reduce emissions from motorized construction equipment:
1. Maintain all construction equipment in proper tune according to manufacturer's specifications;
 2. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
 3. Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
 4. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

5. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO_x exempt area fleets) may be eligible by proving alternative compliance;
6. All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit;
7. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
8. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
9. Electrify equipment when feasible;
10. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
11. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

d. The above mitigation measures shall be shown on grading and building plans.

Significance After Mitigation

Mitigated emissions are summarized in Table 10. With implementation of Mitigation Measure AQ-1,a., which would require the use of architectural coatings having a maximum allowable VOC content of 150 grams per liter, maximum daily emissions of ROG+NO_x would be reduced to approximately 135 lbs/day, which would not exceed the SLOAPCD's significance threshold of 137 lbs/day. Mitigation Measure AQ-1,b and AQ-1,c include SLOAPCD-recommended mitigation measures for the control of fugitive dust and mobile-source emissions associated with construction activities. These measures would ensure compliance with SLOAPCD's 20-percent opacity limit (APCD Rule 401), nuisance rule (APCD Rule 402), and would minimize potential nuisance impacts to nearby receptors. With mitigation, this impact would be considered less than significant. Mitigated construction-generated emissions in comparison to SLOAPCD's significance thresholds are summarized in Table 10.

**Table 10
Summary of Estimated Construction Emissions With Mitigation
in Comparison to SLOAPCD Significance Thresholds**

| Criteria | Project Emissions | SLOAPCD Significance Threshold | Exceed Significance Threshold? |
|---|-------------------|--------------------------------|--------------------------------|
| Maximum Daily Emissions (ROG+NO _x): | 135.4 lbs/day | 137 lbs/day | No |
| Maximum Daily Emissions (DPM): | 3.5 lbs/day | 7.0 lbs/day | No |
| Maximum Quarterly Emissions (ROG+NO _x): | 1.8 tons/qtr | 2.5 tons/qtr | No |
| Maximum Quarterly Emissions (DPM): | 0.07 tons/qtr | 0.13 tons/qtr | No |
| Maximum Quarterly Emissions (Fugitive PM): | 0.05 tons/qtr | 2.5 tons/qtr | No |
| <i>Quarterly thresholds are based on the more conservative Tier 1 thresholds. Refer to Appendix C for modeling assumptions and results.</i> | | | |

Long-term Operational Emissions

Long-term operational emissions associated with the proposed project would be predominantly associated with mobile sources. To a lesser extent, emissions associated with area sources, such as landscape maintenance activities, as well as, use of electricity and natural gas would also contribute to increased emissions. Daily unmitigated operational emissions for summer and winter conditions are summarized in Table 11. Table 12 provides a summary of unmitigated annual operational emissions.

As depicted in Table 11, operational emissions would be slightly higher during winter conditions. Maximum daily operational emissions would total approximately 7.1 lbs/day ROG+NO_x, 19.1 lbs/day CO, 1.4 lbs/day of fugitive PM₁₀, and 0.1 lbs/day of exhaust PM₁₀. Maximum annual emissions, as depicted in Table 12, would total approximately 1.1 tons/year of ROG+NO_x and approximately 0.2 tons/year of fugitive PM₁₀.

The proposed project may also include the future installation of a stand-by emergency generator. The stand-by emergency generator would be operated in the event of an emergency power failure or for routine testing and maintenance. The type, size and location of the generator has not yet been determined. The installation of the generator would be subject to SLOAPCD permitting requirements and would be limited to no more than 200 hours annually.

Impact Summary

Operational emissions in comparison to SLOAPCD's corresponding significance thresholds are summarized in Table 13. As depicted, operational emissions would not exceed the SLOAPCD's corresponding daily or annual significance thresholds. In addition, the future installation of the stand-by emergency generator would be subject to SLOAPCD permitting requirements. As a result, long-term operational emissions generated by the proposed project are considered to have a less than significant impact.

**Table 11
Estimated Daily Operational Emissions Without Mitigation**

| Operational Period/Source | Daily Emissions (lbs/day) | | | | | | |
|--|---------------------------|-----------------|---------------------|------|------------------|---------|-------|
| | ROG | NO _x | ROG+NO _x | CO | PM ₁₀ | | |
| | | | | | Fugitive | Exhaust | Total |
| Summer Conditions | | | | | | | |
| Project-Generated Emissions: | 4.0 | 2.9 | 6.9 | 18.0 | 1.4 | 0.1 | 1.5 |
| SLOAPCD Significance Thresholds: | -- | -- | 25 | 550 | 25 | 1.25 | -- |
| Exceed SLOAPCD Thresholds?: | -- | -- | No | No | No | No | -- |
| Winter Conditions | | | | | | | |
| Project-Generated Emissions: | 4.0 | 3.1 | 7.1 | 19.1 | 1.4 | 0.1 | 1.5 |
| SLOAPCD Significance Thresholds: | -- | -- | 25 | 550 | 25 | 1.25 | -- |
| Exceed SLOAPCD Thresholds?: | -- | -- | No | No | No | No | -- |
| Refer to Appendix C for modeling output files and assumptions. | | | | | | | |

Table 12
Estimated Annual Operational Emissions Without Mitigation

| Operational Period/Source | Annual Emissions (tons/year) | | | | | | |
|----------------------------------|------------------------------|-----------------|---------------------|-----|------------------|---------|-------|
| | ROG | NO _x | ROG+NO _x | CO | PM ₁₀ | | |
| | | | | | Fugitive | Exhaust | Total |
| Project-Generated Emissions: | 0.7 | 0.5 | 1.1 | 3.2 | 0.2 | 0.1 | 0.3 |
| SLOAPCD Significance Thresholds: | -- | -- | 25 | -- | 25 | -- | -- |
| Exceed SLOAPCD Thresholds?: | -- | -- | No | -- | No | -- | -- |

Refer to Appendix C for modeling output files and assumptions.

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

| Criteria | Project Emissions | SLOAPCD Significance Threshold | Exceed Significance Threshold? |
|---|-------------------|--------------------------------|--------------------------------|
| Maximum Daily ROG+NO _x Emissions (Winter): | 7.1 lbs/day | 25 lbs/day | No |
| Maximum Daily CO Emissions: | 19.1 lbs/day | 550 lbs/day | No |
| Maximum Daily DPM Emissions: | 0.1 lbs/day | 1.25 lbs/day | No |
| Maximum Daily Fugitive PM Emissions: | 1.4 lbs/day | 25 lbs/day | No |
| Maximum Annual ROG+NO _x Emissions: | 1.1 tons/year | 25 tons/year | No |
| Maximum Annual Fugitive PM Emissions: | 0.2 tons/year | 25 tons/year | No |

Refer to Appendix C for modeling output files and assumptions.

C. Would the project expose sensitive receptors to substantial pollutant concentrations?

No major stationary or area sources of toxic air contaminants (TACs) have been identified in the project vicinity. The proposed project does not include the installation of any major stationary sources of TACs. However, the proposed project may include the future installation of a stand-by emergency generator, which could result in localized increases in emissions. In addition, construction of the proposed project may also result in localized pollutant concentrations. The proposed project's potential to contribute to localized air quality impacts are discussed in greater detail, as follows:

Stand-by Emergency Generator

The stand-by emergency generator would be operated in the event of an emergency power failure or for routine testing and maintenance. The type, size and location of the stand-by generator has not yet been determined. However, depending on the type of unit installed, localized emissions could potentially exceed applicable ambient air quality standards, particularly at onsite receptor locations.

All internal combustion engines greater than 50 brake horsepower would be required to obtain a permit to construct from the SLOAPCD prior to installation, in accordance with SLOAPCD's *Rule 431, Stationary Internal Combustion Engines*. In accordance with Rule 431, operation of the stand-by generator would be limited to no more than 200 hours a year. Depending on permitting requirements, the generator may be either diesel fueled or alternatively fueled. The generator would also be required to comply with SLOAPCD-administrated Statewide Air Toxics Control Measure (ATCM) for Stationary Diesel Engines. Alternatively fueled engines, such as natural gas, ethanol, propane or dual fuels (diesel only for initial start-up and then primarily natural gas) are much cleaner and produce significantly less emissions. However, depending on the type and location of the generator, uncontrolled localized pollutant concentrations would have the potential to exceed applicable ambient air quality standards, particularly at onsite receptor locations. As a result, emissions associated with the generator would be considered to have a potentially significant localized air quality impact.

Localized CO Concentrations

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

As an assisted living and memory care campus, most residents living at the facility would not drive. As a result, the proposed project would not result in a substantial increase in vehicle traffic on area roadways. For this reason, the proposed project would not be anticipated to result in or contribute to unacceptable levels of service (i.e., LOS E or F) at nearby signalized intersections. In addition, the proposed project would not result in emissions of CO in excess of the SLOAPCD's significance threshold of 550 lbs/day. Localized concentrations of CO are considered to be less than significant.

Naturally Occurring Asbestos

Naturally Occurring Asbestos (NOA) has been identified as a toxic air contaminant by the California Air Resources Board (ARB). In accordance with ARB Air Toxics Control Measure (ATCM), prior to any grading activities a geologic evaluation should be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the District. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM (SLOAPCD 2012).

Based on a review of the SLOAPCD's map depicting potential areas of NOA, the project site is located in an area that has been identified as having a potential for NOA. As a result, the disturbance and potential exposure to NOA is considered to have a potentially significant impact. A map of areas within the County potentially containing NOA is included in Appendix A.

Construction-Generated PM

Construction of the proposed project would result in short-term emissions of PM, including fugitive dust and diesel-exhaust PM, primarily during the initial site preparation and grading phase. These activities could result in localized PM concentrations that may result in adverse nuisance impacts to nearby sensitive receptors. As noted in Impact C, localized uncontrolled concentrations of construction-generated PM would be considered to have a potentially significant impact.

Mitigation Measures

Implement Mitigation Measure AQ-1, as identified in *Impact C* above, for the control of PM emitted during construction.

Mitigation Measures AQ-2:

- a. Prior to issuance of an occupancy permit, a permit to operate shall be obtained from the SLOAPCD for any diesel emergency back-up generator, 50 hp or greater, that is included as part of the project plans. If the applicant decides to add a permit-required generator to the facility after the occupancy permit, then this mitigation measure is official notice to the applicant that an APCD permit is required prior to the installation of the proposed generator.
- b. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to:
 1. Development of an Asbestos Dust Mitigation Plan, which must be approved by the SLOAPCD prior to construction, and,
 2. Development and approval of an Asbestos Health and Safety Program (required for some projects).

Significance After Mitigation

Mitigation Measure AQ-1 includes measures for the control of construction-generated emissions, including emissions of fugitive dust and DPM from onsite equipment, as recommended by the SLOAPCD. Mitigation Measure AQ-2,a. would require the future installation of the stand-by emergency generator to comply with SLOAPCD permitting requirements for stationary emissions sources. Mitigation Measure AQ-2,b. would require implementation of additional measures in the event that NOA is discovered during construction. With implementation of Mitigation Measure AQ-1 and AQ-2, this impact would be considered less than significant.

E. Would the project create objectionable odors affecting a substantial number of people?

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

The proposed project would not result in the installation of any equipment or processes that would be considered a major odor-emission source. However, construction of the proposed

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

GREENHOUSE GASES AND CLIMATE CHANGE

SETTING

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to GHG emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) make up the largest source of GHG-emitting sources. The dominant GHG emitted is CO₂, mostly from fossil fuel combustion. There are typically two terms used when discussing the impacts of climate change: "Greenhouse Gas Mitigation" and "Adaptation." "Greenhouse Gas Mitigation" is a term for reducing GHG emissions to reduce or "mitigate" the impacts of climate change. "Adaptation" refers to the effort of planning for and adapting to impacts resulting from climate change, such as adjusting transportation design standards to withstand more intense storms and higher sea levels (Caltrans 2013).

REGULATORY FRAMEWORK

FEDERAL

Executive Order 13514 (October 5, 2009): This order is focused on reducing GHGs internally in federal agency missions, programs and operations, but also directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions. U.S. EPA in conjunction with NHTSA issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010.

The U.S. EPA and the National Highway Traffic Safety Administration are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include

developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations.

The final combined standards that made up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards implemented by this program are expected to reduce GHG emissions by an estimated 960 million metric tons (MMT) and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

On August 28, 2012, U.S. EPA and NHTSA issued a joint Final Rulemaking to extend the National Program for fuel economy standards to model year 2017 through 2025 passenger vehicles. Over the lifetime of the model year 2017-2025 standards this program is projected to save approximately four billion barrels of oil and two billion metric tons of GHG emissions.

The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi-trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut GHG emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish GHG emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO₂ emissions by about 270 MMT and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy duty vehicles (Caltrans 2013).

STATE

Assembly Bill 1493, Pavley, Vehicular Emissions: Greenhouse Gases, 2002: This bill requires CARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of AB 32.

Assembly Bill 32, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that CARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the CalEPA and state agencies with regard to climate change.

Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Senate Bill 97 Chapter 185, 2007, Greenhouse Gas Emissions: This bill required the Governor's Office of Planning and Research to develop recommended amendments to the CEQA Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the CARB to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target for their region.

Senate Bill 391 Chapter 585, 2009 California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

CALIFORNIA BUILDING CODE

The California Building Code contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The California Building Code is adopted every three years by the Building Standards Commission (BSC). In the interim, the BSC also adopts annual updates to make necessary mid-term corrections. The CBC standards apply statewide; however, a local jurisdiction may amend a CBC standard if it makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

Green Building Standards

In essence, green buildings standards are indistinguishable from any other building standards. Both are contained in the California Building Code and regulate the construction of new buildings and improvements. The only practical distinction between the two is that whereas the focus of traditional building standards has been protecting public health and safety, the focus of green building standards is to improve environmental performance.

AB 32, which mandates the reduction in greenhouse gas emissions in California to 1990 levels by 2020, increased the urgency around the adoption of green building standards. In its scoping plan for the implementation of AB 32, the CARB identified energy use as the second largest contributor to California's GHG emissions, constituting roughly 25 percent of all such emissions. In recommending a green building strategy as one element of the scoping plan, the CARB estimated that green building standards would reduce GHG emissions by approximately 26 million metric tons of CO₂e (MMTCo₂e) by 2020 (BSC 2011).

2010 Green Building Code

On January 12, 2010, the Building Standards Commission adopted the *2010 California Green Building Standards Code*, also known as the 2010 CALGreen Code. In addition to the new statewide mandates, CALGreen encourages local governments to adopt more stringent voluntary provisions, know as Tier 1 and Tier 2 provisions, to further reduce greenhouse gas emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction. The most significant features of the 2010 CALGreen Code include the following (BSC 2011):

- 20 percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35 and 40 percent reductions;
- Separate indoor and outdoor water meters to measure nonresidential buildings' indoor and outdoor water use with a requirement for moisture-sensing irrigation systems for larger landscape projects;

- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies;
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

SAN LUIS OBISPO COUNTY AIR POLLUTION CONTROL DISTRICT

The SLOAPCD is a local public agency with the primary mission of realizing and preserving clean air for all county residents and businesses. Responsibilities of the SLOAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by federal and state regulatory requirements.

GHG Significance Thresholds

The SLOAPCD recently adopted recommended GHG significance thresholds. These thresholds are based on AB 32 GHG emission reduction goals, which take into consideration the emission reduction strategies outlined in ARB's Scoping Plan. The GHG significance thresholds include one qualitative threshold and two quantitative thresholds options for evaluation of operational GHG emissions. The qualitative threshold option is based on a consistency analysis in comparison to a Qualified Greenhouse Gas Reduction Strategy, or equitably similar adopted policies, ordinances and programs. If a project complies with a Qualified Greenhouse Gas Reduction Strategy that is specifically applicable to the project, then the project would be considered less than significant. The two quantitative threshold options include: 1) a bright-line threshold of 1,150 MTCO_{2e}/year; and 2) an efficiency threshold of 4.9 MTCO_{2e}/service population (residents+employees)/year. An additional GHG significance threshold of 10,000 MTCO_{2e}/year is proposed for industrial stationary sources. The applicable GHG significance threshold to be used would depend on the type of project being proposed. Projects with GHG emissions that do not exceed the selected threshold would be considered to have a less-than-significant impact. The APCD's GHG emission thresholds are summarized in Table 14.

**Table 14
SLOAPCD GHG Thresholds of Significance**

| Project | Draft Threshold |
|--|--|
| Projects other than Stationary Sources | 1. Compliance with Qualified GHG Reduction Strategy; or 2. 1,150 MT CO _{2e} /year; or 3. 4.9 MT CO _{2e} /SP/year (residents+employees) |
| Stationary Sources (Industrial) | 10,000 MT CO _{2e} /year |
| Construction | Amortized over the project life and added to operation GHG emissions |
| Source: SLOAPCD 2012 | |

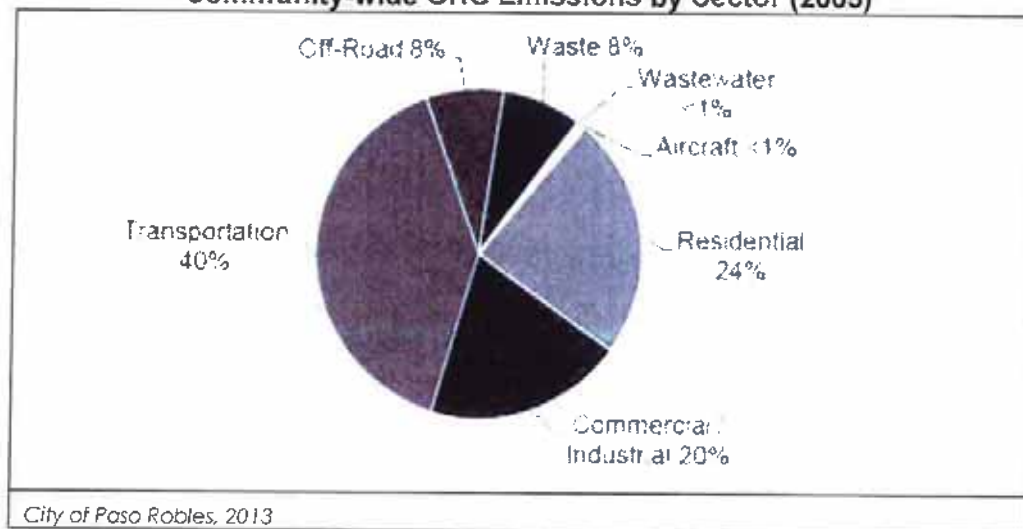
CITY OF PASO ROBLES CLIMATE ACTION PLAN

The City of Paso Robles Climate Action Plan (CAP) was adopted by the City Council on November 18th, 2013. The CAP is a long-range plan to reduce greenhouse gas (GHG) emissions from City government operations and community activities within Paso Robles and prepare for the anticipated effects of climate change. The CAP will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life (City of Paso Robles, 2013).

According to the GHG emissions inventory identified in the CAP, in 2005, the Paso Robles community emitted approximately 169,557 metric tons of carbon dioxide equivalent GHG emissions (MT CO₂e), as a result of activities that took place within the transportation, residential energy use, commercial and industrial energy use, off-road vehicles and equipment, solid waste, aircraft and wastewater sectors. As shown in Figure 1, the largest contributors of GHG emissions were the transportation (40 percent), residential energy use (24 percent) and commercial/industrial energy use (20 percent) sectors. The remainder of emissions resulted from the solid waste (eight percent), off-road vehicles and equipment (8 percent), aircraft (less than one percent), and wastewater (less than one percent) sectors (City of Paso Robles, 2013).

In accordance with SLOAPCD-recommended significance thresholds, as discussed above, projects that are determined to be consistent with the GHG-reduction plan, or in this case the CAP, would be considered to have a less-than-significant impact. To assist with this determination, the CAP includes a worksheet that identifies various "mandatory", as well as, "voluntary" measures. All "mandatory" actions must be incorporated as binding and enforceable components of the project to be considered consistent with the CAP. If a project cannot meet one or more of the "mandatory" actions, substitutions may be allowed provided equivalent reductions can be achieved. In addition, to demonstrate consistency with the CAP, all required measures must be incorporated as binding and enforceable components of the project. A copy of the City's CAP consistency worksheet is included in Appendix B.

