TO: Planning Commission

FROM: Susan DeCarli, City Planner

SUBJECT: Destino Paso Resort Amendment – 291 room / 4 phase hotel development

- Planned Development Amendment (PD 08-002)
- Conditional Use Permit Amendment (CUP 08-002)
- Vesting Tentative Tract Map 2962 (TR 2962)
- Oak Tree Removal (OTR 16-009)
- Draft Mitigated Negative Declaration (MND)

Location: 3350 Airport Road, APN 025-436-029 & 025-346-030

Applicant: Karen Stier

DATE: October 11, 2016

Needs: For the Planning Commission to consider making a recommendation to the City Council to adopt a Mitigated Negative Declaration (MND), and approve Planned Development Amendment (PD 08-002), Conditional Use Permit Amendment (CUP 08-002), Vesting Tentative Tract Map (VTPM 2962), and an Oak Tree Removal (OTR 16-009) for the 291 room / 4 phase Destino Paso Resort proposed at 3350 Airport Road. See Attachment 1, Location Map.

Facts:

1. A resort complex was previously approved on the project site in 2009, under a previous ownership, which included a main hotel, individual casitas units, and ancillary improvements for up to 291 rooms.

2. The property currently has an existing single-family home (that has not been approved for building occupancy) and accessory buildings, an old farmhouse and outbuildings, and a paved access road that extends from Airport Road and terminates at the eastern property line. The remainder of the property is undisturbed.

3. The applicant, Karen Stier, proposes to re-subdivide the project site into six (6) lots, construct four (4) hotels (with a maximum of up to 291 rooms, consistent with the previously approved entitlement), demolish the existing single-family home, and maintain the existing farmhouse (on a separate parcel). The proposed lot sizes and improvements are provided below. See Attachment 2 – VTPM 2962, and Attachment 3 – Site Plan.

Lot 1 – 0.9 acres	(Vacant, no changes proposed)
Lot 2 – 6.75 acres	(Hotel #3 – Limited services hotel, 28 rooms)
Lot 3 – 6.3 acres	(Hotel #2 – Limited services hotel, 80 rooms)
Lot 4 – 12.97 acres	(Hotel #1 – Full service hotel, 136 rooms)
Lot 5 – 5.09 acres	(No new or changed land uses/maintain existing farmhouse)
Lot 6 – 5.00 acres	(Hotel #4 – Limited services, 46 rooms)

4. The existing access road, Destino Paso Way, is proposed to be dedicated as a 50-foot wide public right-of-way to serve lots 2, 3, and 4. A separate access driveway from Airport Road would serve lots 5 and 6. No access is proposed for lot 1, which is a small parcel on the west side of Airport Road within Huer Huero Creek corridor.

5. The property is designated in the General Plan, Land Use Element and is zoned as Parks and Open Space with a Resort Lodging Overlay, and an Airport Overlay. The proposed project is consistent with the applicable land use designation and zoning. The site is located partially in three different Airport Safety Zones, including zones 2, 3, and 4. An analysis of airport consistency is provided below.

6. In accordance with the California Environmental Quality Act (CEQA), an environmental analysis/Initial Study and a draft Mitigated Negative Declaration (MND) was prepared. See Attachment 9, Initial Study/MND.

Analysis and Conclusion:

Project Design

The applicant intends to subdivide the property and move forward with the first phase of development (hotel #1, 136 room full-service hotel), on lot 4. This hotel is planned to be a high-quality hotel that would include a restaurant, bar/lounge, ballroom, and outdoor patios and gathering areas. Once this hotel is well established, the applicant anticipates moving forward on hotel #2 on lot 3, across Destino Paso Way, which is nearest to the primary hotel. This hotel is intended to compliment and be an extension of the primary hotel.

The other two hotels are anticipated to be smaller, more boutique-oriented hotels. The applicant does not intend to move forward on those hotels until after the initial hotels are completed and operational. Therefore, the proposal includes greater architectural details on the primary hotel, since development of the other three hotels will not occur for a few years.

The primary hotel (#1) is proposed to be 3-stories, and up to 35 feet in height, (below the permitted height limit of 50 feet). The other three hotels are planned to be 2-stories. The architectural theme of the primary hotel is contemporary, with “Prairie” architectural style influences. Building materials include wood siding, stone, smooth plaster and metal roofing. This building would be set deep into the site on a slope toward the east side of the site. Hotel #2 would also be set deep into the site near the northeast corner of the property. The other two smaller hotels are proposed to be closer to Airport Road. See Attachment 4, View Renderings. These drawings show how the proposed hotels would be seen from Airport Road.