Figure 1
City of Paso Robles
Community-wide GHG Emissions by Sector (2005)



IMPACT ANALYSIS

GHG impacts attributable to the proposed project are summarized in **Table 15**.

**Table 15
Summary of GHG Emissions Impacts**

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------------------------------------|---|-------------------------------------|--------------------------|
| GREENHOUSE GAS EMISSIONS | | | | |
| A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

METHODOLOGY

The methodologies used for quantification of GHG emissions are consistent with those discussed earlier in this report for the quantification of criteria air pollutants. Modeling assumptions and output files are included in Appendix C of this report.

THRESHOLDS OF SIGNIFICANCE

In accordance with SLOAPCD recommended significance thresholds, the proposed project would be considered to have a potentially significant impact on the environment if project-generated emissions would exceed 1,150 MTCO₂e/year.

The City of Paso Robles CAP includes a "Consistency Worksheet", which identifies various mandatory and voluntary actions designed to reduce GHG emissions. The CAP Consistency Worksheet can be used to demonstrate project-level compliance with the CAP. Consistency with the City of Paso Robles CAP would be considered potentially significant if the proposed project does not incorporate, at a minimum, the mandatory project-level GHG-reduction measures, as identified in the CAP Consistency Worksheet. The CAP Consistency Worksheet is included in Appendix B of this report.

PROJECT IMPACTS AND MITIGATION MEASURES

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? and

Estimated GHG emissions attributable to future development would be primarily associated with increases of CO₂ from mobile sources. To a lesser extent, other GHG pollutants, such as CH₄ and N₂O, would also be generated. Short-term and long-term GHG emissions associated with the development of the proposed project are discussed in greater detail, as follows:

Short-term Construction GHG Emissions

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in Table 16. Based on the modeling conducted, annual emissions of greenhouse gases associated with construction of the proposed project would range from approximately 109.6 to 305.7 MTCO₂e. Amortized GHG emissions, when averaged over the assumed 50-year life of the project, would total approximately 8.3 MTCO₂e/year. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted.

**Table 16
Construction-Generated GHG Emissions Without Mitigation**

| Construction Year | GHG Emissions (MTCO ₂ e/Year) |
|------------------------------------|---|
| Year 2015 | 109.6 |
| Year 2016 | 305.7 |
| Total: | 415.3 |
| Amortized Construction Emissions*: | 8.3 |

**Amortized emissions are quantified based on an estimated 50-year project life. Refer to Appendix C for modeling assumptions and results.*

Long-term Operational GHG Emissions

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in Table 17. Based on the modeling conducted, operational GHG emissions would be predominantly associated with mobile sources and energy use. To a lesser extent, GHG emissions would also be associated with solid waste generation, as well as, water use and conveyance. With amortized construction-generated emissions, annual emissions would total approximately 472 MTCO₂e/year. Project-generated GHG emissions would not exceed SLOAPCD's significance threshold of 1,150 MTCO₂e/year. This impact would be considered less than significant.

**Table 17
Operational GHG Emissions Without Mitigation**

| Source | GHG Emissions (MTCO ₂ e/Year) |
|------------------------------------|---|
| Area Source | 2.1 |
| Energy Use | 139.7 |
| Motor Vehicles | 261.3 |
| Waste Generation | 39.0 |
| Water Use and Conveyance | 21.2 |
| Total Project-Generated Emissions: | 463.4 |
| Construction (Amortized) | 8.3 |
| Total: | 471.7 |
| SLOAPCD Significance Threshold: | 1,150 |
| Exceeds Significance Threshold?: | No |

Refer to Appendix C for modeling assumptions and results.

B. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed earlier in this report, the City of Paso Robles CAP was adopted by the City Council on November 18th, 2013. The CAP is a long-range plan to reduce greenhouse gas (GHG) emissions from City government operations and community activities within Paso Robles and prepare for the anticipated effects of climate change. The CAP will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life (City of Paso Robles, 2013). To help achieve these goals, the CAP includes a "Consistency Worksheet", which identifies various mandatory and voluntary actions designed to reduce GHG emissions. The CAP Consistency Worksheet can be used to demonstrate project-level compliance with the CAP.

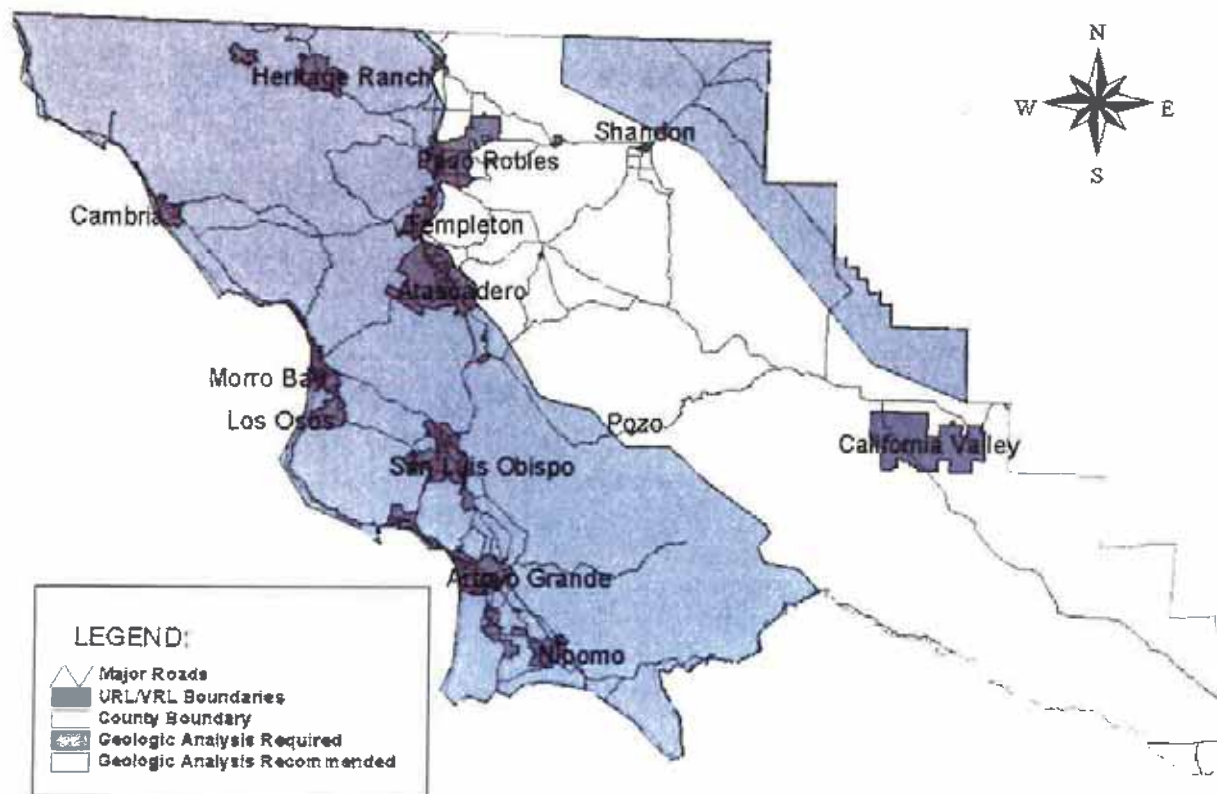
A CAP consistency worksheet for the proposed project is included in Appendix B of this report. As depicted in the worksheet, the proposed land use would be consistent with current zoning and would implement all applicable mandatory measures identified in the City's CAP. The proposed project would also include numerous voluntary measures, which would further reduce project-generated GHG emissions. Furthermore, as noted in Table 17, project-generated GHG emissions would not exceed SLOAPCD's significance threshold for GHG emissions. For these reasons, the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. This impact would be considered less than significant.

REFERENCES

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APPENDIX A
AREAS OF KNOWN NATURALLY OCCURRING ASBESTOS

Areas Likely to Contain Naturally Occurring Asbestos



Source: SLOAPCD April 2012

APPENDIX B

**CITY OF PASO ROBLES CLIMATE ACTION PLAN
CAP CONSISTENCY WORKSHEET**

CAP Consistency Worksheet

The City of Paso Robles CAP was developed to comprehensively analyze and mitigate the significant effects of GHG emissions consistent with CEQA Guidelines Section 15183.5(b) and to support the State's efforts to reduce GHG emissions under Executive Order S-3-05 and AB 32 (see CAP Chapter 1, Sections 1.1 and 1.4). Pursuant to CEQA Guidelines Sections 15064(h)(3) and 15130(d), if a project is consistent and complies with the requirements of an adopted plan, such as a CAP, that includes the attributes specified in CEQA Guidelines Section 15183.5(h), the lead agency may determine that the project's GHG impacts are less than significant with no further analysis required. This appendix sets forth a CAP consistency worksheet that an applicant may use to demonstrate project compliance with the CAP. This checklist should be filled out for each new project, subject to discretionary review of the City of Paso Robles.

To determine project consistency and compliance with the CAP, the applicant should complete Sections A and B below, providing project-level details in the space provided. Generally, only projects that are consistent with the General Plan land use designations, and SLOCOG population and employment projections, upon which the GHG emissions modeling and CAP is based, can apply for a determination of consistency with the CAP. In addition, all mandatory actions identified in Section B must be incorporated as binding and enforceable components of the project for it to be found consistent with the CAP. If an action is not applicable to the proposed project, please identify and explain.

At this time, the voluntary actions are not required for project consistency with the CAP; however, if a project does include voluntary actions identified in Section B, project-level details should be described to help the City track implementation of voluntary CAP actions that would contribute to Paso Robles's achievement of its GHG emissions reduction target.

If the project cannot meet one or more of the mandatory actions, substitutions (preferably starting with the voluntary actions) may be allowed if the applicant can demonstrate how substituted actions would achieve equivalent reductions to the City's satisfaction. The applicant would also be required to demonstrate that the project would not substantially interfere with implementation of the mandatory CAP actions.

If it is determined that a proposed project is not consistent with the CAP, further analysis would be required and the applicant would be required to demonstrate that the proposed project's GHG emissions fall below the APCD's adopted GHG significance thresholds (see CAP Chapter 1, Section 1.8.3, and Table 1-2). The project would also be required to demonstrate that it would not substantially interfere with implementation of the CAP.

CITY OF PASO ROBLES CLIMATE ACTION PLAN CONSISTENCY WORKSHEET

A. Project Information

Please complete cells highlighted in light grey. Attach additional/supportive information, as needed, to support consistency conclusions.

| | | | |
|---|-----------------------------|--|---|
| Date: | 20-Apr-15 | | |
| Project Name: | Paso Oaks | | |
| Project Address: | South River Road | | |
| Project Type: | Assisted Living | | |
| Project Size: | 2.6 Acres | | |
| Existing General Plan Land Use Designation(s): | Residential Multi-Family 20 | | |
| Proposed General Plan Land Use Designation(s): | NO CHANGE | Is Proposed Land Use Designation Consistent with Existing GP Land Use Designation(s)?: | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| Existing Zoning Designation(s): | R4 PD | | |
| Proposed Zoning Designation(s): | NO CHANGE | Is Proposed Zoning Designation Consistent with Existing Zoning Designation(s)?: | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| Project Service Population (Residents + Employees): | | | |
| Brief Project Description: | | | |
| Compliance Checklist Prepared By: | | | |

*Existing General Plan Land Use Designations can be found at website url: <http://www.prcity.com/government/departments-commdev/planning/land-use-maps.asp>
 *Existing Zoning Designations can be found at website url: <http://www.prcity.com/government/departments-commdev/planning/zoning.asp>

CITY OF PASO ROBLES CLIMATE ACTION PLAN CONSISTENCY WORKSHEET

B. CAP Measure Compliance Worksheet

Date: 4/21/14
 Project Name: Paso Oaks

| Measure | Project Actions | Mandatory or Voluntary | Project Compliance (Yes/No/N/A) | Details of Compliance |
|---|--|------------------------|--|---|
| Energy | | | | |
| Measure E-4: Incentives for Exceeding Title 24 Energy Efficiency Building Standards | Does the project exceed 2013 Title 24 Building Energy Efficiency Standards? | Voluntary | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | The project design will likely exceed 2013 Title 24 Building Energy Efficiency Standards. |
| Measure E-5: Energy Efficient Public Realm Lighting Requirements | Does the project utilize high efficiency lights in parking lots, streets, and other public areas? | Mandatory | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | The project will utilize high efficiency lights in parking lots, streets, and other public areas. |
| Measure E-6: 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 <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |
| Measure E-7: 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 | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |
| Transportation and Land Use | | | | |
| Measure TL-1: BicycleNetwork | 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 markings, signage, and bicycle parking? | Mandatory | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | A bike lane will be located in front of the project site. |
| | For non-residential development, does the project comply with mandatory California Green Building Standards Code bicycle parking standards? | Mandatory | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |
| | Does the project incorporate bicycle facilities and/or amenities beyond those required? | Voluntary | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |

CITY OF PASO ROBLES CLIMATE ACTION PLAN CONSISTENCY WORKSHEET

B. CAP Measure Compliance Worksheet (Continued)

Date: 42114
 Project Name: Paso Oaks

| Measure | Project Actions | Mandatory or Voluntary | Project Compliance (Yes/No/N/A) | | | Details of Compliance* |
|---|--|------------------------|---|--|------------------------------|---|
| Transportation and Transit-Related Compliance | | | | | | |
| Measure TL-2: 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? | Mandatory | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> | There is pedestrian connectivity that internally links all uses and connects to one of the external streets (Serenade Drive) |
| | Does project minimize barriers to pedestrian access and interconnectivity? | Mandatory | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> | There is good pedestrian connectivity on the site. |
| | Does the project implement traffic calming improvements as appropriate (e.g., marked crosswalks, push-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)? | Mandatory | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> | Traffic calming is achieved by reducing the road in front of the project from 4 lanes to 2 lanes. It also uses a bulbout to delineate the parallel parking area along the street. The parking along the street has the effect of slowing down traffic. |
| | Does the project incorporate pedestrian facilities and/or amenities beyond those required? | Voluntary | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> | The project is proposing enhancing the pedestrian connectivity along the South River Road frontage by moving the sidewalk to the other side of the approximately 25' landscaping and retention area so that the pedestrians do not have to walk close the traffic on the arterial road. |
| Measure TL-3: Expand Transit Network | Does the project provide safe and convenient access to public transit within and/or contiguous to the project area? | Mandatory | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> | Walking distance to City Bus Stop on Niblick Road. |
| Measure TL-6: Parking Supply Management | Does the project include a reduced number of parking spaces or utilize shared parking? | Voluntary | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> | Proposed to coordinate with Woodland Plaza I to allow overflow parking for special events and high use days. Parking is reduced compared to a multifamily type of project. Assisted care projects typically use a much smaller parking ratio. |
| Measure TL-7: Electric Vehicle Network and Alternative Fueling Stations | Does the project include the installation of electric or other alternative fueling stations? | Voluntary | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> | |
| Measure TL-8: Infill Development | Is the project consistent with the City's land use and zoning codes? | Mandatory | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> | The project is consistent with the General Plan 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? | Voluntary | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> | The project is a high density Assisted Care Project. The Project is within walking distance of major retail center including Walmart and Albertson's. Near an existing City bus stop. |

CITY OF PASO ROBLES CLIMATE ACTION PLAN CONSISTENCY WORKSHEET

B. CAP Measure Compliance Worksheet (Continued)

Date: 42114
 Project Name: Paso Oaks

| Measure | Project Actions | Mandatory or Voluntary | Project Compliance (Yes/No/NA) | Details of Compliance* |
|---|---|------------------------|--|--|
| Off-Road | | | | |
| Measure O-1: Equipment Upgrades, Retrofits, and Replacements | If the project involves construction or demolition, does equipment utilize low- or zero-emissions vehicles or equipment? | Voluntary | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | No Demolition |
| Water | | | | |
| Measure W-1: 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? | Mandatory | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | |
| | Does the project incorporate grey Voluntary water or recycled water infrastructure? | Voluntary | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | |
| Solid Waste | | | | |
| Measure S-1: Solid Waste Diversion Rate | If the project involves construction or demolition, will the contractor divert 85 percent of non-hazardous construction or demolition debris? | Mandatory | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | No Demolition |
| | Does the project provide receptacles for the collection of organic waste? | Voluntary | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | |
| | Does the project include composting facilities? | Voluntary | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | |
| Tree Planting | | | | |
| Measure T-1: Tree Planting Program | 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 checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | The project will include planting of native and drought tolerant trees beyond mitigation requirements. All newly planted trees will be native to the region. Exact quantities have yet to be determined. |

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

APPENDIX C
EMISSIONS MODELING



NORTH COAST ENGINEERING, INC.

Civil Engineering • Land Surveying • Project Development

Draft

Water Demand Analysis – The Oaks at Paso Robles

The Oaks at Paso Robles is a proposed Assisted Care and Memory Care Campus located on the southeast corner of South River Road and Serenade Drive. The campus will consist of 73 Assisted Care Units and 24 Special Memory Care units. The project will incorporate water saving features both in domestic use and in landscaping uses.

In order to estimate the water demand for this project it was considered appropriate to analyze similar facilities. Three facilities in the North County were analyzed. One of the facilities had separate landscaping metering and separate domestic metering (Facility 1) and two (Facilities 2 & 3) of the facilities had combined metering. Oasis Associates has calculated the anticipate landscaping water use for the Oaks at Paso Robles so it was necessary to estimate the average domestic use for the two facilities that did not have separate meters. In order to calculate the average domestic use of the facilities it was necessary to separate out the domestic use from the total use. Water use calculations were based on per person use to provide a common denominator for comparison.

The City of Paso Robles calculates sewer fees based on winter water use for residential uses, basing that water use which would have the minimum amount of landscape use for the winter months of December, January and February. This, therefore was considered an appropriate method of calculation. Based on the actual metered water use (Facility 1) for those months it was calculated that domestic use was 80% of the total water use for those months.

The facility (Facility 1) that had separate meters used an actual average of 40 Gallons per Day per Person. The facilities without separate water meters were calculated to use the following based on their total winter water use:

Facility 2 – 69 Gallons per Day per Person

Facility 3 – 88 Gallons per Day per Person

Average Calculated Domestic: 66 Gallons per Day per Person

The greater water use in Facilities 2 and 3 is probably attributable to the age of the facilities and the assumed lack of upgrades with water saving features. Even though these numbers were much higher than the metered water use they were used in the average domestic water demand, resulting in a very conservative and defensible number. The average is 65% more than the facility with the measured consumption.

Assisted Care and Memory Care facilities are unique in their consumption of water and use considerably less water than Residential Single Family and Residential Multi Family uses. Residents shower less frequently, meals are prepared in water efficient commercial kitchens and laundry processed in a water efficient commercial laundry.

The previously approved project on this property consisted of 25 Single Family homes. When compared to the water use of the Single Family homes the total water use of The Oaks at Paso Robles is slightly less. More significantly though, the water use per person is significantly less. The comparison of the water use per person is listed below and detailed in Table B.

| | |
|-----------------------------|--------------------------------|
| The Oaks at Paso Robles | 85 Gallons per Day per Person |
| Previously Approved Project | 124 Gallons per Day per Person |

The Previously Approved Project is estimated to use 39 Gallons per Day more per Person or 69% more water per person than the proposed Oaks at Paso Robles Assisted Care project.

The Oaks in Paso Robles will incorporate the latest in water efficient fixtures and appliances which will help reduce water consumption. Landscaping is primarily drought tolerant and there is no turf. The following water saving features will be incorporated into the project:

1. The dishwasher, in addition to being Energy Star rated for low energy usage, would only utilize .74 gallons of 120 degree water per rack, which is below the industry standard of .89 gallons per rack.
2. The Oaks at Paso Robles will utilize a low-flow pre rinse sprayer in the soiled dishwashing scrapping sink that would be rated at .65 gpm which is below the standard 1.5 gpm units commonly used.
3. The Oaks at Paso Robles will utilize low-flow faucets in the pot/pan and preparation sinks as well as the utility beverage counter sinks, with a usage factor of 1.5 gpm which is below the standard 2.2 gpm units commonly used.
4. The Oaks at Paso Robles will utilize Electronic hand sink faucets with a rated flow of .5 gpm and be set on a timed cycle.
5. The Oaks at Paso Robles will utilize 0.35 gpm aerators in the lavatories in lieu of the standard 0.5 gpm aerators.
6. The Oaks at Paso Robles will utilize 1.0 gpm aerators in the kitchen sinks in lieu of the standard 1.5 gpm aerators.
7. We will utilize either 1.28 gpf or dual flush water closets in lieu of the standard 1.6 gpf water closets.