Oak Trees

An arborist report was prepared for this project (See Attachment 9, MND), which inventoried 155 oak trees on the project site. The applicant has requested removal of seven (7) oak trees to accommodate frontage improvements along Airport Road and parking lots. Three (3) of the trees proposed for removal are rated in poor condition, the other four (4) oaks are rated in fair to good condition. Tree protection measures are proposed to reduce potential impacts to existing oak trees within the development areas of hotels #1, 2, and 4 that are not proposed to be removed. Oak tree replacements would be required to mitigate for the loss of oak trees approved for removal in compliance with the Oak Tree Protection Ordinance.

Traffic

As provided in Attachment 12, a Transportation Impact Analysis (TIA) was prepared for this project. The TIA studied four (4) intersections (i.e. Dry Creek Road/Airport Road, State Route 46 E/(SR46E)/Golden Hill Road, SR46E/Union Road, and SR46E/Airport Road), and evaluated their operations during weekday morning and evening periods, and Saturday mid-day, for existing, existing plus the project, near-term, and near-term plus the project conditions. Assumptions evaluated include trip generation, trip distribution and assignment. The TIA concludes that **the project may result in potentially significant operational traffic impacts**, and improvements maybe necessary for alternative transportation facilities. The report provides recommended mitigation measures to reduce potential impacts.

The TIA indicates that under existing conditions the Level of Service (LOS) is unacceptable (LOS D, E or F) at SR46E/Union Road and SR46E/Airport Road. Specific impacts that may result with the project would further reduce the LOS at the same intersections. This is the same (e.g. worsened conditions) under the near-term and near-term plus project conditions. The SR 46E/Airport Road intersection is controlled by Caltrans, which has a target of LOS C or better operations. The southbound approach currently operates at LOS E during the Saturday mid-day peak hour. Currently only two vehicles make the southbound left turn during the Saturday peak hour. The project would add 16 Saturday peak hour trips to the southbound left turning movement, substantially increasing delay on the southbound approach and potentially resulting in more aggressive maneuvers as drivers accept smaller gaps to make their turn. This condition worsens under Near Term Plus Project conditions, when both the southbound and eastbound left turn movements exceed capacity, resulting in excessive delay. The capacity is exceeded upon occupancy of Hotel 2. Therefore, mitigations have been developed to address this condition prior to occupancy of Hotel 2.

The Planning Commission is requested to recommend either of two proposed mitigation measures to reduce operational impacts at the SR 46E/Airport Road intersection. As noted in the TIA, the applicant would be permitted to complete and occupy the first hotel (136 rooms), however improvements would be required to allow completion of hotels 2, 3, and 4. Mitigation Measure TR-1 would result in the closure of the existing southbound left-turn movement from Airport Rd to 46E. This will impact existing traffic patterns. Mitigation Measure TR-2 would require the construction of a Huer Huero Creek crossing.

SR 46E/Airport Road intersection mitigation options:

> ***Mitigation Measure TR-1: Southbound Left turn prohibition***
> Prohibit southbound left turns at State Route 46E/Airport Road to reduce conflict points at this intersection, reduce queuing, and reduce delay on the southbound approach prior to improvement of Hotels 2, 3, and 4 unless a local road connection is provided to Wisteria Lane.
>
> Until a local road connection is provided to Wisteria Lane, prohibiting southbound left turns would require vehicles destined to travel east on State Route 46 to turn right onto westbound State Route 46 then perform a U-turn at Union Road or Golden Hill Road. The existing counts show that fewer than ten vehicles currently make the southbound left turn during the peak hours studied, and shifting these trips would have a negligible effect on operations at the nearby intersections of Union Road and Golden Hill Road.
>
> ***Mitigation Measure TR-2: Wisteria Lane Connection***
> Complete the local road connection from Wisteria Lane to Airport Road prior to occupancy of Hotels 2, 3, and 4. Upon completion, provide signage on the westbound approach to Destino Paso Way/Airport Road to direct hotel visitors to the new local road connection instead of State Route 46E, and prohibiting westbound left turns out of Destino Paso Way to avoid operational impacts to the State Route 46E/Airport Road intersection.

Water Resources

A Water Supply Evaluation (WSE) was prepared for this project, which is provided in the CEQA analysis, (Attachment 9). As noted in the WSE, the projected water demand for this project is included in the assumptions of the 2015 Urban Water Management Plan. Water supply for the project will include City-supplied potable water and recycled water (when it becomes available). Buildout water use of the project is estimated to be 35.32 acre-feet per year (AFY) of City-supplied potable water, and 3.94 AFY of recycled water in the future. In the interim, City-supplies of potable water will be used for hotel operations, irrigation, and water features. The study concludes that the City has adequate potable supply to provide reliable long-term water supply for the project under normal and drought conditions.

Airport Land Use Plan (ALUP) Consistency

The project location is within the planning impact area of the Paso Robles Airport Land Use Plan (ALUP), Safety Zones 2, 3, and 4. The ALUP includes a Land Use Matrix, Table 6, that describes land uses that may be compatible (e.g. "permitted") or prohibited in various zones. Land uses in Zone 2 are very restrictive. No development is proposed in Zone 2 with this project, therefore, the project would not conflict with ALUP Zone 2. ALUP Zones 3 and 4 permit certain types of uses, including hospitality land uses, such as hotels, restaurants, and indoor auditoriums & convention centers (such as the ballroom). Per Table 6, of the ALUP, there are additional density-specific restrictions that apply to different zones, as follows:

- Zone 3 - The intensity of uses shall not exceed an average 60 persons per gross acre, maximum 120 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

- Zone 4 - The intensity of uses shall not exceed an average 40 persons per gross acre, maximum 120 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

  Additionally, Appendix E includes development restrictions that apply to particular land uses and this project, as follows:

  - Food and Beverage Service, Indoor Entertainment – 1 person/60 s.f. of gross floor area
  - Public Assembly – 1 person per seat or per 12 s.f. of gross floor area
  - Transient Lodging – 1.8 person per room or group of rooms to occupied as a suit, plus (in addition to) 1 person per 60 s.f. floor area of any restaurants, bars, or night clubs, plus 1 person per 10 s.f. of floor area of meeting rooms.

The applicant provided an analysis that breaks down the site into one-acre measurements, and based on the site plan and intended land uses, calculated the number of people that would occupy an acre of land on average and the maximum. This is the accepted density calculation methodology of the San Luis Obispo County Airport Land Use Commission, and has been used on other similar projects within the City's ALUP planning area.

The analysis assumptions consider occupancy of all hotels at 100 percent. The analysis indicates that the project would be consistent with the density limitations established in the ALUP for the maximum number of people permitted per gross and per single acre, as well as the maximum number of persons permitted by use. See ALUP Analysis, Attachment 6 and Exhibit I and J of draft Resolution B..

Policy Reference: Paso Robles General Plan, Economic Strategy, Zoning Ordinance, CEQA Guidelines, Airport Land Use Plan, Urban Water Management Plan.

Fiscal Impact: Expansion of hotel and lodging accommodations is identified in the City's Economic Strategy. Hotels have been determined to have a net positive fiscal impact on the City's revenues due to receipt of transient occupancy taxes.

Options: After opening the public hearing and taking public testimony and considering the staff report and proposed Initial Study and Mitigated Negative Declaration, the Planning Commission is requested to take one of the actions listed below:

1. Recommend the City Council approve the Destino Paso Resort project amendment by approving the following four resolutions by separate motions:

    a. Approve Draft Resolution A, recommending the City Council certify Mitigated Negative Declaration for the project, including identification of the recommended transportation mitigation measure for impacts to the SR 46E/Airport Road intersection, either Mitigation Measure TR-1 or TR-2; and

    b. Approve Draft Resolution B, recommending the City Council approve Planned Development 08-002, Conditional Use Permit 08-002: and

    c. Approve Draft Resolution C, recommending the City Council approve Vesting Tentative Tract Map 2962; and

    d. Approve Draft Resolution D, recommending the City Council approve Oak Tree Removal 16-009.