In summary, The Oaks at Paso Robles will use significantly less water per person than the previously approved project and provide a much needed service for the community.

Attachments:

Table A – The Oaks at Paso Robles Water Demand and Comparison to Previously Approved Project

Table B – Calculation of average Domestic Water Use based on Winter Consumption

TABLE A

The Oaks in Paso Robles Water Demand Estimate

Total Residents

| | | |
|------------------|----------------|-------|
| Assisted Care | Memory Care | TOTAL |
| 73 | 24 | 97 |

| | | |
|---------------------------------------|-----------|----------------------------|
| DOMESTIC | | |
| ESTIMATED TOTAL DOMESTIC ¹ | 66 | Gallons per day per person |
| LANDSCAPING ⁴ | | |
| <u>AREAS</u> | | |
| LOW (DROUGHT TOLERANT) | 48,042 | SF |
| MODERATE | 16,000 | SF |
| HIGH | 0 | SF |
| TOTAL | 64,042 | SF |
| MAWA GALLONS ² | 1,361,917 | Gallons per year |
| ETWA GALLONS ³ | 668,679 | Gallons per year |
| | 1,832 | Gallons per day |
| | 19 | Gallons per day per person |
| TOTAL ESTIMATED WATER USE | 85 | Gallons per day per person |

| COMPARISON TO PREVIOUSLY APPROVED PROJECT (25 SFR ON 3 ACRES- 8 UNITS PER ACRE) ⁵ | | | | |
|--|-----------------------------------|-------------------------------------|-----------|------------------------------|
| | Gallon per day per Resident | Gallons per Year per Resident | Residents | Gallons per Year for Project |
| Previously Approved Project | 124 | 45,260.00 | 67 | 3,009,790 |
| The Oaks Assisted Care | 85 | 31,025.00 | 97 | 3,009,425 |

Notes:

- 1 Estimate is based on actual and calculated water use in similar facilities (See Table B)
- 2 **MAWA= Maximum Applied Water Allowance.** This is the upper limit of the annual allowed water for an established landscape area. The calculated number is based upon the size of the Landscape and evapotranspiration (ETo).
- 3 **ETWU=Estimated Total Water Use.** ETWU is estimated water use based upon the types of plant material used in the design
- 4 Landscape water use provided by Oasis and Associates
- 5 Water use base on 2014 Water System Master Plan Update for SFR-6 Water Demand Factor

Table B

| CALCULATION OF AVERAGE DOMESTIC WATER USE BASED ON WINTER CONSUMPTION | | | | | | | |
|---|-------------------|-----------|---|---|---|--|------------------------------------|
| | Gallons per Month | Residents | Domestic Gallons per day per Resident Metered | Actual Landscaping Use Metered (Gallons per day per Resident) | Calculated Landscaping Use per Metered User (Gallons per day per Resident) ⁴ | Calculated Domestic Use per Metered User (Gallons per day per Resident) ⁴ | Total Gallons per day per Resident |
| Facility 1 ¹ | 129,659 | 97 | 40 | 10 | ---- | ---- | 50 |
| Facility 2 ^{2,3} | 170,000 | 65 | ---- | ---- | 17 | 69 | 86 |
| Facility 3 ^{2,3} | 100,000 | 30 | ---- | ---- | 21 | 88 | 109 |
| Average Domestic Water use-Gallons per day per person: | | | | | | 66 | |
| NOTES: | | | | | | | |
| 1 Facility has separate Landscape Meter and Domestic meter | | | | | | | |
| 2 Facility has COMBINED Landscape Meter and Domestic meter | | | | | | | |
| 3 Water use calculated using WINTER water use based on Facility 1 metered use | | | | | | | |

**NOISE
IMPACT
ASSESSMENT**

FOR

**THE OAKS
AT PASO ROBLES
PROJECT
PASO ROBLES, CA**

APRIL 2015

PREPARED FOR:

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PREPARED BY:



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APPENDIX A Noise Modeling

INTRODUCTION

This report describes the existing noise environment in the project vicinity and identifies potential noise impacts associated with development of the proposed project. Noise-reduction measures have been identified, where necessary, to reduce noise-related impacts.

PROJECT OVERVIEW

The Oaks at Paso Robles Senior Living Community will provide a combination of residential and support services to meet the needs of individuals 60 years and older or those needing assisted living services. The campus will include 73 assisted living units and 24 special memory care units. The project site totals approximately 2.79-acres located at the southeast corner of South River Road and Serenade Drive site. The project site is identified as Assessor's Parcel Number 009-815-007.

ACOUSTIC FUNDAMENTALS

Noise is generally defined as sound that is loud, disagreeable, or unexpected. Sound, as described in more detail below, is mechanical energy transmitted in the form of a wave because of a disturbance or vibration.

AMPLITUDE

Amplitude is the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.













FREQUENCY

Frequency is the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. Sound waves below 16 Hz or above 20,000 Hz cannot be heard at all, and the ear is more sensitive to sound in the higher portion of this range than in the lower. To approximate this sensitivity, environmental sound is usually measured in A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA. Common community noise sources and noise levels are depicted in Figure 1.

ADDITION OF DECIBELS

Because decibels are logarithmic units, sound levels cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces a sound level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB; rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

**Figure 1
Typical Community Noise Levels**

| Common Outdoor Activities | Noise Level (dBA) | Common Indoor Activities |
|--|---|--|
| Jet Fly-over at 300m (1000 ft) |  | Rock Band |
| Gas Lawn Mower at 1 m (3 ft) |  | |
| Diesel Truck at 15 m (50 ft), at 80 km (50 mph) |  | Food Blender at 1 m (3 ft) |
| Noisy Urban Area, Daytime |  | Garbage Disposal at 1 m (3 ft) |
| Gas Lawn Mower, 30 m (100 ft) Commercial Area |  | Vacuum Cleaner at 3 m (10 ft) Normal Speech at 1 m (3 ft) |
| Heavy Traffic at 90 m (300 ft) |  | Large Business Office |
| Quiet Urban Daytime |  | Dishwasher Next Room |
| Quiet Urban Nighttime |  | Theater, Large Conference Room (Background) |
| Quiet Suburban Nighttime |  | Library |
| Quiet Rural Nighttime |  | Bedroom at Night, Concert Hall (Background) Broadcast/Recording Studio |
| Lowest Threshold of Human Hearing |  | |
| Lowest Threshold of Human Hearing |  | Lowest Threshold of Human Hearing |

Source: Caltrans 2012

SOUND PROPAGATION & ATTENUATION

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level decreases (attenuates) at a rate of approximately 6 decibels for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path, and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 decibels for each doubling of distance from a line source, depending on ground surface characteristics. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water,), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between a line source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation for soft surfaces results in an overall attenuation rate of 4.5 decibels per doubling of distance from a line source.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in an approximate 5 dB of noise reduction. Taller barriers provide increased noise reduction.

NOISE DESCRIPTORS

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the sound-pressure level in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz, and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies, which is referred to as the "A-weighted" sound level (expressed in units of dBA). The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-weighted noise scale. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with environmental noise.

The intensity of environmental noise fluctuates over time, and several descriptors of time-averaged noise levels are typically used. For the evaluation of environmental noise, the most commonly used descriptors are L_{eq} , L_{dn} , and CNEL. The energy-equivalent noise level, L_{eq} , is a measure of the average energy content (intensity) of noise over any given period. Many communities use 24-hour descriptors of noise levels to regulate noise. The day-night average noise level, L_{dn} , is the 24-hour average of the noise intensity, with a 10-dBA "penalty" added for nighttime noise (10 p.m. to 7 a.m.) to account for the greater sensitivity to noise during this period. CNEL, the community equivalent noise level, is similar to L_{dn} but adds an additional 5-dBA penalty for evening noise (7 p.m. to 10 p.m.) Common noise descriptors are summarized in Table 1.

**Table 1
Common Acoustical Terms and Descriptors**

| Descriptor | Definition |
|--|--|
| Decibel (dB) | A unit-less measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to referenced sound pressure amplitude. The reference pressure is 20 micro-pascals. |
| A-Weighted Decibel (dBA) | An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear. |
| Energy Equivalent Noise Level (L_{eq}) | The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated. |
| Minimum Noise Level (L_{min}) | The minimum instantaneous noise level during a specific period of time. |
| Maximum Noise Level (L_{max}) | The maximum instantaneous noise level during a specific period of time. |
| Day-Night Average Noise Level (DNL or L_{dn}) | The 24-hour L_{eq} with a 10 dBA "penalty" for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours to account for increases sensitivity to noise during these hours. |
| Community Noise Equivalent Level (CNEL) | The CNEL is similar to the L_{dn} described above, but with an additional 5 dBA "penalty" added to noise events that occur between the hours of 7:00 p.m. to 10:00 p.m. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated L_{dn} . |

HUMAN RESPONSE TO NOISE

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The acceptability of noise and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels.

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted: the so-called "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged. Regarding increases in A-weighted noise levels, knowledge of the following relationships will be helpful in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived by humans;
- Outside of the laboratory, a 3-dB change is considered a just-perceivable difference;
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected. An increase of 5 dB is typically considered substantial;
- A 10-dB change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

A limitation of using a single noise-level increase value to evaluate noise impacts, as discussed above, is that it fails to account for pre-project noise conditions. With this in mind, the Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that take into account the ambient noise level. The FICON recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments. FICON-recommended noise evaluation criteria are summarized in Table 2.

Table 2
Federal Interagency Committee on Noise
Recommended Criteria for Evaluation of Increases in Ambient Noise Levels

| Ambient Noise Level Without Project | Increase Required for Significant Impact |
|-------------------------------------|--|
| < 60 dB | 5.0 dB, or greater |
| 60-65 dB | 3.0 dB, or greater |
| > 65 dB | 1.5 dB, or greater |

Source: FAA 2000, FICON 1992

As depicted in Table 2, a noise level increase of 5.0, or greater, would typically be considered to result in increased levels of annoyance where existing ambient noise levels are less than 60 dB. Within areas where the ambient noise level ranges from 60 to 65 dB, increased levels of annoyance would be anticipated at increases of 3 dB, or greater. Increases of 1.5 dB, or greater, could result in increased levels of annoyance in areas where the ambient noise level exceeds 65 dB. The rationale for the FICON-recommended criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause significant increases in annoyance (FICON 1992, FAA 2000).

AFFECTED ENVIRONMENT

NOISE-SENSITIVE RECEPTORS

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The project site is located at the southeast corner of South River Road and Serenade Drive. The nearest noise-sensitive land use consists of residential dwellings. The nearest residential land uses are located approximately 90 feet west of the project site, across South River Road. Residential land uses are also located approximately 160 feet to the east and 408 feet to the south of the project site. Commercial development is generally located north of the project site, across Serenade Drive.

AMBIENT NOISE ENVIRONMENT

To document existing ambient noise levels at the project site, short-term ambient noise measurements were conducted on April 16th and 17th, 2015. Noise measurements were conducted using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter positioned at a height of approximately 4.5 feet above ground level at approximately 57 feet from the centerline of South River Road. Measured ambient noise levels are summarized in Table 3. Based on the noise measurement surveys conducted, average-hourly daytime noise levels near the western boundary of the project site generally range from approximately 64 to 68 dBA L_{eq} . The highest average-hourly noise levels occurred during the peak morning and late-afternoon commute hours. Ambient noise levels during the late evening and nighttime hours are roughly 5 to 10 dBA below daytime ambient noise levels.

Ambient noise levels were primarily influenced by vehicular traffic on South River Road. No nearby stationary sources of noise were detectable at the project site. Based on the noise measurement surveys conducted, the existing average-daily traffic noise levels are projected to range from approximately 55 dBA CNEL/ L_{dn} near the eastern boundary of the project site to approximately 65 dBA CNEL/ L_{dn} near the western boundary, at approximately 57 feet from the centerline of South River Road.

Table 3
Summary of Measured Ambient Noise Levels

| Monitoring Period | Location | Noise Level (dBA) ⁽¹⁾ | |
|--|---|----------------------------------|-----------|
| | | L_{eq} | L_{max} |
| 0735-0745 | Approximately 57 feet from South River Road centerline. | 67.8 | 76.9 |
| 1000-1010 | | 64.3 | 74.5 |
| 1245-1255 | | 65.5 | 75.3 |
| 1730-1740 | | 68.4 | 78.8 |
| 2030-2040 | | 60.6 | 74.1 |
| 2320-2340 | | 56.1 | 74.9 |
| Noise measurement surveys were conducted on April 16 th and 17 th , 2015 using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter positioned at a height of approximately 4.5 feet above ground level. | | | |

REGULATORY FRAMEWORK

NOISE

2010 California Green Building Standards

The 2010 California Green Building Standards (California Code of Regulations Title 24, Part 11, Section 5.507) requires that the wall and roof-ceiling assemblies making up a building envelope to have a minimum Sound Transmissions Class (STC) of 50, and exterior windows to have a minimum STC of 30 for any of the following building locations:

1. Within 1,000 feet of freeways
2. Within 5 miles of airports serving more than 10,000 commercial jets per year;
3. Where the sound levels at the property line regularly exceed 65 decibels, other than occasional sound due to church bells, train horns, emergency vehicles and public warning systems.

The above standards do not apply to buildings with few or no occupants or where occupants are not likely to be affected by exterior noise (as determined by the enforcement authority), such as factories, stadiums, storage, enclosed parking structures and utility buildings. This section also identifies a minimum STC of 40 for interior walls and floor-ceiling assemblies that separate tenant spaces and public spaces (CBSC 2010).

City of Paso Robles General Plan

Transportation Sources

The City's noise criteria for determination of land use compatibility are presented in Figure 4. These guidelines are used to assess whether or not transportation noise can potentially pose a conflict with proposed land uses. For convalescent care/nursing facilities, an exterior noise level of 65 dBA CNEL/L_{dn} is considered "normally acceptable." Exterior noise levels between 60 and 70 dBA CNEL/L_{dn} are considered "conditionally acceptable" and exterior levels between 70 and 80 dBA CNEL/L_{dn} are considered "normally unacceptable." Exterior noise levels in excess of 80 dBA CNEL/L_{dn} are considered "clearly unacceptable."

In addition to the noise criteria for determination of land use compatibility, General Plan Policy N-1A also establishes exterior and interior noise standards for transportation sources. Accordingly, the maximum allowable noise exposure for outdoor activity areas is 65 dBA CNEL/L_{dn}. The maximum allowable noise exposure for interior occupied areas is 45 dBA CNEL/L_{dn}.

Stationary Sources

The City of Paso Robles has also adopted noise standards for stationary sources. The noise standards are applied at the property line of the receiving land use. The City's noise standards for stationary sources are summarized in Table 4.

**Table 4
Maximum Allowable Noise Exposure-Stationary Noise Sources¹**

| | Daytime (7a.m. to 10 p.m.) | Nighttime (10 p.m. to 7a.m.) |
|---|---------------------------------------|---|
| Hourly L, dB ⁽²⁾ | 50 | 45 |
| Maximum level, dB ⁽²⁾ | 70 | 65 |
| Maximum level, dB-Impulsive Noise ⁽³⁾ | 65 | 60 |
| <ol style="list-style-type: none"> 1. As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of the noise barriers or other property line noise mitigation measures. 2. Sound level measurements shall be made with the slow meter response. 3. Sound level measurements shall be made with the fast meter response. | | |
| Source: City of Paso Robles 2003 | | |


GROUNDBORNE VIBRATION


There are no federal, state, or local regulatory standards for ground-borne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, the California Department of Transportation (Caltrans) has developed vibration criteria based on potential structural damage risks and human annoyance. Caltrans-recommended criteria for the evaluation of groundborne vibration levels, with regard to structural damage and human annoyance, are summarized in Table 5 and Table 6, respectively. The criteria differentiate between transient and continuous/frequent sources. Transient sources of ground-borne vibration include intermittent events, such as blasting; whereas, continuous and frequent events would include the operations of equipment, including construction equipment, and vehicle traffic on roadways (Caltrans 2002, 2004).


The ground-borne vibration criteria recommended by Caltrans for evaluation of potential structural damage is based on building classifications, which take into account the age and condition of the building. For residential structures and newer buildings, Caltrans considers a minimum peak-particle velocity (ppv) threshold of 0.5 inches per second (in/sec) for transient sources and 0.3 in/sec for continuous/frequent sources to be sufficient to protect against building damage. With the exception of fragile buildings, ruins, and ancient monuments, continuous ground-borne vibration levels below approximately 0.2 in/sec ppv are unlikely to cause structural damage. In terms of human annoyance, continuous vibrations in excess of 0.04 in/sec ppv and transient sources in excess of 0.25 in/sec ppv are identified by Caltrans as being "distinctly perceptible". Within buildings, short periods of ground vibration in excess of 0.2 in/sec ppv are generally considered to result in increased levels of annoyance (Caltrans 2002, 2004).


Figure 2
City of Paso Robles Land Use Compatibility Noise Criteria for Transportation Noise Sources

| 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 | | Normally Acceptable | Normally Acceptable | Normally Acceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable |
| RESIDENTIAL - MULTI-FAMILY | | | Normally Acceptable | Normally Acceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable |
| TRANSIENT LODGING - MOTELS, HOTELS | | | Normally Acceptable | Normally Acceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable |
| SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES | | | Normally Acceptable | Normally Acceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable |
| AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable |
| SPORTS ARENA, OUTDOOR SPECTATOR SPORTS | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable |
| PLAYGROUNDS, NEIGHBORHOOD PARKS | | | | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable |
| GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES | | | | | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable |
| OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL | | | | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable |
| INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE | | | | | Normally Unacceptable | Normally Unacceptable | Normally Unacceptable |

 **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.

 **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.

 **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.

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

Source: City of Paso Robles 2003

Table 5
Damage Potential to Buildings at Various Groundborne Vibration Levels

| Structure and Condition | Vibration Level (in/sec ppv) | |
|--|---------------------------------|--|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Extremely Fragile Historic Buildings, Ruins, Ancient Monuments | 0.12 | 0.08 |
| Fragile Buildings | 0.2 | 0.1 |
| Historic and Some Old Buildings | 0.5 | 0.25 |
| Older Residential Structures | 0.5 | 0.3 |
| New Residential Structures | 1.0 | 0.5 |
| Modern Industrial/Commercial Buildings | 2.0 | 0.5 |

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
Source: Caltrans 2002, 2004

Table 6
Annoyance Potential to People at Various Groundborne Vibration Levels

| Human Response | Vibration Level (in/sec ppv) | |
|------------------------|---------------------------------|--|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Barely Perceptible | 0.04 | 0.01 |
| Distinctly Perceptible | 0.25 | 0.04 |
| Strongly Perceptible | 0.9 | 0.10 |
| Severe | 2.0 | 0.4 |

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
Source: Caltrans 2002, 2004

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Criteria for determining the significance of noise impacts were developed based on information contained in the California Environmental Quality Act Guidelines (CEQA Guidelines, Appendix G). According to the guidelines, a project may have a significant effect on the environment if it would result in the following conditions:

- a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies;
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels;
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

For purposes of this analysis, a substantial increase in noise levels is defined as an increase of 5.0, or greater, where the noise levels, without project implementation, are less than 60 dBA CNEL/L_{dn}; 3 dBA, or greater, where the noise level, without project implementation, ranges from 60 to 65 dBA CNEL/L_{dn}; and 1.5 dB, or greater, where the noise level, without project implementation, exceeds 65 dBA CNEL/L_{dn}, based on the previously discussed FICON noise criteria (**Table 2**). The rationale for these noise criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause a substantial increase in annoyance.