2. Amend the above-listed action.

3. Refer this item back to staff or the DRC for additional analysis.

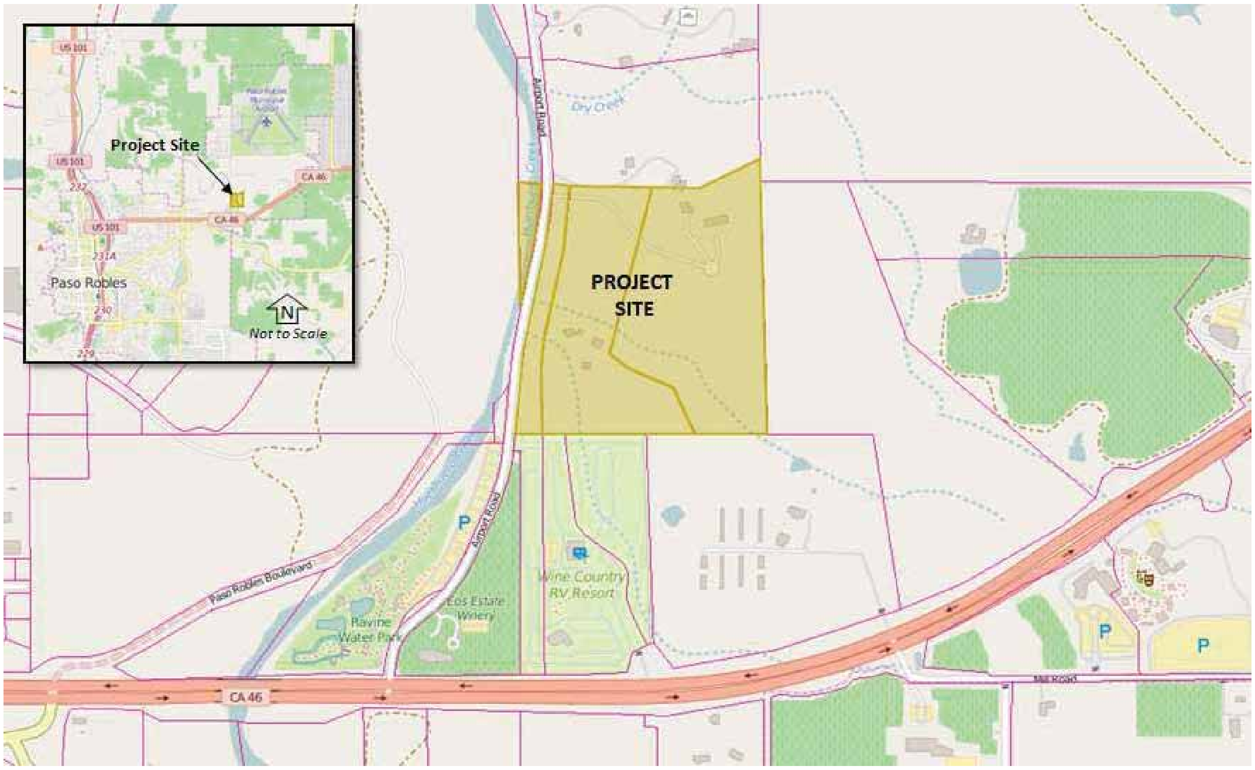
4. Recommend denial of either Draft Resolution A, B, C or D based on specific findings.

Attachments:

1. Location Map
2. Site Plan
3. Site Plan Comparison
4. Architectural Renderings
5. Vesting Tentative Parcel Map 2962
6. Airport Land Use Plan Analysis
7. City Engineer memorandum
8. Resolution A – Recommendation to City Council to adopt a Mitigated Negative Declaration
9. Resolution B - Recommendation to City Council to approve a Planned Development Amendment 08-002, Conditional Use Permit Amendment 09-002
10. Resolution C - Recommendation to City Council to approve Vesting Tentative Tract Map 2962
11. Resolution D – Recommendation to City Council to approve Oak Removal Permit 16-009
12. Exhibit A (Resolution A) Draft Mitigated Negative Declaration/Initial Study
13. Notices

Attachment 1

Location Map



DEVELOPMENT PLAN
FOR

DESTINO PASO RESORT HOTEL

Attachment 2
Site Plan

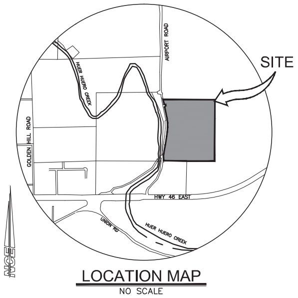
SITE STATISTICS - OVERVIEW

TOTAL GROSS AREA	40.3 ACRES
NET AREA	37.1 ACRES
RECORD OWNERS:	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
	JERRY & KATHIE HANDLEY P.O. BOX 1011 PASO ROBLES, CA 93447
APPLICANT	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
ENGINEER	NORTH COAST ENGINEERING, INC. 725 CRESTON RD., STE. B, PASO ROBLES, CA 93446 CHRISTY GABLER R.C.E. 64821 EXP. 6/30/09
A.P.N.	025-436-029 & 030
EXISTING USE	VACANT / AG / RESIDENCE
EXISTING GENERAL PLAN DESIGNATION	POS
EXISTING ZONING	POS
PROPOSED USE	RESORT / EXISTING HOUSE

SHEET INDEX

1	COVER SHEET	
2	VESTING TENTATIVE MAP	
3	PRELIMINARY GRADING	WEST
4	PRELIMINARY GRADING	EAST
5	PRELIMINARY UNDERGROUND	WEST
6	PRELIMINARY UNDERGROUND	EAST
7	SITE CROSS SECTIONS	

0 40' 80' 160'
SCALE: 1"=80'



LOCATION MAP
NO SCALE

DATE SUBMITTED: 06/03/2016

PAGE 1 OF 7

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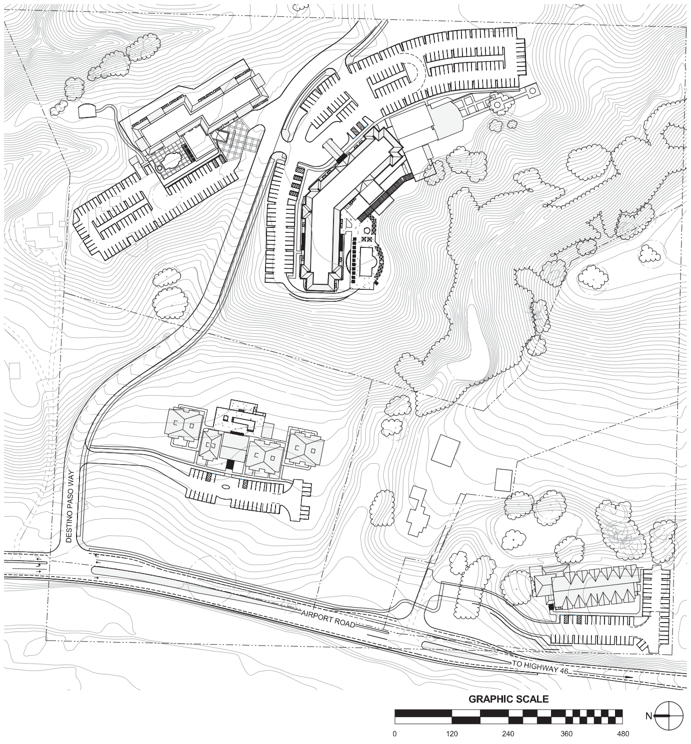
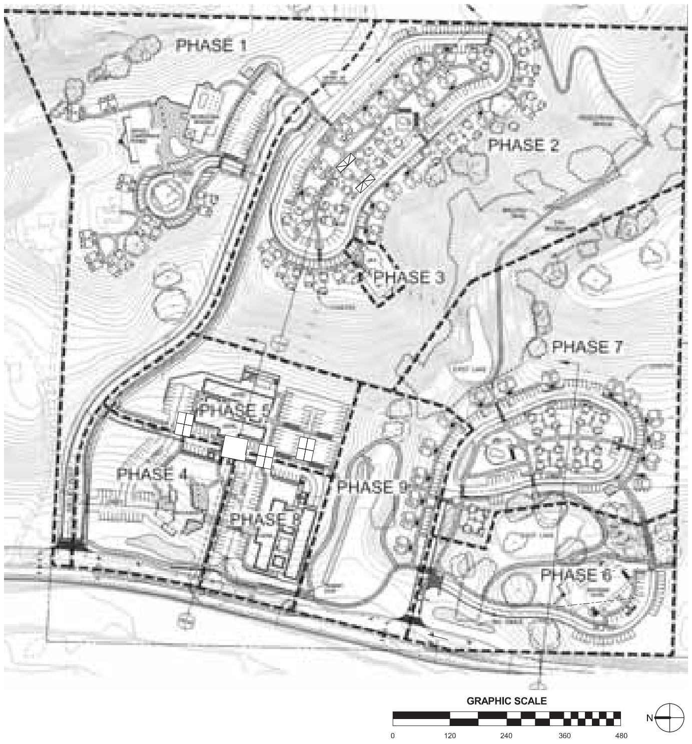
Attachment 3
Comparison of approved and proposed site plans



PROPOSED SITE PLAN 2
1"= 120' 0"



APPROVED SITE PLAN 1

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NCE NORTH COAST ENGINEERING INC.

JETT LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
COMPARISON SITE PLAN TO APPROVED PLAN
JOB NO. 15029
DRAWN BY SBC
SHEET NO.

A-5

Attachment 4

Architectural Renderings

VIEW FROM PARKING LOT

VIEW OFF POOL DECK

NOTE: RENDERINGS HAVE NOT BEEN UPDATED TO REFLECT ROOF REVISIONS

S/A

STANTONARCHITECTURE.COM

NCE NORTH COAST ENGINEERING INC.

JETT

LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE

HOTEL 1 - PERSPECTIVE VIEWS

JOB NO. 15029

DRAWN BY Author

SHEET NO.

A-7

VIEW FROM RESTAURANT DECK

VIEW FROM OLIVE TREE GARDEN

NOTE: RENDERINGS HAVE NOT BEEN UPDATED TO REFLECT ROOF REVISIONS

S/A
STANTONARCHITECTURE.COM

NCE NORTH COAST ENGINEERING INC.