METHODOLOGY

A combination of existing literature, noise level measurements, and application of accepted noise prediction and sound propagation algorithms were used for the prediction of short-term construction and long-term operational noise levels. Stationary source noise levels were evaluated based on represented noise level data obtained from existing environmental documentation. Traffic noise levels were derived from the *City of Paso Robles 2011 General Plan Circulation Element Final Environmental Impact Report* (February 2011) and were evaluated for existing and projected future (year 2025) conditions. Predicted exterior noise levels at the proposed building façade were calculated based on the identified noise contours and assuming an average noise-attenuation rate of 4.5 dB per doubling of distance from the source. Predicted interior noise levels were calculated assuming an average exterior-to-interior noise reduction of 25 dB.

IMPACT DISCUSSION AND MITIGATION MEASURES

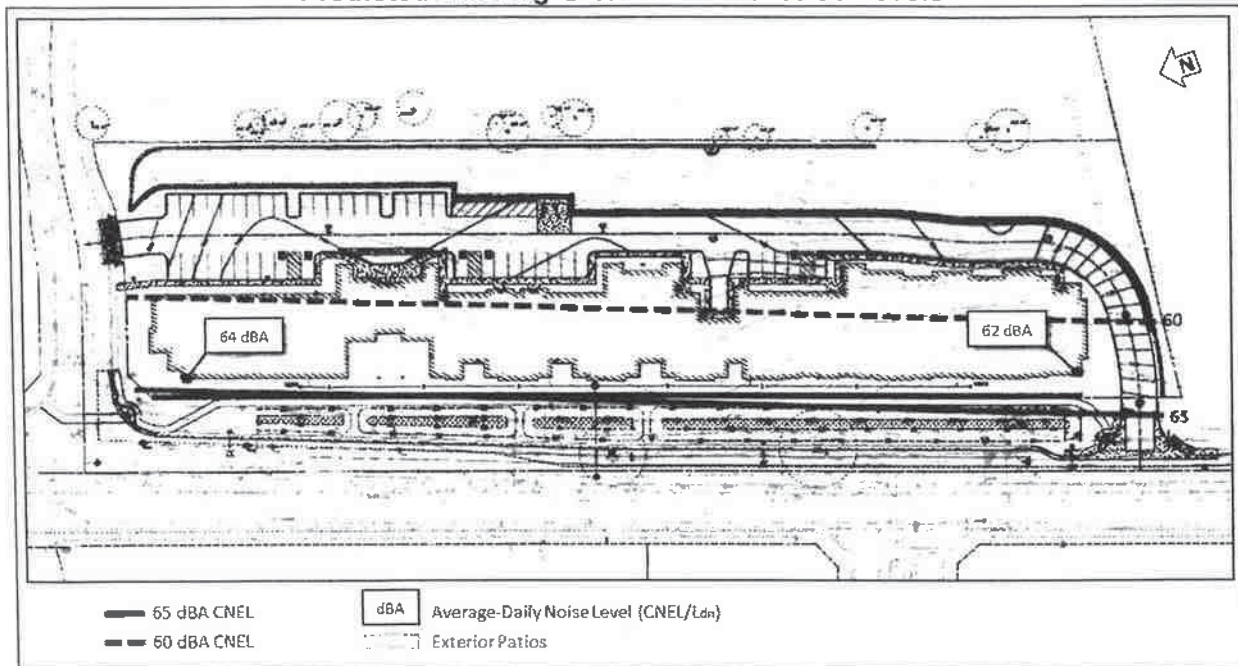
IMPACT A Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies.

Existing Traffic Noise Levels

Predicted existing traffic noise levels are depicted in Figure 3. As depicted, predicted existing traffic noise levels would be greatest along the western façade of the building. Existing exterior traffic noise levels along the western façade would range from approximately 62 dBA CNEL/L_{dn} near the southern boundary to approximately 64 dBA CNEL/L_{dn} near the northern boundary. Noise levels at exterior patios would be approximately 64 dBA CNEL/L_{dn}.

New building construction typically provides exterior-to-interior noise reductions of 25-30 dB. Based on the predicted exterior noise levels discussed above and assuming a minimum exterior-to-interior noise reduction of 25 dB, predicted interior noise levels would be approximately 39 dBA CNEL/L_{dn}, or less.

Figure 3
Predicted Existing Exterior Traffic Noise Levels



*Projected noise contours are approximate and do not include shielding from proposed structures.
 Image Source: NCE 2015*

Future Traffic Noise Levels

Predicted future traffic noise levels are depicted in Figure 4. As depicted, future traffic noise levels along the western façade would range from approximately 64 dBA CNEL/L_{dn} near the southern boundary to approximately 66 dBA CNEL/L_{dn} near the northern boundary. Noise levels at exterior patios would be approximately 63 to 65 dBA CNEL/L_{dn}. Noise levels would be highest near the western edge of the patios, which would equal but would not be projected to exceed the City's exterior noise standards of 65 dBA CNEL/L_{dn}. Assuming a minimum exterior-to-interior noise reduction of 25 dB, predicted future interior noise levels would be approximately 41 dBA CNEL/L_{dn}, or less.

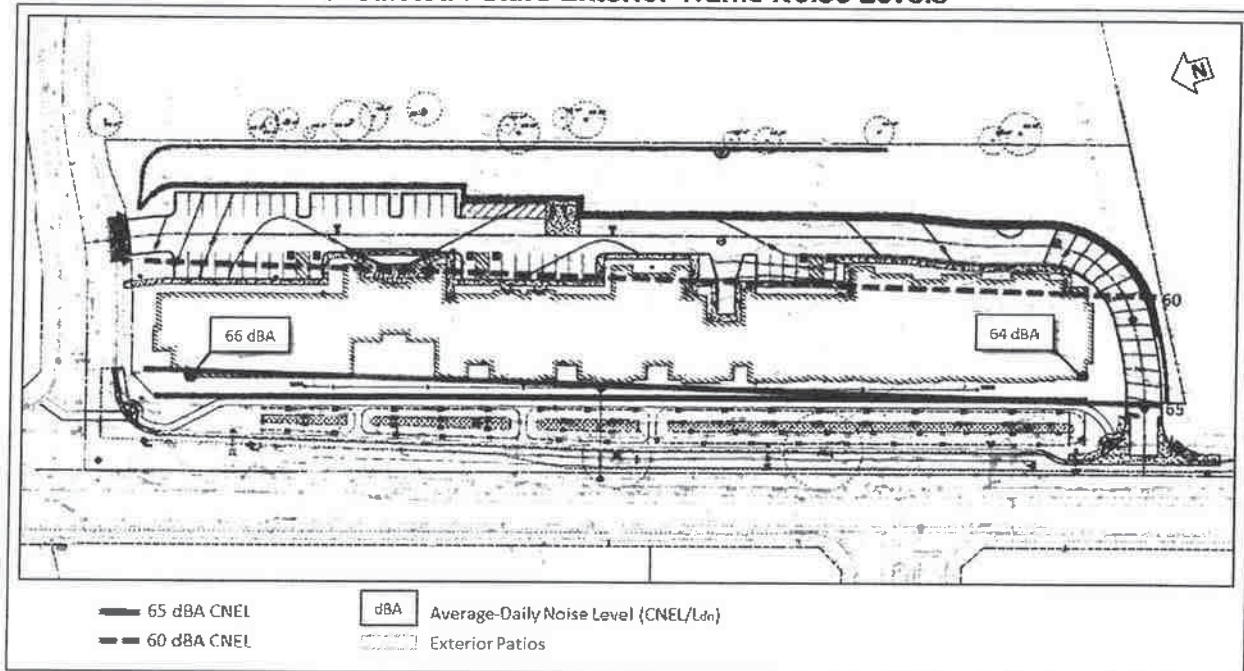
Impact Summary

For determination of land use compatibility, the City's General Plan establishes a "normally acceptable" exterior noise standard of 65 dBA CNEL/L_{dn}. Exterior noise levels of up to 70 dBA CNEL/L_{dn} are considered "conditionally acceptable" provided necessary noise-reduction measures are incorporated. In addition to the noise criteria for determination of land use compatibility, General Plan Policy N-1A also establishes exterior and interior noise standards for transportation sources. Accordingly, the maximum allowable noise exposure within outdoor activity areas is 65 dBA CNEL/L_{dn}. The maximum allowable noise exposure for interior areas is 45 dBA CNEL/L_{dn}.

Under predicted future conditions, noise levels within exterior patios are not projected to exceed the City's exterior noise standard of 65 dBA CNEL/L_{dn}. Assuming a minimum exterior-to-interior noise reduction of 25 dB, predicted future interior noise levels would be approximately 41 dBA CNEL/L_{dn}, or less, and would not exceed the City's interior noise standard of 45 dBA CNEL/L_{dn}.

Because predicted traffic noise levels would not exceed the City's applicable noise standards, this impact is considered *less than significant*.

Figure 4
Predicted Future Exterior Traffic Noise Levels



*Projected noise contours are approximate and do not include shielding from proposed structures.
Image Source: NCE 2015*

IMPACT B Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction activities associated with the proposed project would likely require the use of various off-road equipment, such as tractors, concrete mixers, and haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, is not anticipated to be required for this project.

Groundborne vibration levels associated with representative construction equipment are summarized in Table 7. Based on the vibration levels presented, ground vibration generated by construction equipment would not be exceed approximately 0.08 inches per second ppv at 25 feet. Predicted vibration levels at the nearest offsite structures, which are located in excess of 25 feet from the project site, would not exceed the minimum recommended criteria for structural damage and human annoyance (0.2 and 0.1 in/sec ppv, respectively). As a result, this impact would be considered less than significant.

**Table 7
Representative Vibration Source Levels for Construction Equipment**

| Equipment | Peak Particle Velocity at 25 Feet (In/Sec) |
|---------------------------|---|
| Loaded Trucks | 0.076 |
| Jackhammer | 0.035 |
| Small Bulldozers/Tractors | 0.003 |

Source: FTA 2006, Caltrans 2004

IMPACT C A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Implementation of the proposed project would result in increased traffic volumes along area roadways, predominantly South River Road. Typically, a double of vehicle traffic would be required before a noticeable increase (i.e., 3 dBA, or greater) in traffic noise levels would occur.

Assuming a trip-generation rates obtained from the Institute of Transportation Engineers, the project would generate approximately 2.74 vehicle trips/dwelling unit on weekdays. This rate would decrease slightly on weekends to roughly 2.2 vehicle trips/dwelling unit on Saturdays and 2.4 vehicle trips/dwelling unit on Sundays (CalEEMod 2014). In total, the project would generate a maximum of approximately 266 daily vehicle trips. By comparison, traffic volumes along nearby roadways, including the adjacent South River Road, are projected to average several thousand vehicle trips/day. Implementation of the proposed project would not result in a doubling of vehicle traffic on area roadways.

Exterior stationary noise sources associated with the proposed project would be limited to roof-top mounted air conditioning (AC) units and a standby emergency power generator. Noise levels associated with air conditioning units generally range from approximately 60 to 75 dBA L_{eq} at 5 feet, depending on the manufacturer, type, and size of the unit. Based on these noise levels, predicted noise levels at the property line of nearby land uses would be approximately 43 dBA L_{eq} , or less, would primarily operate during the daytime hours, and would be largely masked by traffic noise emanating from nearby roadways. Operational noise levels associated with roof-top mounted AC units would not exceed the City's applicable daytime or nighttime noise standards of 50 and 45 dBA L_{eq} , respectively.

The type and location of the stand-by generator has not yet been determined. Noise levels generated by emergency generators can reach levels up to approximately 80 dBA L_{eq} at 50 feet, depending on the manufacturer, type, and size of the unit. Depending on the location and type of unit installed, predicted noise levels at the property line of the nearest land uses could reach levels in excess of 70 dBA L_{eq} . It is important to note that operation of the stand-by generator would only occur during electrical service outages and during routine maintenance activities. In accordance with air quality permitting requirements, routine maintenance and testing activities would likely be limited to a maximum of 100 hours annually. Nonetheless, operational noise levels associated with the proposed stand-by generator could potentially exceed the City's daytime and nighttime noise standards. As a result, this impact would be considered potentially significant.

Mitigation Measure Noise-1:

- a. Prior to installation of the standby emergency power generator, an acoustical analysis shall be prepared to assess operational noise levels. To the extent necessary and applicable, the acoustical analysis shall identify appropriate design and noise-attenuation features to be incorporated sufficient to demonstrate compliance with the City's maximum allowable noise-exposure standards for stationary noise sources. The acoustical analysis shall be submitted to and approved by the City of Paso Robles Planning & Development Department prior to installation.

In accordance with Mitigation Measure Noise-1, the stand-by generator would be required to demonstrate compliance with the City's noise standards prior to installation. Appropriate design and noise-attenuation features would be incorporated sufficient to demonstrate compliance with the City's maximum allowable noise-exposure standards for stationary noise sources. With mitigation, this impact would be considered less than significant.

IMPACT D: *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.*

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., land clearing, grading, excavation, and paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Although noise ranges are generally similar for all construction phases, the initial site preparation phase tends to involve the most heavy-duty equipment having a higher noise-generation potential. Noise levels associated with individual construction equipment is summarized in Table 8.

As depicted in Table 8, noise levels generated by individual pieces of construction equipment typically range from approximately 74 dBA to 89 dBA L_{max} at 50 feet (FTA 2006). Average-hourly noise levels associated with road improvement projects can vary, depending on the activities performed, reaching levels of up to approximately 83 dBA L_{eq} at 50 feet. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips may also result in temporary increases in ambient noise levels at nearby receptors. Construction activities occurring during the more noise-sensitive nighttime hours would be of particular concern given the potential for increased levels of annoyance. The proposed project, however, does not identify hourly restrictions for construction activities. As a result, noise-generating construction activities occurring during the nighttime hours, if required, would be considered to have a potentially significant short-term noise impact.

Mitigation Measure Noise-2:

- a. Unless otherwise provided for in a validly issued permit or approval, noise-generating construction activities should be limited to the hours of 7:00 a.m. and 7:00 p.m. Noise-generating construction activities should not occur on Sundays or City holidays.
- b. Construction equipment should be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds should be closed during equipment operation.

With implementation of Mitigation Measure Noise-2, construction activities would be limited to the daytime hours. The proper maintenance of construction equipment and use of mufflers would reduce equipment noise levels by approximately 10 dB. With mitigation, this impact would be considered less than significant.

**Table 8
Typical Construction Equipment Noise Levels**

| Equipment | Typical Noise Level (dBA Lmax) 50 feet from Source |
|-------------------|---|
| Air Compressor | 81 |
| Backhoe | 80 |
| Compactor | 82 |
| Concrete Mixer | 85 |
| Concrete Vibrator | 76 |
| Crane, Mobile | 83 |
| Dozer | 85 |
| Generator | 81 |
| Grader | 85 |
| Impact Wrench | 85 |
| Jack Hammer | 88 |
| Loader | 85 |
| Truck | 88 |
| Paver | 89 |
| Pneumatic Tool | 85 |
| Roller | 74 |
| Saw | 76 |

Sources: FTA 2006

IMPACT E & F: *For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels; AND*

For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not located within two miles of a public airport or private airstrip. The nearest airport is the Paso Robles Municipal Airport, which is located approximately 3.9 miles northeast of the project site. The project site is not located within the 65 dBA CNEL contour of this airport. As a result, the project site is not subject to high levels of aircraft noise. This impact is considered less than significant.

REFERENCES

- California Building Standards Commission (CBSC). June 2010. *2010 California Green Building Standards Code, California Code of Regulations, Title 24, Part 11, June 2010*. Available at website url: http://www.documents.dgs.ca.gov/bsc/CALGreen/2010_CA_Green_Bldg.pdf.
- California Department of Transportation (Caltrans). Accessed June 2, 2012. *IS/EA Annotated Outline*. URL: <http://www.dot.ca.gov/ser/vol1/sec4/ch31ea/chap31ea.htm>.
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- City of Paso Robles. February 2011. *2011 General Plan Circulation Element Final Environmental Impact Report*.
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**APPENDIX A
NOISE MODELING**



NOISE MONITORING SURVEY

MONITORING DATE: 4/14/2015

NOISE MONITORING LOCATION



MET CONDITIONS: 73F, 5-6 MPH, 34%RH, CLEAR SKY, DRY

NOISE MONITORING EQUIPMENT: LARSON DAVIS MODEL 320, TYPE I SLM

CALIBRATED PRIOR TO AND UPON COMPLETION OF MEASUREMENTS: YES

| MONITORING PERIOD | MONITORING LOCATION | NOISE LEVEL | | LDA/T | MDT | TRAFFIC COUNTS | | | TOTAL |
|-------------------|-------------------------------|-------------|------|-------|-----|----------------|----|----|-------|
| | | LeQ | Lmax | | | HDT | MC | RV | |
| 0735-0745 | ~57 FEET FROM ROAD CENTERLINE | 67.8 | 76.9 | | | | | | |
| 1000-1010 | ~57 FEET FROM ROAD CENTERLINE | 64.3 | 74.5 | | | | | | |
| 1245-1255 | ~57 FEET FROM ROAD CENTERLINE | 65.5 | 75.3 | | | | | | |
| 1730-1740 | ~57 FEET FROM ROAD CENTERLINE | 68.4 | 78.8 | 157 | 4 | 0 | 2 | 0 | 163 |
| 2030-2040 | ~57 FEET FROM ROAD CENTERLINE | 60.6 | 74.1 | | | | | | |
| 2320-2340 | ~57 FEET FROM ROAD CENTERLINE | 56.1 | 74.9 | | | | | | |
| CALCULATED CNEL: | | 65.4 | | | | | | | |

PROJECTED TRAFFIC NOISE CONTOURS

| DISTANCE TO CNEL CONTOURS: | <u>70 dBA</u> | <u>65 dBA</u> | <u>60 dBA</u> | <u>55 dBA</u> |
|----------------------------|---------------|---------------|---------------|---------------|
| EXISTING | 27 | 57 | 121 | 260 |
| FUTURE (YR 2025) | 35 | 70 | 149 | 325 |

**Derived from General Plan 2010 Circulation Element Update (City of Pasa Robles, February 2011) for S. River Rd., Serenade Rd to Niblick Rd.*

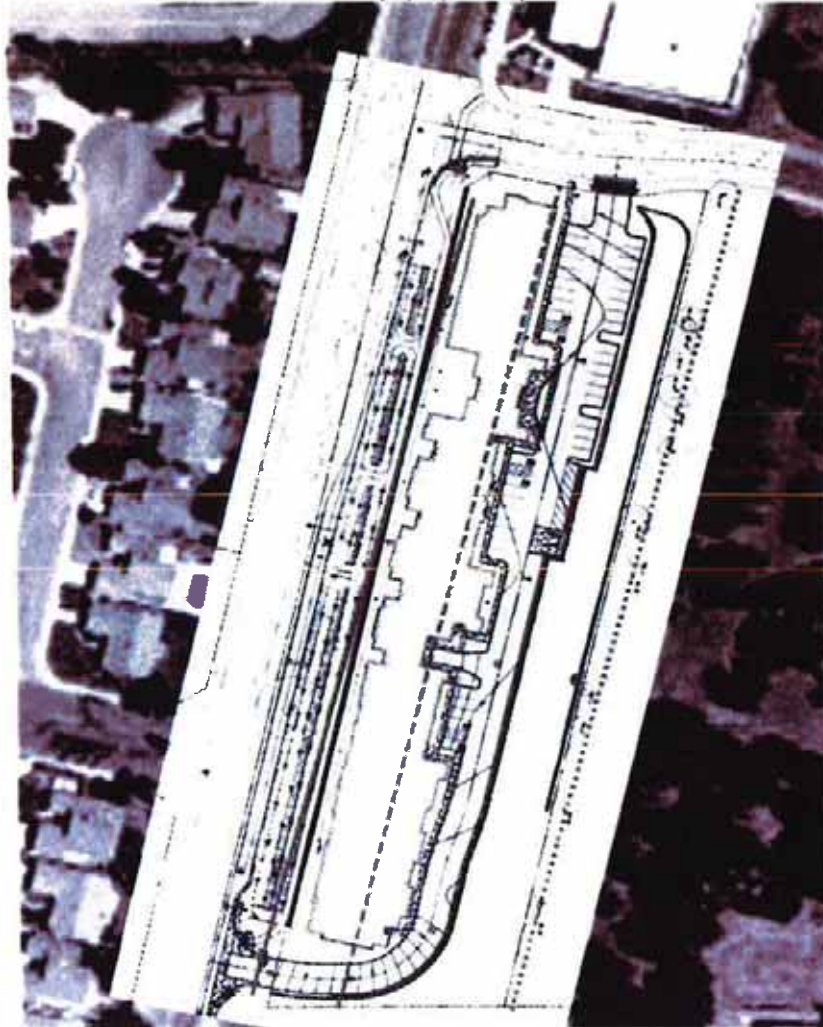
CALCULATED CNEL AT 57 FT FROM ROAD CENTERLINE: 65 dBA

**Based on noise measurement data.*

CONSISTENT WITH PROJECTED NOISE CONTOURS: YES

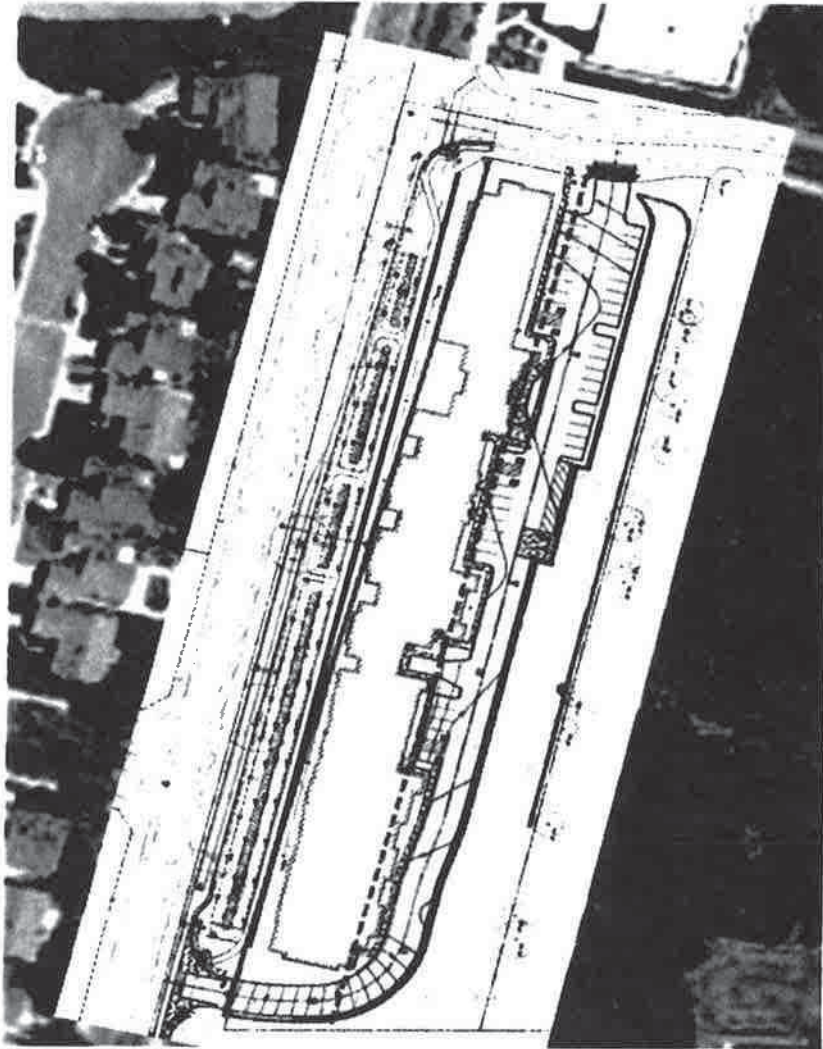
EXTERIOR-TO-INTERIOR REDUCTION (dBA): 25 (T24-NEW CONSTRUCTION)

PROJECTED EXISTING CNEL CONTOURS (65, 60, 55 dBA)



| | <u>CALCULATED CNEL</u> | |
|------------------|------------------------|-----------------|
| | <u>EXTERIOR</u> | <u>INTERIOR</u> |
| NORTHWEST CORNER | 64 | 39 |
| SOUTHWEST CORNER | 62 | 37 |

PROJECTED FUTURE CNEL CONTOURS (65, 60, 55 dBA)



| | <u>CALCULATED CNEL</u> | |
|------------------|------------------------|-----------------|
| | <u>EXTERIOR</u> | <u>INTERIOR</u> |
| NORTHWEST CORNER | 66 | 41 |
| SOUTHWEST CORNER | 64 | 39 |

STATIONARY SOURCE NOISE PREDICTION

SOURCE: AC UNIT
 REFERENCE NOISE LEVELS: 60-75 50 FT
 MODELED NOISE LEVEL: 75 50 FT
 ATTENUATION RATE SOFT
 SHIELDING 5 DB

PREDICTED NOISE LEVELS AT NEARBY PROPERTY LINES

| | <u>DISTANCE</u> | <u>LOS</u> | <u>SHIELDED</u> |
|-----------|-----------------|------------|-----------------|
| EAST | 250 | 41 | 36 |
| SOUTHEAST | 285 | 40 | 35 |
| WEST | 120 | 47 | 42 |

SOURCE: GENSET
 REFERENCE NOISE LEVELS: 75-80 50 FT
 MODELED NOISE LEVEL: 80 50 FT
 ATTENUATION RATE SOFT
 SHIELDING 0 DB

PREDICTED NOISE LEVELS AT NEARBY PROPERTY LINES

| | <u>DISTANCE</u> | <u>LOS</u> | <u>SHIELDED</u> |
|-----------|-----------------|------------|-----------------|
| EAST | 150 | 71 | |
| SOUTHEAST | 185 | 69 | |
| WEST | 100 | 74 | |



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TECHNICAL MEMORANDUM

Date: 5/15/2015

To: Susan DeCarli, City Planner

From: Kurt Legleiter, Principal

Subject: The Oaks at Paso Robles – Traffic Noise Impact Assessment Methodology

The assessment of traffic noise impacts relied upon traffic noise data obtained from existing documentation and onsite noise measurement survey data. When preparing the noise impact assessment, both the General Plan (GP) Noise Element (2003) and the more recent noise assessment prepared for the GP Circulation Element (CE) Update (2011) were reviewed. As would be expected, traffic volumes are highest along South River Road, north of Serenade Drive, and then decrease substantially as you move southward. The GP Noise Element does not make a distinction between volumes north/south of Serenade Drive. Between Niblick Road and Charolais Road the 2003 GP identifies a future volume of 18,500. However, in the more recent 2011 CE Update future volumes are identified as 17,400 between Serenade Road and Niblick Road and decreasing to 2,600 south of Charolais Road, which are lower than what was identified in the 2003 GP.

It is also important to note that the projected noise contours contained in the 2003 GP Noise Element are based on what are referred to as "hard" site conditions (e.g., paved surfaces). Although this assumption may be appropriate for some site-specific conditions, such as large commercial developments/parking lots, it is typically not representative of conditions along most roadways and can result in a significant over estimation of contour distances. In addition, the noise contours identified in the 2003 GP Noise Element assumed that the adjacent segment of S. River Road would be improved to a total of four lanes under future conditions, which also contributes to increased distances to projected noise contours. The 2011 CE Update, however, assumes that the adjacent roadway segment would not be improved to four lanes and that South River Road, south of Serenade Drive, would remain a two-lane roadway.

Based on the noise measurement surveys conducted at the project site, the existing traffic noise level for the adjacent segment of South River Road was 65 dBA CNEL at 57 feet from the road centerline. This measured noise level correlates well with the existing levels identified in the more recent 2011 CE Update for the segment of S. River Road north of Serenade. The noise contours identified in the GP Noise Element were not found to be representative on noise conditions at the project site. For these reasons, the noise assessment was based on the contours identified in the more current 2011 CE Update.

SENIOR HOUSING TRIP () AND PARKING DEMAND CHARACTERISTICS

by

Stephen B. Corcoran, P.E. (M)^a

presented at the
Institute of Transportation Engineers
66th Annual Meeting

INTRODUCTION

As the baby boomer generation ages, special housing projects have been developed for them in lieu of the traditional single-family home or apartment. Congregate care facilities, independent living apartments, assisted-care units, and senior apartments are being marketed, developed, and built to handle the needs of older adults.

The changing lifestyle of older adults affects their transportation needs and usage as well. Trip generation and parking demand within this age group vary significantly from traditional residential uses because residents no longer have to be at work, pick up their children, or do their shopping at specific times. Also many senior communities provide on-site services to meet their residents' needs. This paper will present the author's experiences with senior housing and its trip and parking characteristics along with data on projects in suburban Chicago, Illinois and around the United States.

SENIOR HOUSING TYPES

Older adults have many special needs that change over time. Many seniors are clearly independent and need little assistance other than help with major chores or repairs. They are generally active and healthy. As time goes by, however, their needs change and grab bars become important, as well as, other features such as higher electrical outlets, emergency response systems, and lower reach cabinets. Good nutrition, socialization, and access to medical and supportive care also becomes more important. Several distinct types of housing have been developed to accommodate these needs:

Senior Single Family Homes are senior-only subdivisions which have been developed for retirees ages 55 and up in the southeast and southwest sections of the United States. These developments typically include recreational facilities. Many of the residents are retired.

Senior Apartments are traditional apartment complexes with a minimum age requirement of 55 years old. Some amenities include recreational facilities, security, and special design features. Residents are independent and may still be working.

Independent Living Units are cottages or apartments where older adults live independently but without the worries of maintenance or housekeeping. Medical care can be available at the facility or by visiting medical staff. A variety of amenities are provided for the residents depending on the size of the community.

^a Senior Transportation Consultant, Metro Transportation Group, Inc, Hanover Park, Illinois

Assisted-Care Units are for older adults having difficulty managing in an independent living arrangement but who do not need nursing home care. Assisted-care is usually apartment living with additional staff to help with normal daily activities.

Congregate Care Facilities contain a full spectrum of housing types in one development with town homes or cottages, independent living units, assisted-care units, and nursing care. Congregate Care Facilities (CCF) allow the elderly to age in one place with nursing care available if they need it. This is particularly important for elderly couples wishing to stay together with one spouse needing special care. CCFs are in essence self-contained communities. **Table 1** lists the amenities that are typically available at a CCF.

Table 1

Typical Congregate Care Facility On-Site Services and Facilities

| Standard Services | Extra Services | Common Facilities |
|--|--|--|
| <ul style="list-style-type: none"> • Main Meal of the Day • 24-Hour Nursing • Daily Check-In • Weekly Laundry • Utilities • Housecleaning • Organized Programs • In Room Food Service • Bus Shuttle • 24-Hour Security • Complete Maintenance • Free Parking • Garbage Collection • Notary Public Service • Supportive Care Nurse • Chaplain | <ul style="list-style-type: none"> • Breakfast and Lunch • Extended Room Service • Specialized Diets • Guest Meals • Catering • Physician • Podiatrist • Physical/Speech Therapy • Insurance • Chauffeur Service • Garages • Telephone • Cable TV • Photocopying | <ul style="list-style-type: none"> • Lounge Area • Dining Room • Library • Chapel • Recreation Room • Country Store • Pharmacy • Arts and Crafts Room • Workshop • Cafe • Exercise Room • Beauty/Barber Shop • Bank Branch Office • Solarium • Whirlpool • Outside Patio • Garden Plots |

Source: Milwaukee, Wisconsin CCF Brochure

LITERATURE REVIEW

A review was made of available data on senior trip generation and parking demands. Information was obtained from the Institute of Transportation Engineers Trip and Parking Generation Manuals, the author's files, data from other consultants, as well as, information from California, Arizona, and Florida Departments of Transportation. After reviewing the data, it became clear that the amount of data is small and that the definition of senior housing was not consistent among each source. The data did not distinguish between the five categories mentioned previously.

FACTORS AFFECTING TRIP GENERATION AND PARKING

Several factors affect the trip generation and parking demand at any particular facility. These include the number of dwelling units, nursing beds, average age of residents, resident's affluence, number of employees, and available bus shuttle/chauffeur service. More data needs to be collected in order to properly analyze their relationship to trip generation and parking demand. The trip generation rates for individual facilities varied. Insufficient information on all the survey locations made it difficult to statistically draw conclusions on individual impact of those factors.

However, experience has indicated that as the average age of residents increases, the number of trips and parking demand decreases. This is an obvious affect of the aging process. Nursing beds require more staff to service a patient needs than a more independent resident. When the proportion of nursing beds to residential units increases, the amount of traffic and parking generally increase. The economic well being of residents increases the likelihood that they own a car and thus drive and park. Lastly, bus shuttle/chauffeur service will provide an option to the auto for residents keeping traffic and parking rates lower.

DAILY TRAFFIC GENERATION

Information on daily trip ends was obtained from surveys by the California Department of Transportation (Caltrans) and the Florida and Arizona Departments of Transportation. This data generally categorized the facilities as retirement communities but included CCFs, senior apartment complexes, and may have nursing beds. The author's data consisted of one CCF in Pennsylvania. **Table 2** summarizes the trip data and rates. The average trip rate daily varied between 2.78 and 8.91 trips per unit. The variation in rates supports the conclusion that the number of units/beds is not the only variable influencing trip production. The weighted average trip ends were 4.52 trips per unit which included one large development of 3,122 units. Without the 3,122 unit project, the weighted average rate was 5.64 trips per units.

The weighted daily trip generation rate, was 5.64 trip ends a day for senior housing developments. Senior housing generates two-thirds the amount of traffic compared to a typical single-family development. It's closer to other multi-family categories, including apartments (6.47 trips/unit) and condominiums or townhouses (5.86 trips/units). **Table 3** shows the weekly variation in volumes based on one facility. The weekday volumes were consistent. Weekend traffic volumes were slightly lower.

Table 4 illustrates the hourly distribution of traffic throughout an average weekday, Saturday, and Sunday. The peak-hour volumes of the facility occurred at lunch time and mid-afternoon (2:00 to 4:00 PM). Caltrans data indicated that the peak-hour occurred between 11:00 AM and 4:00 PM, depending on the facility. These peak-hour times do not coincide with the peak-hour of adjacent street traffic because the residents do not have or want to travel during the rush hour. Also, the employee shifts are generally off peak. Most facilities are staffed 24 hours a day with a 7:00 AM-3:00 PM, 3:00 PM -11:00 PM, 11:00 PM-7:00 AM shift schedule. Some administrative staff follow a typical 9:00 AM to 5:00 PM shift.

PEAK-HOUR TRIP GENERATION RATES

Table 5 shows the trip generation rates for eight facilities during the morning and evening peak-hour of the adjacent street system. The weighted average trip rate was 0.222 trips per unit/bed in the morning peak and 0.247 trips per unit/bed in the evening peak. Trip rates ranged from 0.085 to 0.450 per unit. The directional splits were 65% inbound and 35% outbound in the morning and 40% inbound and 60% outbound in the evening. Compared to other residential land-uses, senior developments generate significantly less traffic on a per unit basis.

Table 2

Daily Trip Generation Rates for Senior Housing

| Source | Number of Dwelling Units | Daily Trips | Trip Rates |
|--|--------------------------|--------------|-------------|
| Caltrans | 3122 | 9630 | 3.09 |
| | 300 | 830 | 2.78 |
| | 108 | 310 | 2.87 |
| | 76 | 260 | 3.42 |
| | 460 | 2252 | 4.90 |
| Florida DOT | 366 | 3262 | 8.91 |
| | 560 | 1985 | 3.55 |
| | 187 | 1449 | 7.75 |
| | 120 | 901 | 7.51 |
| | 127 | 561 | 4.42 |
| Arizona DOT | 125 | 972 | 7.78 |
| | 176 | 855 | 4.86 |
| | 74 | 447 | 6.04 |
| | 60 | 285 | 4.75 |
| | 216 | 1386 | 6.42 |
| | 175 | 1058 | 6.05 |
| | 129 | 941 | 7.30 |
| | 112 | 922 | 8.23 |
| | 106 | 820 | 7.74 |
| | 89 | 538 | 6.05 |
| | 81 | 529 | 6.53 |
| 60 | 494 | 8.23 | |
| 59 | 432 | 7.30 | |
| Penn. CCF | 247 | 1163 | 4.71 |
| Weighted Average | 7135 | 32282 | 4.52 |
| Without 3,122 units | 4013 | 22652 | 5.64 |
| ITE Average Weekday Daily Rates | | | |
| Single-Family (Code 210) | | | 9.55 |
| Apartment (Code 220) | | | 6.47 |
| Condo/townhouse (Code 230) | | | 5.86 |
| Congregate Care Facility (Code 251) | | | 2.15 |

Table 3

Weekly Volume Distribution

| Day of the Week | Percentage |
|-----------------|-------------|
| Monday | 15% |
| Tuesday | 15% |
| Wednesday | 16% |
| Thursday | 17% |
| Friday | 15% |
| Saturday | 12% |
| Sunday | 10% |
| Total | 100% |

Table 4

Hourly Traffic Distribution

| Start Hour | Average Weekday | Saturday | Sunday |
|------------|-----------------|----------|--------|
| 12:00 AM | 1.46% | 1.45% | 2.76% |
| 1:00 AM | 0.07% | 0.12% | 0.26% |
| 2:00 AM | 0% | 0.00% | 0.26% |
| 3:00 AM | 0.12% | 0.00% | 0.00% |
| 4:00 AM | 0.46% | 0.00% | 0.66% |
| 5:00 AM | 0.41% | 0.60% | 0.39% |
| 6:00 AM | 1.94% | 2.05% | 1.71% |
| 7:00 AM | 5.74% | 5.06% | 3.94% |
| 8:00 AM | 6.70% | 5.06% | 4.99% |
| 9:00 AM | 6.19% | 5.78% | 6.17% |
| 10:00 AM | 7.20% | 9.40% | 7.74% |
| 11:00 AM | 9.33% | 9.04% | 8.53% |
| 12:00 PM | 7.05% | 8.07% | 8.01% |
| 1:00 PM | 7.44% | 6.27% | 4.86% |
| 2:00 PM | 9.76% | 7.59% | 8.40% |
| 3:00 PM | 9.54% | 10.24% | 9.84% |
| 4:00 PM | 8.39% | 9.40% | 9.32% |
| 5:00 PM | 5.26% | 6.14% | 6.96% |
| 6:00 PM | 3.14% | 3.25% | 3.54% |
| 7:00 PM | 2.90% | 2.89% | 4.20% |
| 8:00 PM | 2.59% | 2.05% | 2.49% |
| 9:00 PM | 1.10% | 1.57% | 1.31% |
| 10:00 PM | 1.24% | 1.33% | 1.05% |
| 11:00 PM | 1.96% | 2.65% | 2.62% |

Table 5

Peak-Hour Trip Generation Rates

| Facility | Location | Occupied Units | | | AM Peak Volume | Rate | PM Peak Volume |
|---|----------------|-------------------|-----------------|-------------|----------------------------|------------|-------------------|
| | | Dwelling Units | Nursing Beds | Total | | | |
| Covenant Village | Northbrook, IL | 220 | 151 | 371 | 86 | .231 | 133 |
| Friendship Village | Lombard, IL | 620 | 100 | 720 | 86 | .120 | 180 |
| Presbyterian Home | Evanston, IL | 312 | 166 | 478 | 92 | .193 | 139 |
| Glenview Terrace | Glenview, IL | 243 | | 243 | | | 21 |
| Good Shephard Manor | Barrington, IL | 102 | | 102 | 18 | .180 | 17 |
| Mayslake | Oakbrook, IL | 630 | | 630 | 67 | .106 | 75 |
| Leisure Village | New Jersey | 200 | | 200 | 65 | .325 | 62 |
| Pennsylvania CCF | | 210 | 37 | 247 | 78 | .316 | 111 |
| Totals | | 2537 | 454 | 2991 | 492 | | 738 |
| Weighted Average Trip Rate | | | | | .164 | | .247 |
| | | | | | Inbound Percentage | 65% | 40% |
| | | | | | Outbound Percentage | 35% | 60% |
| <u>Comparison to other ITE Residential Rates</u> | | | | | | | |
| Single Family Homes (Land Use Code 26) | | | | | 0.74 | | 1.01 |
| Apartments (Land Use Code 220) | | | | | 0.51 | | 0.63 |
| Condominiums/Townhouses (Land Use Code 230) | | | | | 0.44 | | 0.55 |

PARKING DEMAND SURVEYS

Parking demand characteristics were obtained from a number of surveys conducted in the Chicago metropolitan area. The peak parking demand occurred during the mid-day between 11:00 AM to 3:00 PM corresponding, in part, with the largest employee shift on-site. **Table 6** summarizes those surveys. The peak day of the year is Mother's Day when many facilities run out of visitor parking, according to the on-site staff.