JETT
LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
HOTEL 1 - PERSPECTIVE VIEWS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

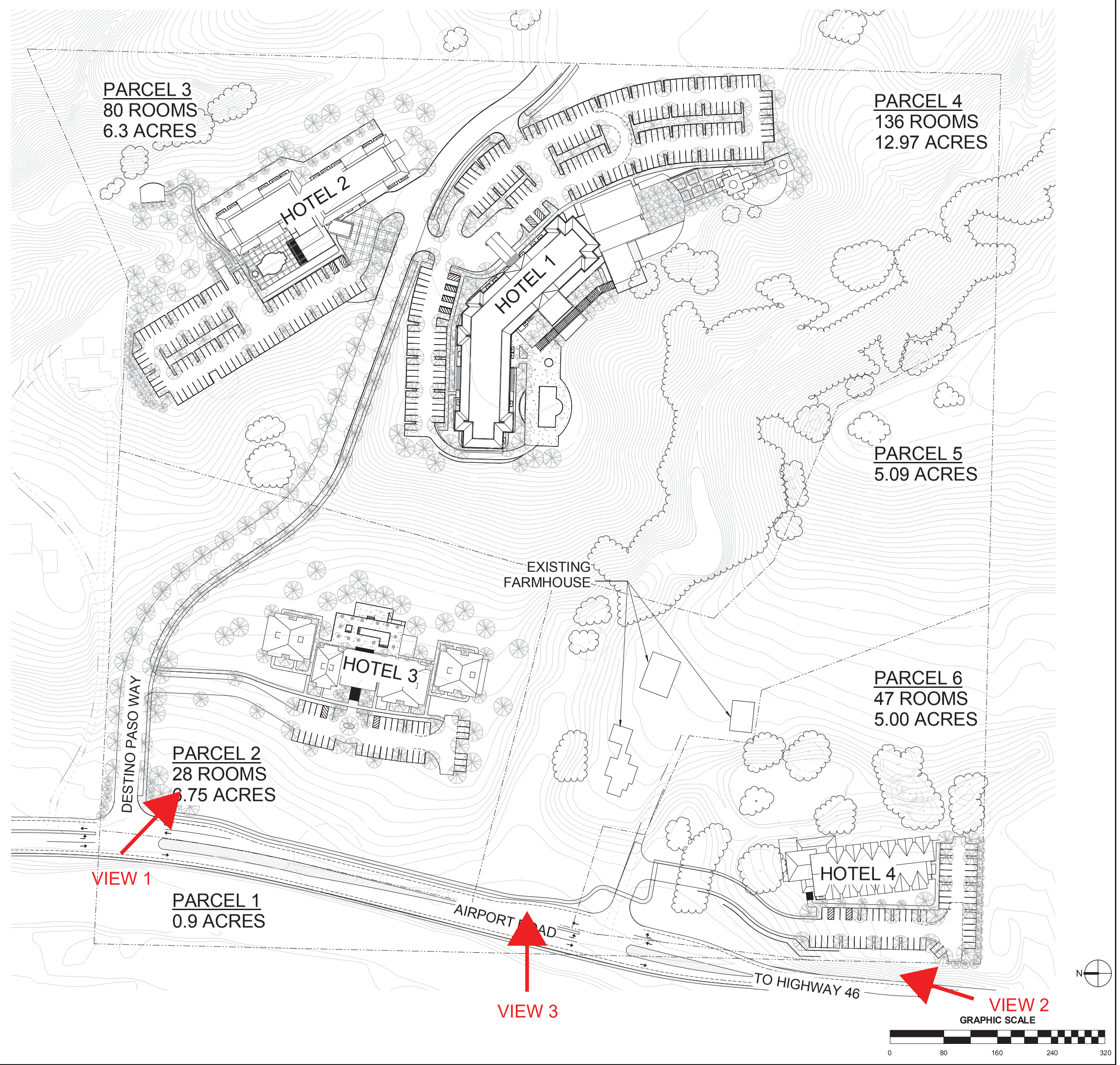
A-8

VIEW 1: RENDERING PROVIDED AUGUST 30TH. SHOWS PROPOSED SITE AFTER CONSTRUCTION OF THE FIRST HOTEL, HOTEL 1. HOTEL 2, 3 AND 4 ARE NOT INCLUDED AS THEY OCCUR IN LATER PHASES. VIEW 1 IS INCLUDED ON PAGE AR-2.