The peak parking demand rates varied between 0.214 and 0.579 vehicles per unit/bed with a weighted average rate of 0.404 vehicles per unit/bed. Employee, resident, and visitor parking is included. This rate is one third to one half the parking rate of other residential uses. Readers should note that the survey sites with the higher parking rates generally have more nursing beds which requires more employees than the residential units.

Table 6

Peak Parking Demand Surveys

| Development | Location | Dwelling Units | Nursing Beds | Total Units/Beds | Peak Parking Rate | Peak Parking Demand |
|---|-----------------|-----------------------|---------------------|-------------------------|--------------------------|----------------------------|
| Covenant Village | Northbrook, IL | 220 | 151 | 371 | 0.490 | 182 |
| Beacon Hill | Lombard, IL | 235 | 23 | 258 | 0.565 | 146 |
| Friendship Village | Schaumburg, IL | 620 | 100 | 720 | 0.390 | 281 |
| Presbyterian Home | Evanston, IL | 312 | 166 | 478 | 0.579 | 277 |
| Glenview Terrace | Glenview, IL | 243 | | 243 | 0.214 | 52 |
| Mayslake | Oakbrook, IL | 630 | | 630 | 0.408 | 257 |
| <u>EJM Engineering Studies</u> | | | | | | |
| Lilac Lodge | Waukegan, IL | 203 | | 203 | 0.315 | 64 |
| Deerfield Place | Deerfield, IL | 98 | | 98 | 0.230 | 23 |
| <u>ITE Parking Manual, 2nd Ed</u> | | | | | | |
| Retirement Community (Land Use Code 250) | | 500 | | 500 | 0.270 | 135 |
| | | 3061 | 440 | 3501 | | 1417 |
| Weighted Average | | | | | 0.404 | |
| <u>ITE Parking Manual, 2nd Edition</u> | | | | | | |
| Low/Mid-Rise Apartments (Land Use Code 221) | | | | | 1.21 | |
| High-Rise Apartments (Land Use Code 222) | | | | | 0.88 | |
| Residential Condominium (Land Use Code 230) | | | | | 1.11 | |

Conclusions

Based on the analyses and studies for this paper, the following findings were made:

1. The overall category of senior housing should be broken down into at least five categories for trip generation and parking demand purposes. These categories could be:
 - Senior Single-Family Housing
 - Senior Apartments
 - Independent Living Units
 - Assisted-Care Units
 - Congregate Care Facility
2. Several factors affect the trip generation and parking demand at any particular facility. Any new survey should include the number of dwelling units, nursing beds, average age of residents, resident's affluence, number of employees, and available bus shuttle/chauffeur service. More data needs to be collected in order to properly analyze their relationship to trip generation and parking demand.
3. Daily trip generation rates were found to be 4.52 to 5.64 trip ends a day for senior housing developments. Senior housing generates two-thirds the amount of traffic compared to a typical single-family development. Its daily rates are similar to other multi-family categories, including apartments (6.47 trips/unit) and condominiums/townhouses (5.86 trips/units).
4. Trip generation rates during the peak hour of adjacent street traffic are significantly less because most employees arrive/depart during off-peak periods and residents avoid the peak-hour congestion. The peak hour rates are one-half to one-fourth that of other residential land-uses.
5. The peak-hours of site traffic occurs in the late-morning or early afternoon.
6. The peak parking demand at most senior facilities occurred midday with an average peak demand of 0.40 vehicles per dwelling unit for residents, employees, and visitors. Mother's Day is the highest parking day of the year with many facilities short of spaces for that one day.

References

1. Trip Generation Manual, 5th Edition; Institute of Transportation Engineers; January, 1991
2. Parking Generation Manual, 2nd Edition; Institute of Transportation Engineers; August, 1987
3. Parking Requirements for Retirement Centers Requirements and Demands; EJM Engineering; May, 1987
4. 6th Progress Report of Trip Ends Generation Research Counts; California Department of Transportation; 1965-1970
5. Florida Department of Transportation Trip Generation Data
6. Arizona Department of Transportation Trip Generation Data

STORMWATER CONTROL PLAN

For

The Oaks in Paso Robles Senior Living Community
South River Road, Paso Robles, CA

Fresno Supreme
215 W. Fallbrook Ave. Suite 224
Fresno, CA 93711-6211



Prepared by:
North Coast Engineering, Inc.
725 Creston Road, Suite B
Paso Robles, CA 93446

May 2015

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Table 1: Drainage Management Areas Breakdown

APPENDICES:

- Appendix A: Vicinity Map and Location Exhibit
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- Appendix E: Watershed Exhibit / Drainage Management Areas (DMAs)

I. Introduction

Project Name: The Oaks in Paso Robles Senior Living Community

Application Number: _____

Name of Applicant: Jeffrey DeMure & Associates

A. The Property

Location: The proposed The Oaks in Paso Robles Senior Living Community project site is located on a 2.79 acre parcel at the southeast corner of South River Road and Serenade Drive. (See Appendix A for Vicinity Map and Location Exhibit)

Address: South River Rd and Serenade Dr, Paso Robles, CA 93446

Assessor's Parcel Numbers: 009-815-007

Existing property description: The project site is unoccupied and is covered in very sparse vegetation. The site generally slopes west at 5% to 30% to South River Road. Runoff is carried south along South River Road.

Existing Drainage facilities: A storm drain system consisting of two drain inlets at Serenade Dr., South River Rd. intersection and two field inlets along South River Rd. collect runoff from the 2.7 acres site as well as from approximately 32 acres of offsite tributary area. This drainage system conveys storm water runoff west across South River Rd in a 30" PVC Pipe that connects to the storm drain system serving the residential development on the west side of South River Rd. This storm drain system eventually discharges to the Salinas River which is approximately 0.5 miles west of the project site.

B. The Project

Project Type: Private commercial project

Project Description: The proposed senior living community will consist of approximately 70 assisted living units, 24 special memory care units and associated parking lot. Development will include frontage improvements on both South River Road and Serenade Drive, utility improvements, retaining walls for parking and main building and detention basins along the west facing portion of the site.

Impervious Area Summary

| | |
|--------------------|-----------|
| Buildings: | 37,980 sf |
| Asphalt Pavement: | 27,080 sf |
| Concrete flatwork: | 11,610 sf |

| | |
|---------------------------|-----------|
| Impervious area subtotal: | 76,670 sf |
|---------------------------|-----------|

| | |
|-------------------------------|-----------|
| Bioswale and landscape areas: | 32,630 sf |
|-------------------------------|-----------|

| | |
|-------------------------------|------------|
| Total developed project area: | 109,300 sf |
|-------------------------------|------------|

| | |
|--|-----------|
| Undeveloped Area: (Runoff not conveyed to bio-retention facilities) | 29,100 sf |
|--|-----------|

C. The Purpose

The purpose of this Stormwater Control Plan is to outline the site planning, Low Impact Development (LID) concepts, best management practices (BMP's) and Stormwater Control Measures (SCMs) that will be employed in the design and development of the project. This report will demonstrate that the requirements will be met for the Post-Construction Stormwater Management Requirements in the Central Coast Region Resolution No. R3-2013-0032 prepared by the California Regional Water Quality Control Board Central Coast Region. These requirements go into effect on September 1, 2015. The requirements, methodology of analysis and results will be outlined in the remainder of this report.

Compliance with these requirements maintains the hydrologic function of the site, promotes groundwater recharge and mitigates water quality impacts caused by the addition of impervious surfaces.

Please note, this report will **not** address the traditional City of Paso Robles Public Works stormwater drainage flooding requirements which are listed in the Engineering Division Standard Details and Specifications. Corresponding calculations will subsequently be prepared during final design under separate cover.

II. Methodology

A. Post-Construction Stormwater Management Requirements

The total new and/or replaced impervious surface area is **76,670 sf**.

Since the project is located within Watershed Management Zone 4 (WMZ), the Performance Requirement No. 4 Peak Management does not apply. (See Appendix B)

If the impervious surface area exceeds the thresholds listed in the Post-Construction Stormwater Management Requirements, the corresponding Performance Requirements apply to the project. See the summary table below for which requirements apply to the project:

| Performance Requirement | Impervious Threshold | Applies: |
|--|----------------------|----------|
| No. 1 Site Design and Runoff Reduction | > 2,500 sf | Yes |
| No. 2 Water Quality Treatment | > 5,000 sf | Yes |
| No. 3 Runoff Retention | > 15,000 sf | Yes |
| No. 4 Peak Management | > 22,500 sf | No |

The project is located within the Paso Robles designated groundwater basin.

Note, there are **no adjusted requirements** based on the local jurisdiction's approval, an allowance of a Special Circumstance, or Urban Sustainability Area designation. Even though there is a Paso Robles Groundwater Basin Management Plan (March 2011), a description of technical infeasibility will not be needed since there will be no additional associated projects that will be providing off-site mitigation. All of the mitigation will be handled on-site.

The performance requirement criteria and how they are satisfied are contained in the next sections.

1. Performance Requirement No. 1
Site Design and Runoff Reduction

Since the project's impervious area of **76,670 sf** exceeds the threshold of 2,500 sf, the following components will be utilized to satisfy this requirement.

Site assessment summary:

The following site assessment measures were used to identify opportunities and constraints to implement LID Stormwater Control Measures. The site plan was developed and designed taking the following into account (See Appendix D: Development Plans for reference):

- Site topography
- Hydrologic features including contiguous natural areas
- Soil types and hydrologic soil groups
- Vegetative cover/trees
- Run-on characteristics (source and estimated runoff from offsite which discharge to the project area)
- Existing drainage infrastructure for the site and nearby areas including the location of municipal storm drains
- Utilities
- Easements
- Zoning/Land Use
- Setbacks
- Other pertinent overlay(s)

Site design measures used:

- Define development envelope and identify areas that are most suitable for development
- Construct streets, sidewalks, or parking lot aisles to the minimum widths necessary, provided that public safety or mobility uses are not compromised
- Conform the site layout along natural topography to the maximum extent practicable

Runoff Reduction Measures:

- Direct runoff from parking areas and circulation improvements safely away from building foundations and footings, consistent with the California Building Code, onto vegetated areas and/or bioswale areas to the maximum extent practicable

Drainage Management Areas (DMAs)

Drainage Management Areas (DMAs) were delineated to support a decentralized approach to stormwater management (see Appendix E for the Watershed Exhibit / Drainage Management Areas (DMAs) showing the DMAs and Table 1: DMA Breakdown).

Table 2: Drainage Management Areas (DMAs)

| DMA I.D. ² | AREA (sf) | IMPERVIOUS (sf) | PERVIOUS (sf) | % IMPERVIOUS "i" | RUNOFF COEFFICIENT "C" | RETENTION VOLUME REQUIRED (cf) |
|-----------------------|---------------------|-----------------|---------------|------------------|------------------------|--------------------------------|
| 1 | 21,856 | 4,961 | 16,895 | 0.23 | 0.19 | 490 |
| 2 | 28,571 | 20,336 | 8,234 | 0.71 | 0.51 | 1744 |
| 3 | 21,144 | 17,450 | 3,693 | 0.83 | 0.63 | 1609 |
| 4 | 9,852 | 9,225 | 627 | 0.94 | 0.79 | 935 |
| 5 | 19,599 | 17,736 | 1,863 | 0.90 | 0.74 | 1747 |
| 6 | 6,255 | 4,989 | 1,266 | 0.80 | 0.60 | 451 |
| 7 | 2,029 | 1,975 | 55 | 0.97 | 0.85 | 207 |
| Total | 109,305 | 76,673 | 32,632 | 0.70 | 0.50 | 6541 |
| 8 | 5,760 ³ | 0 | 5,760 | 0.00 | 0.04 | 0 |
| 9 | 12,405 ₃ | 0 | 12,405 | 0.00 | 0.04 | 0 |
| 10 | 10,930 ₃ | 0 | 10,930 | 0.00 | 0.04 | 0 |

95th Percentile 24-hr Rainfall Depth = 1.45 inches

Notes / assumptions:

1. % Impervious and Runoff Coefficient from equations in report.
2. See Appendix E: Watershed Exhibits for DMAs
3. Assumed area is undeveloped and runoff is not directed to bioretention swales.

#

2. Performance Requirement No. 2
Water Quality Treatment

Since the project's impervious area of **76,673 sf** exceeds the threshold of 5,000 sf, Low Impact Development (LID) Treatment Systems have been incorporated to satisfy this requirement.

The stormwater runoff is treated using onsite measures to reduce pollutant loads and concentrations using physical, biological and chemical removal using Low Impact Development (LID) Treatment Systems – implementing harvesting and use, infiltration and evapotranspiration Stormwater Control Measures that collectively achieve the following hydraulic sizing criteria:

- Hydraulic sizing criteria: LID systems shall be designed to retain stormwater runoff equal to the volume of runoff generated by the 85th percentile 24-hour storm event, based on local rainfall data.
- 85th Percentile 24-hour Rainfall Depth = **0.9 inches**
 - *Note: Rainfall statistics provided by the Central Coast Regional Water Quality Control Board (RWQCB) were used.*

Performance Requirement No. 2 will be satisfied on-site with a series of bioretention swales.

3. Performance Requirement No. 3
Runoff Retention

Since the project's impervious area of **76,673 sf** exceeds the threshold of 15,000 sf, LID systems have been incorporated to satisfy this requirement.

- For Watershed Management Zone 4, hydraulic sizing criteria: LID systems shall be designed to retain stormwater runoff equal to the volume of runoff generated by the 95th percentile 24-hour storm event, based on local rainfall data. Prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event. Compliance must be achieved by infiltration.
- 95th Percentile 24-hour Rainfall Depth = **1.45 inches**
 - *Note: Rainfall statistics provided by the RWQCB were used.*

A series of bioretention swales will be installed on-site, where feasible, to capture runoff from adjacent impervious surfaces.

B. Hydrology

Developed watersheds have been delineated and broken out into drainage management areas (DMAs) using the preliminary grading and drainage plans and design for the site. They were delineated to support a decentralized approach to stormwater management. All historical drainage patterns were maintained to the maximum extent practicable. Since the impervious threshold > 15,000 sf was exceeded for Performance Requirement No. 3 Runoff Retention, the 95th percentile storm event was used to determine all Post-construction Stormwater Management retention requirements. As prescribed in Attachment D of the Post-construction Stormwater Management Requirements, Method 1: Simple Method was used to determine that the SCM Capture Volume was greater than the Retention Volume for the 95th Percentile 24-hr Rainfall Depth. This analytic method is 'static' and does not take into account any infiltration.

As mentioned earlier, this report will **not** address the traditional City of Paso Robles Public Works stormwater drainage flooding requirements which are listed in the Engineering Division Standard Details and Specifications. Corresponding calculations will subsequently be prepared during final design under separate cover.

The Post-Construction Stormwater Requirements in this report were calculated employing the methodology outlined in Attachment D of Resolution R3-2012-0032.

$$\begin{aligned} \text{Disturbed Tributary Area} &= (\text{Total Project Area}) \\ \underline{\text{Disturbed Tributary Area}} &= \underline{109,305\text{sf}} \end{aligned}$$

Compute the Runoff Coefficient "C"

$$C = 0.858i^3 - 0.78i^2 + 0.774i + 0.04$$

Where "i" is the fraction of the tributary area that is impervious

$$\begin{aligned} i &= (\text{Impervious Area}) / (\text{Tributary Area}) \\ i &= (76,673 \text{ sf}) / (109,305 \text{ sf}) \\ i &= 0.70 \end{aligned}$$

$$\begin{aligned} C &= 0.858i^3 - 0.78i^2 + 0.774i + 0.04 \\ C &= 0.858 (0.70)^3 - 0.78 (0.70)^2 + 0.774(0.70) + 0.04 \\ C &= 0.2943 - 0.3822 + 0.5418 + 0.04 \\ C &= 0.50 \end{aligned}$$

Please note, the C-value calculated above is per the prescribed Post-Construction Stormwater Management Requirements. This C-value may not match the weighted runoff coefficient calculated in either previous or future drainage reports related to this project.

Retention Volume for 85th Percentile 24-hr Rainfall Depth = (C) x (Rainfall Depth_{95th}) x (Tributary Area)

Retention Volume for 85th Percentile 24-hr Rainfall Depth = (0.50) x (0.9 in) x (1 ft/12 in) x (109,300 sf)

Retention Volume for 85th Percentile 24-hr Rainfall Depth = 4,100 cubic feet

Retention Volume for 95th Percentile 24-hr Rainfall Depth = (0.50) x (1.45 in) x (1 ft/12 in) x (109,305 sf)

Retention Volume for 95th Percentile 24-hr Rainfall Depth = 6,541 cubic feet

Proposed Storm Drain System

The proposed storm drain system, as shown in Appendix E, is divided into two parts. The first part will collect runoff from offsite and from the undeveloped portion of the site east of the proposed driveway and parking areas in inlets I-2, I-8, I-11, I-13, I-22 and I-23. These inlets will directly connect into the existing storm drain system. The second part of the system will collect runoff from the developed portion of the site and will discharge into the bio-retention swales on the west side of the site. Where feasible, runoff will be allowed to sheet flow directly into the bio-retention swales, and the roof drains will discharge to vegetated areas instead of being directly connected to the storm drain system.

Structural Stormwater Control Measure (SCM) Sizing

As described above, the Method 1: Simple Method was used to determine that the SCM Capture Volume was greater than the Retention Volume for the 95th Percentile 24-hr Rainfall Depth. The available volume of the storage and infiltration systems was calculated in a **static state** to demonstrate the SCM Capture Volume. As mentioned before, no infiltration was taken into account using the static state Simple Method.

Bioretention swales are located in the western half of the project to capture runoff from the parking facilities, flatwork and building. These facilities are designed to provide 12" of surface retention before spilling into the adjacent bioretention swale. The farthest downstream bioretention swale is designed to provide 18" of surface retention below the elevation of the associated drainage inlet structure. The total SCM Capture Volume for these facilities is approximately 6,900 cubic feet. All basins will have 6" of free board. Any excess runoff will discharge into the existing storm drain system, but not before flowing through the series of bioretention swales.

SCM Capture Volume, On-Site > Retention Volume for 85th Percentile 24-hr Rainfall Depth

6,900 cubic feet > 4,100 cubic feet

(Note: the SCM Capture Volume has been broken out per DMA in Table 1)

Therefore, Performance Requirement No. 2 is satisfied.

SCM Capture Volume = SCM Capture Volume On-Site

SCM Capture Volume = 6,900 cubic feet

SCM Capture Volume > Retention Volume for 95th Percentile 24-hr Rainfall Depth

6,900 cubic feet > 6,541 cubic feet

(Note: the SCM Capture Volume has been broken out per DMA in Table 2)

Therefore, Performance Requirement No. 3 is satisfied.

III. Results

The project incorporates the Runoff Reduction Measures and Structural Stormwater Control Measures (SCMs) described in this report. This will satisfy all requirements prescribed by the Post-construction Stormwater Management Requirements.

- **Performance Requirement No. 1 is satisfied**
- **Performance Requirement No. 2 is satisfied**
- **Performance Requirement No. 3 is satisfied**
- **Performance Requirement No. 4 is not required**

The selection, sizing, and design of the Stormwater Control Measures (SCMs) meet all of the applicable Water Quality Treatment, Runoff Retention and Peak Management Performance Requirements. Please note, the SCMs shown on the plans and described in the report are subject to change during the final design process.

A. Statement of Compliance

There is no documentation needed to demonstrate infeasibility where on-site compliance cannot be achieved because it doesn't apply. The Water Quality Treatment Requirement will be met on-site. Runoff Retention and Peak Management Performance Requirements will be met through a series of bioretention basins.

B. Operations and Maintenance (O&M) Plan

For all structural Stormwater Control Measures (SCMs) to ensure long-term performance, the following O&M Plan for all structural SCMs should be followed:

- Have designated personnel conduct inspections of stormwater conveyance systems prior to the rainy season
- Inspect all structural SCMs:
 - At least once annually prior to the rainy season.
 - Prior to a forecast rain
 - Daily during extended rain events
 - After rain events
 - Weekly during the rainy season
- Keep the parking areas clean and orderly.
 - Remove debris in a timely fashion.
- Routinely sweep, shovel, and dispose of litter to appropriate trash receptacles.
- Allow sheet runoff to flow into landscape areas and/or bioswale areas; remove any accumulated sediment from the curbs and gutters or the curb cuts.
- Inspect overflow inlets for leaves and other debris.
 - Remove and dispose of debris in a timely fashion.
- Establish frequency of parking lot sweeping based on usage and field observations of debris accumulation.
 - Sweep all parking lots at least once before the onset of the wet season.
 - Use dry cleaning methods (e.g., sweeping, vacuuming) to prevent the discharge of pollutants into the stormwater conveyance system if possible.

Owner of facilities

The owner of the facilities is: **The Oaks at Paso Robles**

APPENDICES:

Appendix A: Vicinity Map and Location Exhibit

Appendix B: Watershed Management Zone Exhibit

Appendix C: 85th & 95th Percentile Rainfall

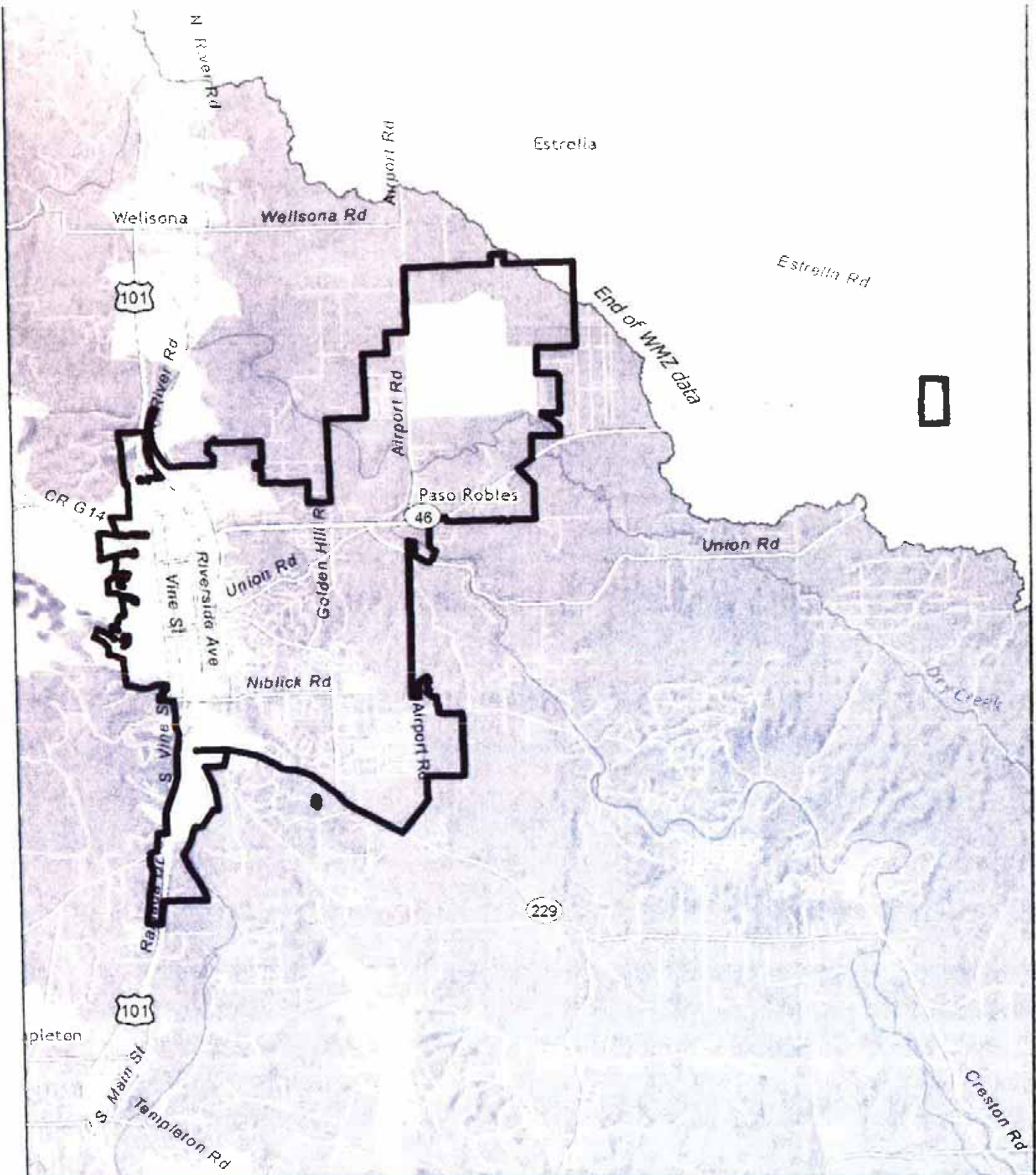
Appendix D: Development Plans (for reference)

Appendix E: Watershed Exhibit / Drainage Management Areas (DMAs)

Appendix A: Vicinity Map and Location Exhibit



Appendix B: Watershed Management Zone Exhibit



CENTRAL COAST JOINT EFFORT

El Paso de Robles, California

Watershed management zones

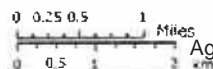
- | | | | | | |
|--|---|--|---|--|----|
| | 1 | | 5 | | 9 |
| | 2 | | 6 | | 10 |
| | 3 | | 7 | | |
| | 4 | | 8 | | |

Urban area boundary

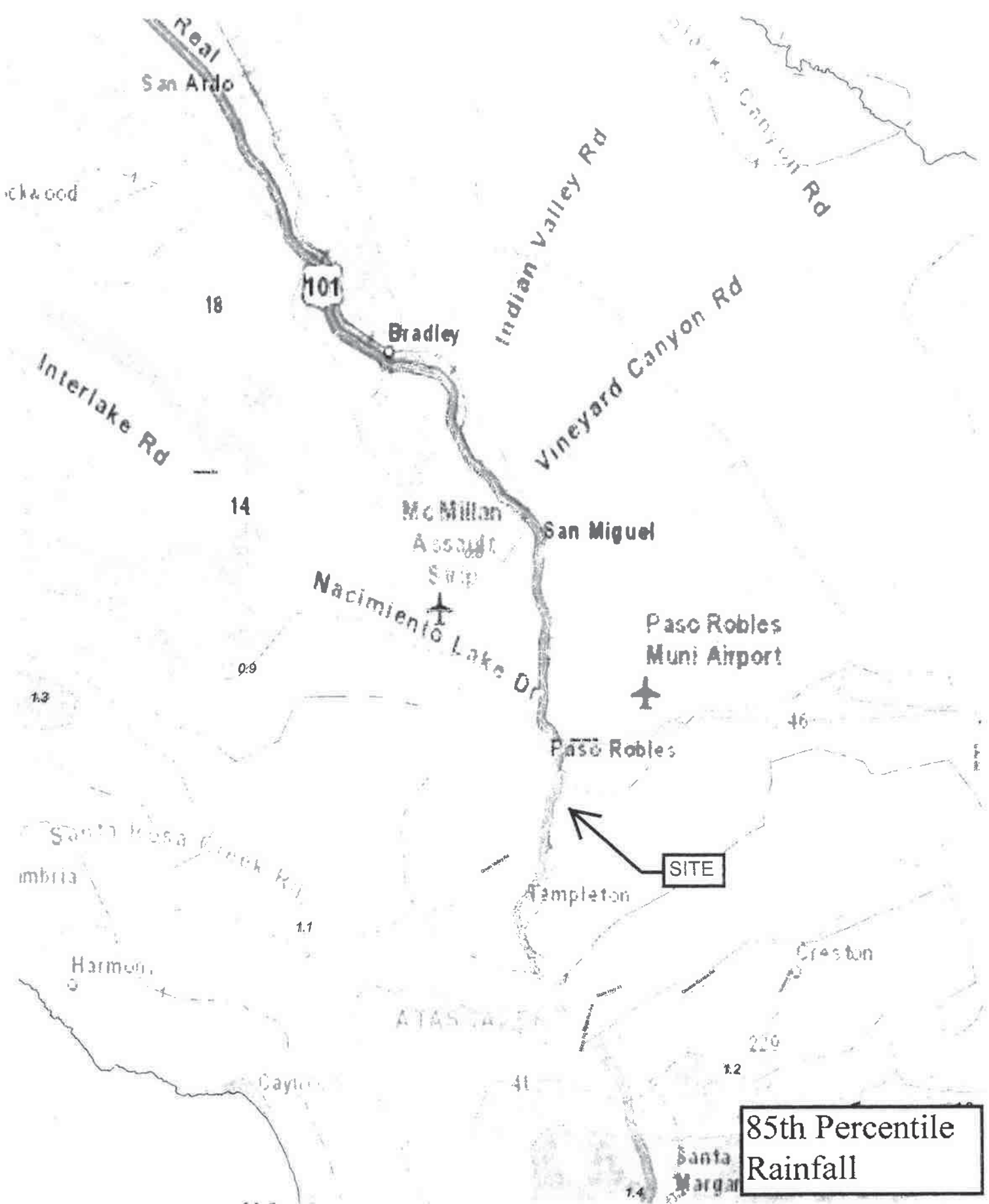
Data sources

Watershed management zones: Stillwater Sciences, 2012

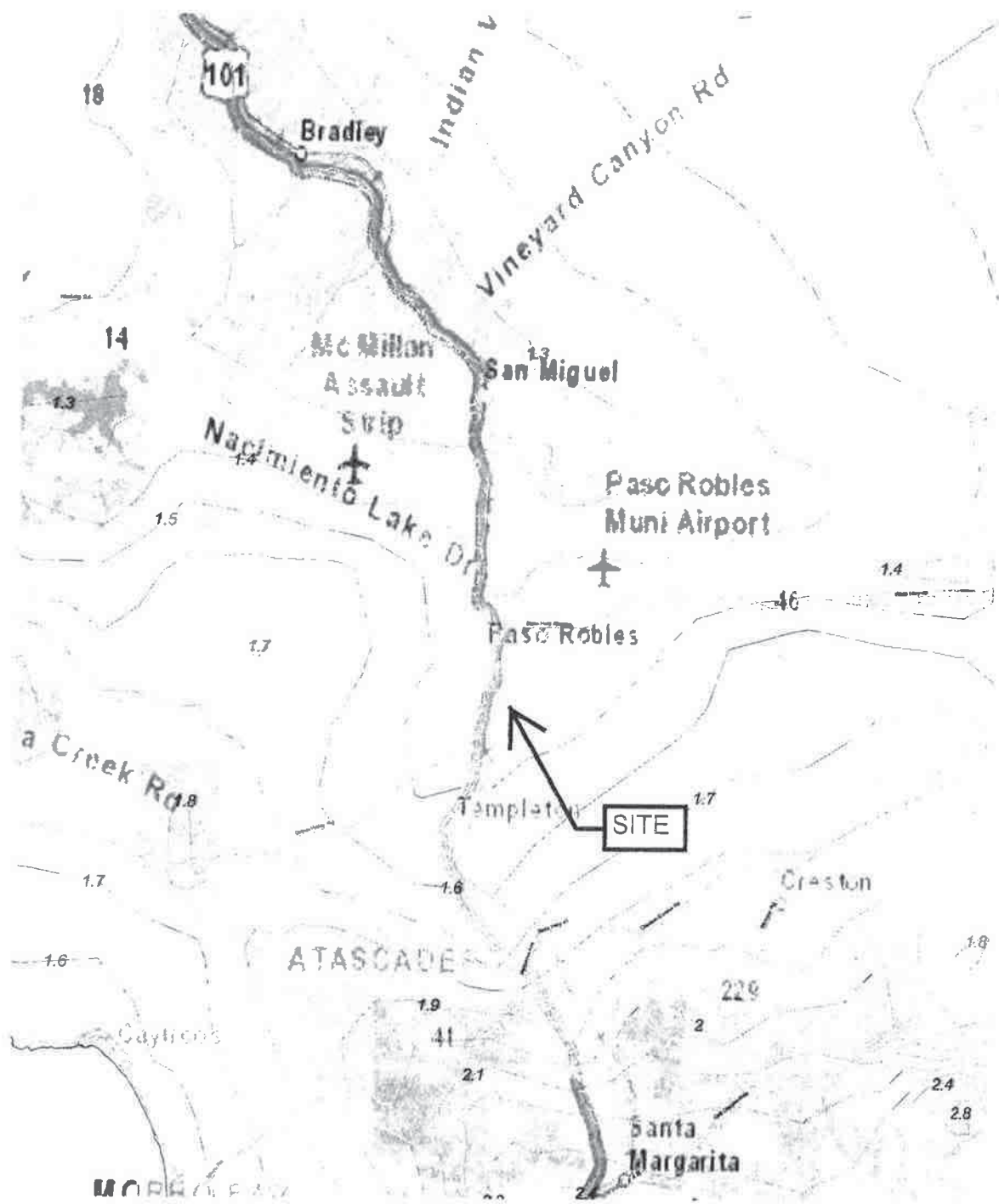
Base data: ESRI 2010



Appendix C: 85th & 95th Percentile Rainfall

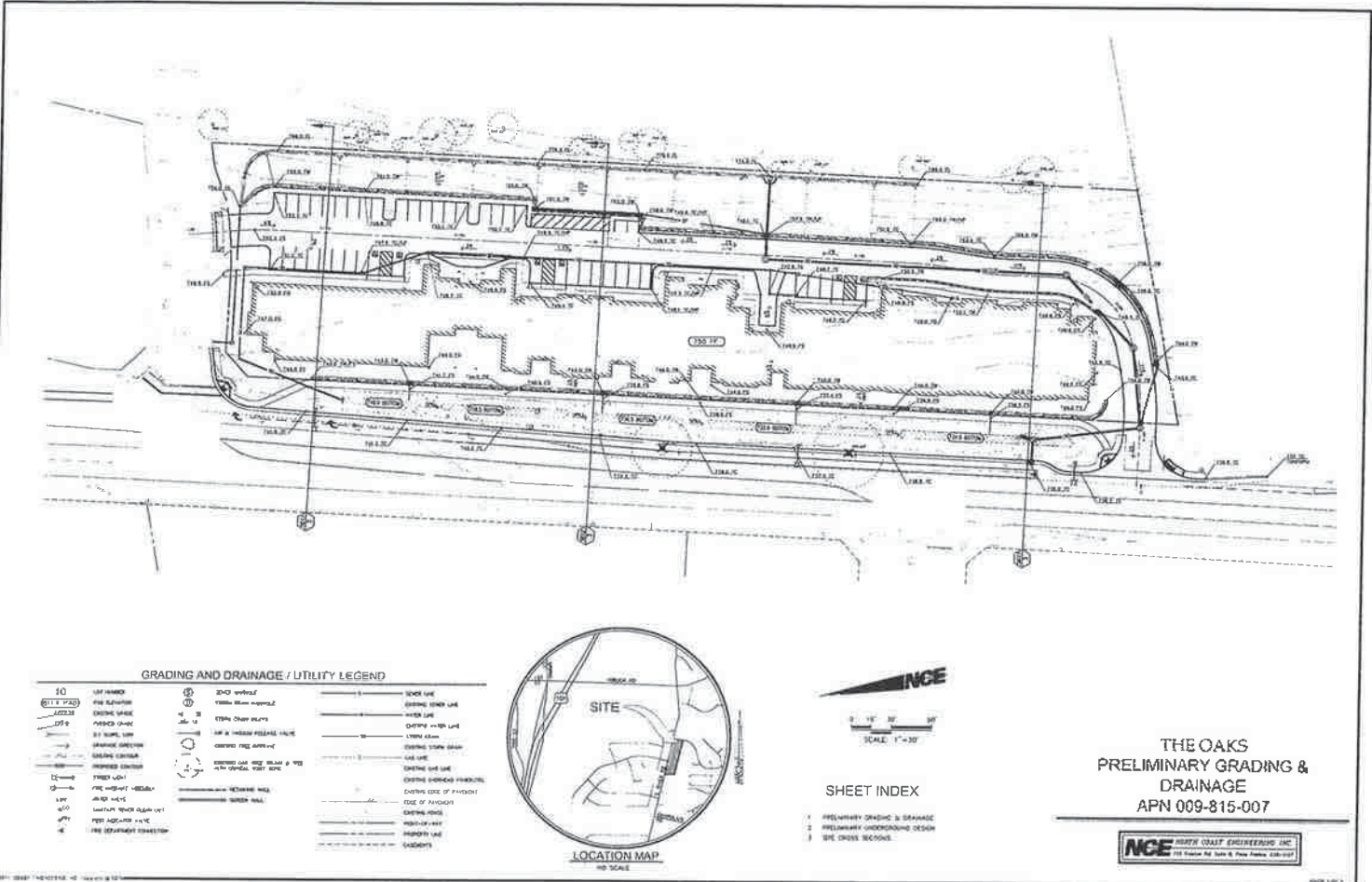


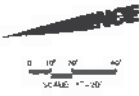
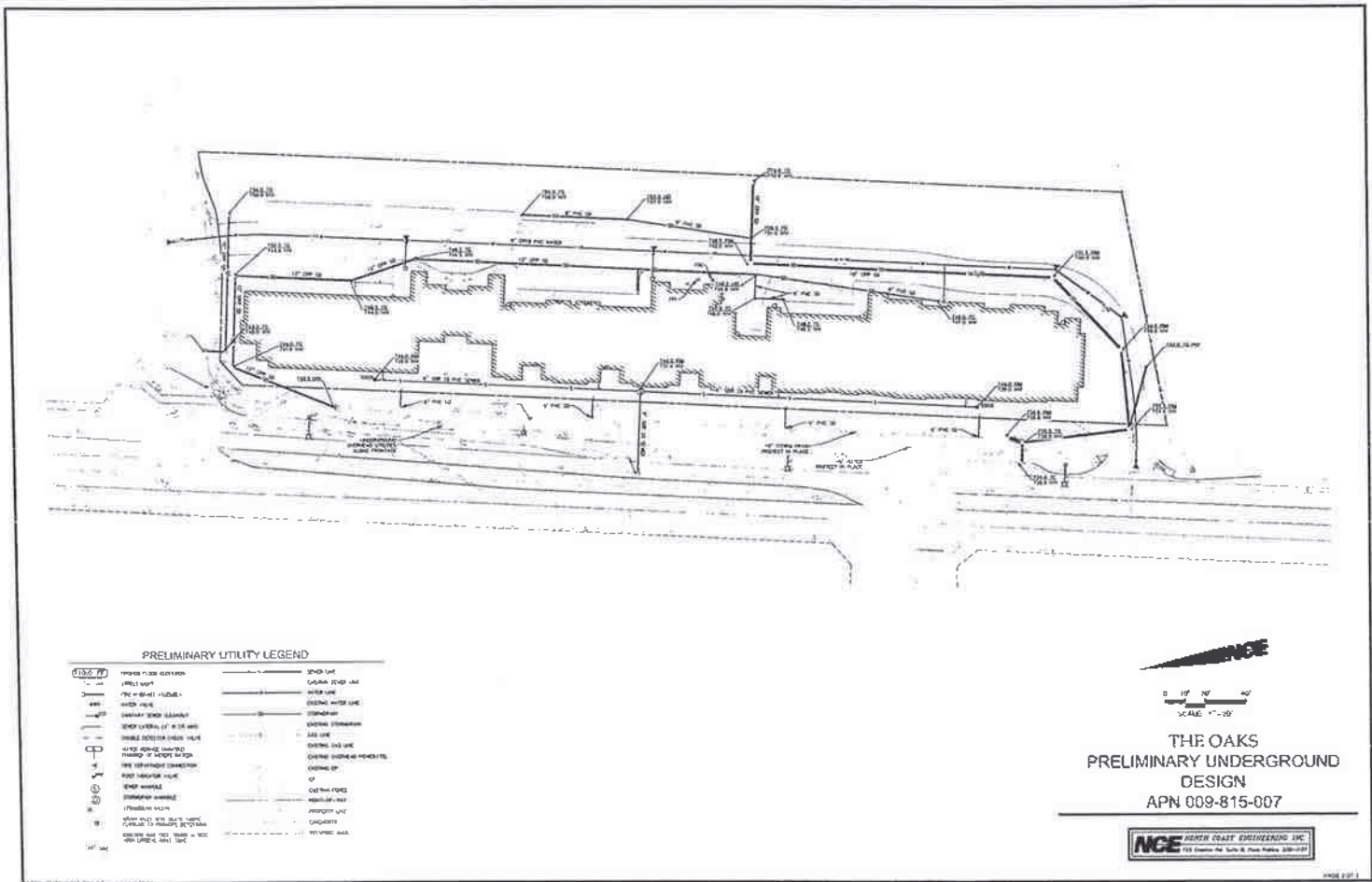
**85th Percentile
Rainfall**