VIEW 2: RENDERING REQUESTED BY THE CITY SEPTEMBER 2ND. VIEW FROM THE SOUTHWEST CORNER OF THE SITE. THIS VIEW INCLUDES HOTEL 4 AND IS TAKEN AFTER ALL HOTELS HAVE BEEN CONSTRUCTED, AS HOTEL 4 WOULD BE THE FINAL PHASE OF THE PROPOSED PROJECT. VIEW 2 WILL BE PROVIDED TO THE CITY ONCE IT HAS BEEN COMPLETED.

VIEW 3: RENDERING REQUESTED BY THE CITY SEPTEMBER 2ND. SHOWING THE SCALE OF THE PROJECT ON THE HILLSIDE FROM THE APPROXIMATE CENTER OF THE PROPERTY, AT AIRPORT ROAD. VIEW 3 WILL BE PROVIDED TO THE CITY ONCE IT HAS BEEN COMPLETED.

VICINITY MAP
N.T.S. 2



SITE PLAN 1

STANTONARCHITECTURE.COM

DESTINO PASO
REVISED RENDERINGS

SEPTEMBER 9TH

DRAWING TITLE
RENDINERING VIEWING KEY

JOB NO.	15029
DRAWN BY	SBC
SHEET NO.	

AR-1

VIEW 1: VIEW OF HOTEL #1 FROM THE THE ENTRANCE OF DESTINO PASO WAY

S/A

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LANDSCAPE ARCHITECTURE + DESIGN
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DESTINO PASO
REVISED RENDERINGS

SEPTEMBER 9TH

DRAWING TITLE
VIEW 1

JOB NO.	15029
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AR-2

VIEW 2: VIEW OF HOTEL #4 FROM THE SOUTHWEST CORNER OF THE PROPERTY ALONG NORTHBOUND AIRPORT ROAD.

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DESTINO PASO
REVISED RENDERINGS

SEPTEMBER 9TH

DRAWING TITLE
VIEW 1

JOB NO. 15029
DRAWN BY Author
SHEET NO.

AR-6

VIEW 3: VIEW OF THE PROPOSED DEVELOPMENT FROM THE APPROXIMATE CENTER OF THE PROPERTY ALONG AIPORT ROAD.

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DESTINO PASO
REVISED RENDERINGS

SEPTEMBER 9TH

DRAWING TITLE
VIEW 1

JOB NO.	15029
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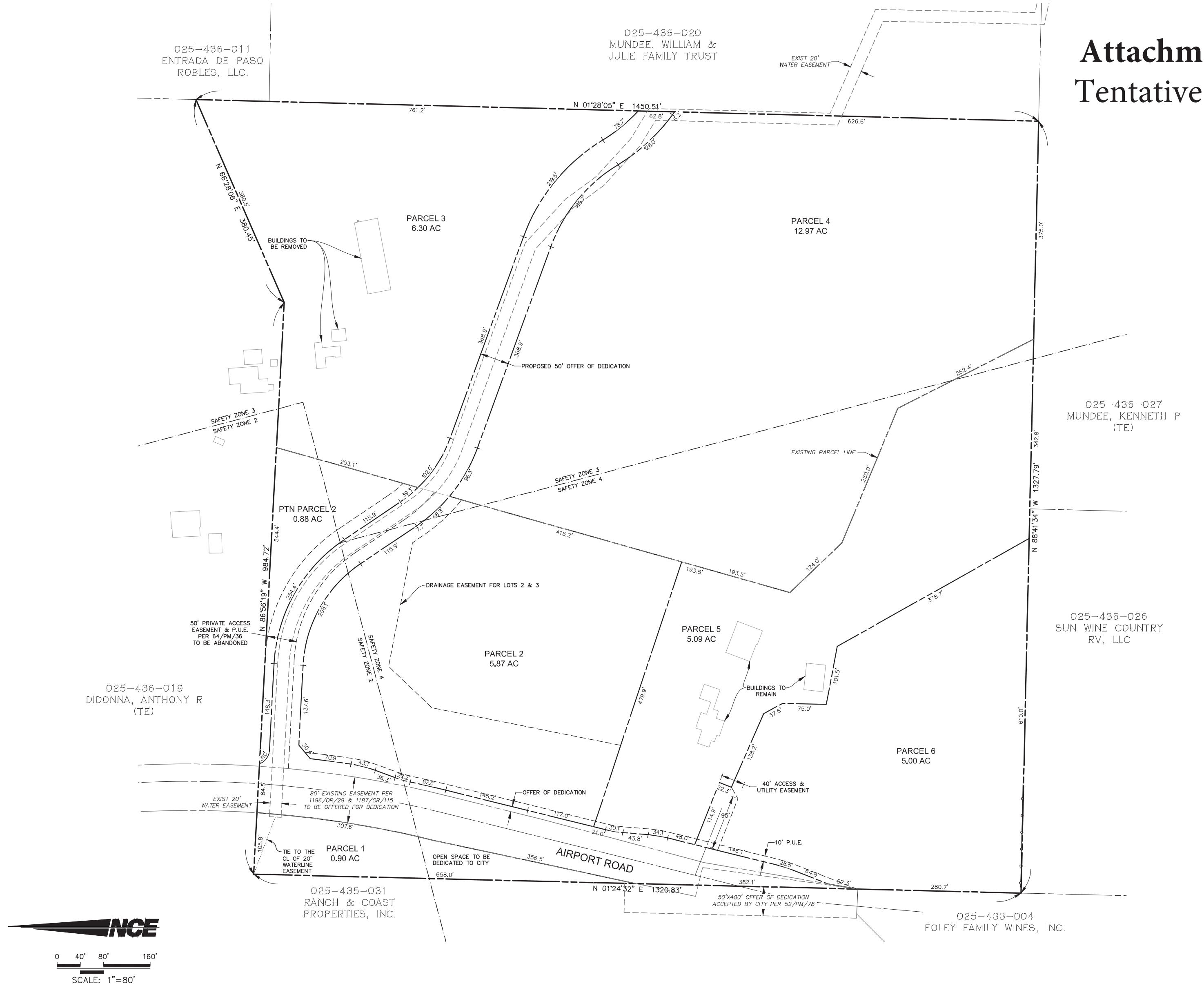
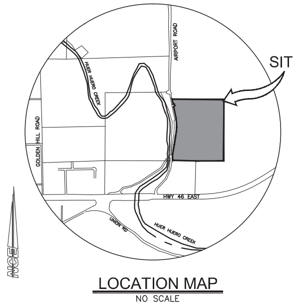
SHEET NO.	