**95th Percentile
Rainfall**

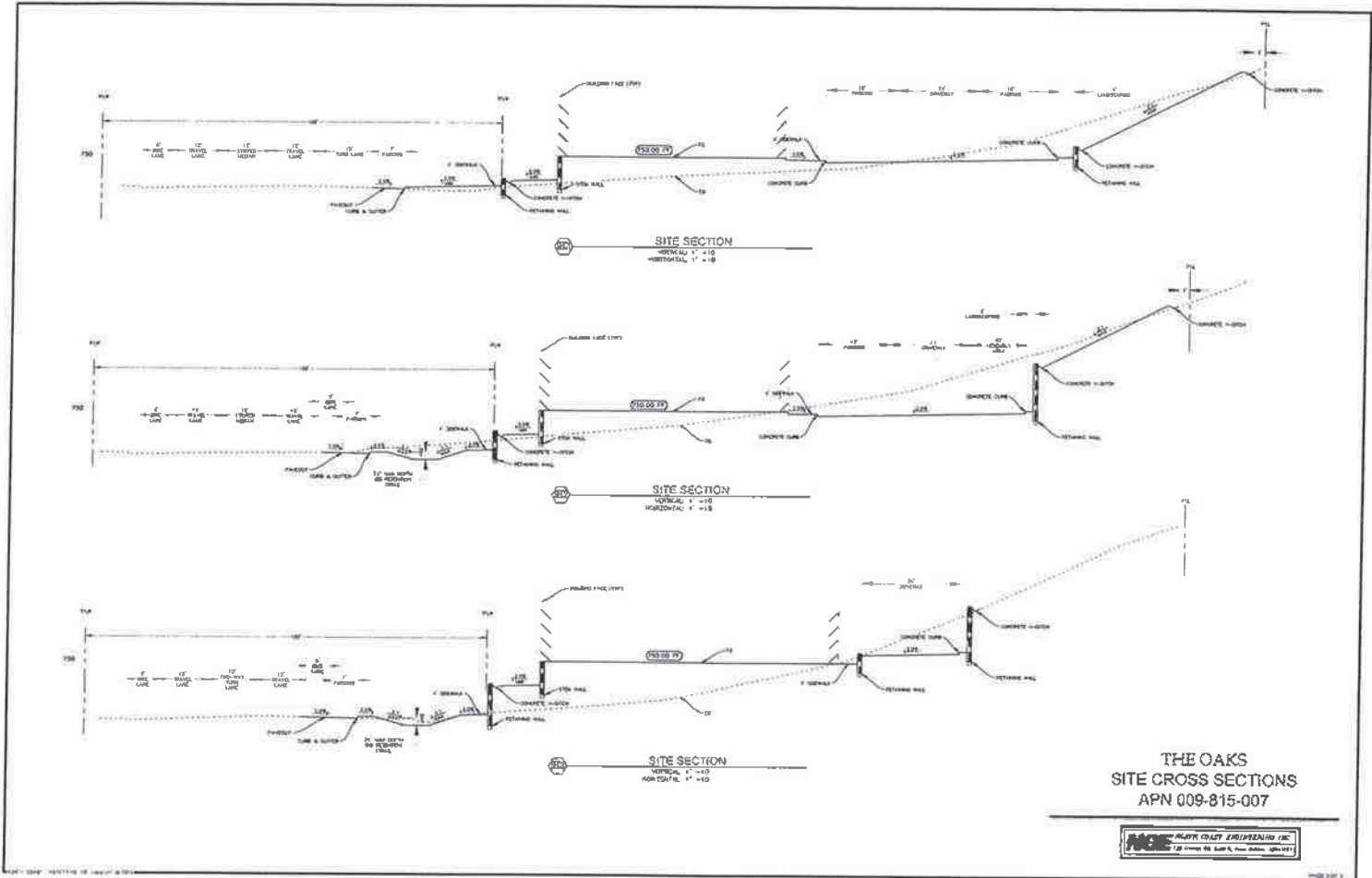
Appendix D: Conceptual Plans (for reference)





THE OAKS
 PRELIMINARY UNDERGROUND
 DESIGN
 APN 009-815-007

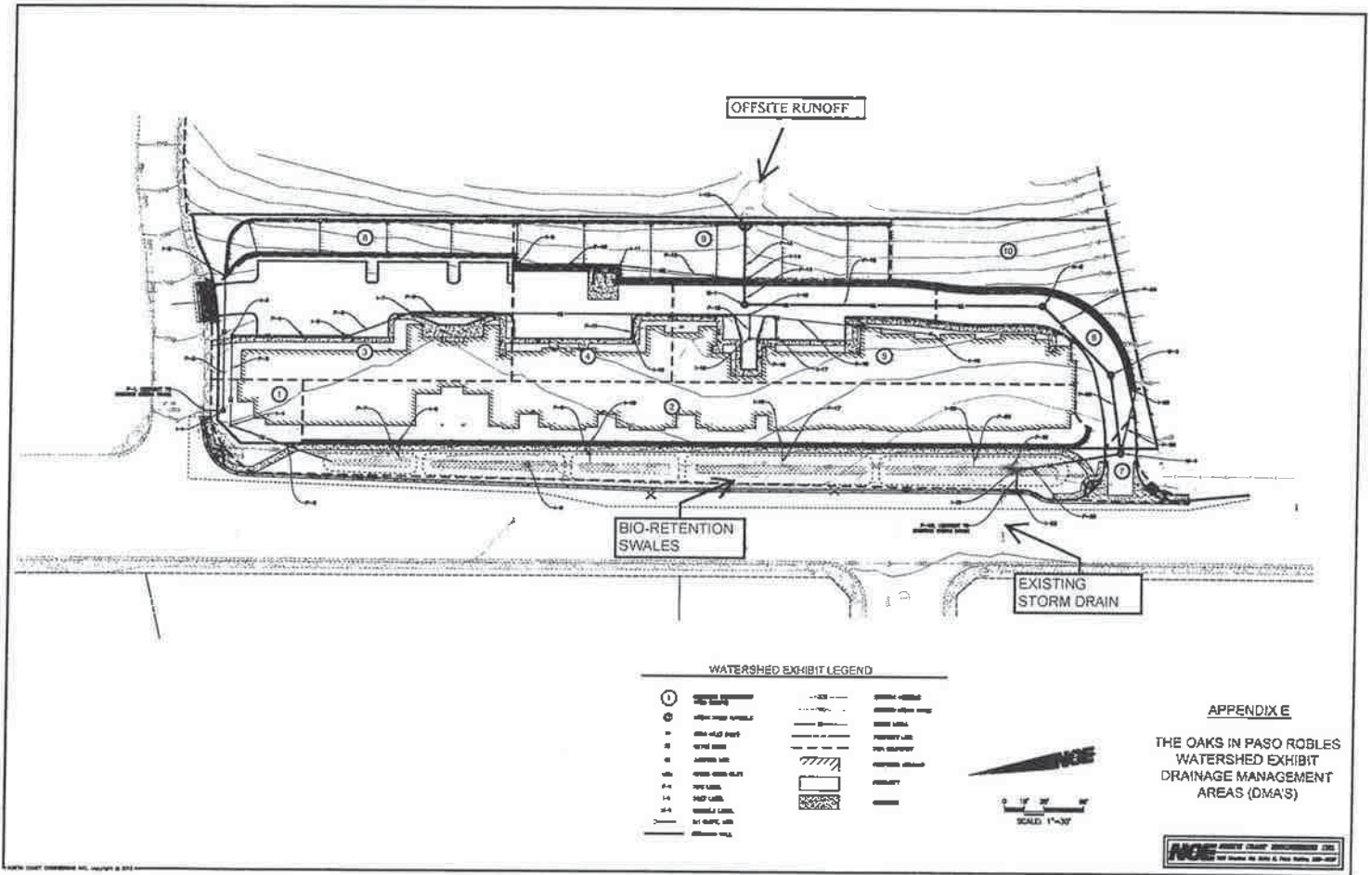




THE OAKS
 SITE CROSS SECTIONS
 APN 009-815-007



Appendix E: Watershed Exhibit / Drainage Management Areas (DMAs)



WATERSHED EXHIBIT LEGEND

| | | | |
|---|--------------------|-----|--------------------|
| ① | EXISTING SWALE | --- | EXISTING CURB |
| ② | PROPOSED SWALE | --- | EXISTING DRIVE WAY |
| ③ | EXISTING LOT DRIVE | --- | EXISTING LAWN |
| ④ | PROPOSED LOT DRIVE | --- | PROPOSED LAWN |
| ⑤ | EXISTING LOT | --- | PROPOSED LOT |
| ⑥ | PROPOSED LOT | --- | PROPOSED DRIVEWAY |
| ⑦ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑧ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑨ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑩ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑪ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑫ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑬ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑭ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑮ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑯ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑰ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑱ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑲ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |
| ⑳ | PROPOSED DRIVEWAY | --- | PROPOSED DRIVEWAY |

APPENDIX E
THE OAKS IN PASO ROBLES
WATERSHED EXHIBIT
DRAINAGE MANAGEMENT
AREAS (DMA'S)



R:\PROJ\08121\Design\Working\08121 Storm.dwg, 24936 LANDSCAPE, 5/18/2015 2:14:05 PM, by JRL

Mitigation Monitoring and Reporting Plan

Project File No./Name: PD 15-002, CUP 15-004 - The Oaks at Paso Robles Assisted Living Facility.

Approving Resolution No.: Resolution by: Planning Commission City Council Date: _____

The following environmental mitigation measures were either incorporated into the approved plans or were incorporated into the conditions of approval. Each and every mitigation measure listed below has been found by the approving body indicated above to lessen the level of environmental impact of the project to a level of non-significance. A completed and signed checklist for each mitigation measure indicates that it has been completed. A description of each measure is provided in Exhibit A, attached to this document.

| Mitigation Measure | Type | Monitoring Department or Agency | Shown on Plans | Verified Implementation | Timing/Remarks |
|---|--|---------------------------------|----------------|-------------------------|--|
| <p>AES – 1 The project shall be designed in accordance with the attached specific architectural features to ensure visual impacts are mitigated.</p> <p>AQ-1</p> <ol style="list-style-type: none"> a. Interior and exterior paints used during project construction shall have a maximum allowable VOC content of 150 grams per liter. b. The following measures are recommended to minimize nuisance impacts associated with construction-generated fugitive dust emissions: <ol style="list-style-type: none"> 1. Reduce the amount of the disturbed area where possible; 2. 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; 3. All dirt stock pile areas should be sprayed daily as needed; 4. 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; 5. Reduce the amount of disturbed area where possible; 6. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the | <p>Project</p> <p>Project, ongoing</p> | <p>CDD</p> <p>CDD Building</p> | | | <p>Prior to issuance of building permits.</p> <p>Written description, prior to certificate of occupancy.</p> |

| Mitigation Measure | Type | Monitoring Department or Agency | Shown on Plans | Verified Implementation | Timing/Remarks |
|---|------|---------------------------------|----------------|-------------------------|----------------|
| <p>site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;</p> <p>7. All dirt stock pile areas should be sprayed daily as needed;</p> <p>8. 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;</p> <p>9. 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;</p> <p>10. 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;</p> <p>11. 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;</p> <p>12. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;</p> <p>13. 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;</p> <p>14. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;</p> <p>15. 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;</p> <p>16. 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</p> | | | | | |

| Mitigation Measure | Type | Monitoring Department or Agency | Shown on Plans | Verified Implementation | Timing/Remarks |
|---|------|---------------------------------|----------------|-------------------------|----------------|
| <p>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.</p> <p>c. The following measures are recommended to reduce emissions from motorized construction equipment:</p> <ol style="list-style-type: none"> 1. Maintain all construction equipment in proper tune according to manufacturer's specifications; 2. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); 3. Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation; 4. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation; 5. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. capive or NOx exempt area fleets) may be eligible by proving alternative compliance; 6. All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit; 7. Diesel idling within 1,000 feet of sensitive receptors is not permitted; 8. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors; 9. Electrify equipment when feasible; 10. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and, 11. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel. <p>d. The above mitigation measures shall be shown on grading and building plans.</p> | | | | | |

| Mitigation Measure | Type | Monitoring Department or Agency | Shown on Plans | Verified Implementation | Timing/Remarks |
|--|---------|---------------------------------|----------------|-------------------------|--|
| <p>AQ-2</p> <p>a. Prior to issuance of an occupancy permit, a permit to operate shall be obtained from the SLOAPCD for any diesel emergency back-up generator, 50 hp or greater, that is included as part of the project plans. If the applicant decides to add a permit-required generator to the facility after the occupancy permit, then this mitigation measure is official notice to the applicant that an APCD permit is required prior to the installation of the proposed generator.</p> <p>b. Prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. These requirements may include but are not limited to:</p> <ol style="list-style-type: none"> 1. Development of an Asbestos Dust Mitigation Plan, which must be approved by the SLOAPCD prior to construction, and, 2. Development and approval of an Asbestos Health and Safety Program (required for some projects). | Project | Building Dept | | | Prior to issuance of certificate of occupancy permit |
| <p>BIO-1</p> <p>Prior to any construction work, approximately 5 oak trees shall require a minimum of canopy raising so that any grading equipment will not damage or break any of the branches. Proper arboricultural practice dictates these trees have some weight reduction to aid long term preservation. The trenching for the swale shall not exceed 2 feet in depth. All spoils shall not be placed within any critical root zone. Tree protection fencing is mandatory at the CRZ. Trees to be saved shall be yellow taped. Removal of limbs larger than 6 inches in diameter shall require a city approved permit. Only 25% of live crown may be removed.</p> <p>Specific mitigations shall apply at provided in attached Oak Tree Protection Plan.</p> | Project | CDD, Building Dept | | | Prior to issuance of grading permit |
| <p>TR-1</p> <p>The project will be required to pay traffic mitigation</p> | Project | CDD | | | Prior to certificate of occupancy |

| Mitigation Measure | Type | Monitoring Department or Agency | Shown on Plans | Verified Implementation | Timing/Remarks |
|---|---------|---------------------------------|----------------|-------------------------|-----------------------------------|
| <p>fees to offset to offset its impacts to the citywide transportation network.</p> <p>TR-2</p> <p>The applicant will implement employee transportation demand measures to reduce traffic congestion, such as providing information on regional rideshare programs, bike racks, well as provide shuttle service to the multi-modal transportation center and downtown for residents and guests.</p> | Project | CDD | | | Prior to certificate of occupancy |

Explanation of Headings:

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



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

AFFIDAVIT
OF MAIL NOTICES
PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

I, Monica Hollenbeck, 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 15-002, Conditional Use Permit 15-004 (The Oaks at Paso Robles – Assisted Living Project - Revised) , on this 13th day of January, 2016.

City of El Paso de Robles
Community Development Department
Planning Division

Signed: *Monica C Hollenbeck*
Monica Hollenbeck

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION
PROJECT NOTICING

Newspaper: The Tribune

Date of Publication: 01/15/16

Meeting Date: 01/26/16
Planning Commission

Project: Mitigated Negative Declaration for
Planned Development 15-002 and
Conditional Use Permit 15-004 for
"THE OAKS AT PASO ROBLES"
ASSISTED LIVING FACILITY

I, Monica C Hollenbeck, employee of the
Community Development Department, Engineering
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: Monica C Hollenbeck
Monica C Hollenbeck

CITY OF EL PASO DE ROBLES

**NOTICE OF A PUBLIC HEARING
AND NOTICE OF INTENT
OF THE PLANNING COMMISSION TO
CONSIDER A MITIGATED NEGATIVE
DECLARATION FOR PLANNED
DEVELOPMENT (PD 15-002) AND
CONDITIONAL USE PERMIT (CUP 15-
004) FOR "THE OAKS AT PASO
ROBLES" - ASSISTED LIVING FACILITY
LOCATED AT THE SOUTHEAST
CORNER OF SOUTH RIVER ROAD AND
SERENADE DRIVE APN 009-815-007**

NOTICE IS HEREBY GIVEN that the Plan-
ning Commission of the City of El Paso de
Robles will hold a Public Hearing on Tues-
day, January 26, 2016 at 6:30 p.m. at the
City of El Paso de Robles, 1000 Spring
Street, Paso Robles, California, in the City
Council Chambers, to consider a Planned
Development, Conditional Use Permit, and
a Mitigated Negative Declaration in accord-
ance with the provisions of the California
Environmental Quality Act (CEQA) for the
following project:

Planned Development 15-002 and CUP
15-004: A 3-story, 95,221 square feet
assisted living facility, that includes 73
assisted living units and 24 memory
care units with a total maximum of 101
beds, and ancillary support facilities.
The project is proposed to be located at
the southeast corner of South River
Road and Serenade Drive.

The project was previously considered
by the Planning Commission at their
meeting on October 27, 2016. The
Commission requested the applicant
modify the project to reduce the pro-
posed building height and massing, as
well as provide for more outdoor open
space for residents, and other modifica-
tions. The prior building design incorpo-
rated up to 83,000 square feet (e.g.
68,000 square feet for the central assist-
ed living area, and 15,000 square feet
for the memory care unit). The revised
project has reduced the building height
to below 40 feet (the maximum height
allowed), and modified the architectural
design. The revised building design in-
cludes the same number of occupant
rooms and interior land uses, and
would support use of the same number
of employees as the previous building.
However, to accommodate a height re-
duction, and provide for the same num-
ber of units and uses, the square foot-
age of interior space was expanded
over the second and third floors of the
building, for a total proposed square
footage of 95,221 square feet. The pro-
ject would not require more employees,
vehicle trips or use of water.

The 20-day public review period for the Mit-
igated Negative Declaration (MND) was Au-
gust 14, 2015 through September 3, 2015.
The proposed MND may be reviewed at
the Community Development Department,
1000 Spring Street, Paso Robles, Califor-
nia. 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
93448 or emailed to sdecarli@prcity.com,
provided that the comments are received
prior to the time of the public hearing. Oral
comments may be made at the hearing.
Should you have any questions regarding
this application, please call Susan DeCarli
at (805) 237-3970 or email at sdecarli@prcity.com.

If you challenge this application in court,
you may be limited to raising only those is-
sues 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 pub-
lic hearing.

Susan DeCarli
City Planner
January 15, 2016
2210640

Susan DeCarli

From: Fred H Berry <fredhberry@gmail.com>
Sent: Friday, January 15, 2016 6:21 PM
To: Susan DeCarli
Subject: The Oaks At paso Robles - Assisted Living Project - Revised Planning Commission Hearing

To Whom it may concern:

We, Fred H. Berry & Susan L Alioto are the current owners of 1635 Canyon Crest Lane, Paso Robles, Ca. 93446 We are both opposed to the approval of the subject project or any other new construction projects in Paso Robles, Ca. Due to low water aquifers, lack of water and additional vehicle traffic on streets that the City of Paso Robles are not able to currently maintain as it is.

Again, we would hope that the planning commission would lead by example and do the only responsible thing by denying this project completely and any other proposed new construction projects. We cannot keep adding additional loads\ drawing water on water that we do not have.

We cannot maintain our streets with current vehicle traffic on them so it does not make good sense to keep adding additional vehicle traffic on streets that we currently cannot maintain.

Sincerely,

Fred H. Berry and Susan L. Alioto

1635 Canyon Crest Lane, Paso Robles, Ca. 93446 Phone (831) 737-7640

Sent from my iPad