AR-7

Attachment 5
Tentative Map





LOCATION MAP
NO SCALE

SITE STATISTICS - OVERVIEW

TOTAL GROSS AREA	40.3 ACRES
NET AREA	37.1 ACRES
RECORD OWNERS:	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436 JERRY & KATHIE HANDLEY P.O. BOX 1011 PASO ROBLES, CA 93447
APPLICANT	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
ENGINEER	NORTH COAST ENGINEERING, INC. 725 CRESTON RD., STE. B, PASO ROBLES, CA 93446 CHRISTY GABLER R.C.E. 64821 EXP. 6/30/09
A.P.N.	025-436-029 & 030
EXISTING USE	VACANT / AG / RESIDENCE
EXISTING GENERAL PLAN DESIGNATION	POS
EXISTING ZONING	POS
PROPOSED USE	RESORT / EXISTING HOUSE

CHRISTY A. GABLER

PRELIMINARY

R.C.E. 64821

LEGEND

- RIGHT–OF–WAY
- PROPERTY LINE
- AIRPORT SAFETY ZONE LINE
- EASEMENT LINE
- BOUNDARY LINE

DESTINO PASO RESORT HOTEL
VESTING TENTATIVE MAP
TRACT 2962

IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA
BEING A SUBDIVISION OF PARCELS 1 AND 2 OF PARCEL MAP PR 04–0133, ACCORDING TO THE MAP RECORDED IN BOOK 64 OF PARCEL MAPS, AT PAGES 36–37 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239–3127

DATE SUBMITTED: 06/03/2016

PAGE 2 OF 7

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Attachment 6

Airport Land Use Plan Consistency Analysis

STANTON ARCHITECTURE

MEMORANDUM

TO:	City of El Paso de Robles
FROM:	Michael Stanton FAIA, Stanton Architecture
DATE:	28 September 2016
PROJECT:	Destino Paso, Destino Paso Way, Paso Robles
REFERENCE:	Proposed Density - Destino Paso

Subject:
The following memo and supporting reports summarizes the proposed density of the Destino Paso Resort for the review by City Staff for the proposed project's Development Plan entitlement.

Brand Introduction:
The Radisson Paso Robles by Carlson Rezidor will provide the ideal setting for business and leisure travelers to Paso Robles. Guests of Destino Paso will typically stay 2-4 nights, and will range from 'weekend getaways', to extended celebrations such as weddings, parties and events. The Destino Paso aims to attract travelers looking for leisure both at the hotel and the greater Paso Robles area. The hotel has been designed to accommodate the prospective guests with extensive grounds amenities as well as a bar, restaurant and event wing. It is located a short drive to downtown Paso Robles and various wineries, allowing guests to enjoy what the City of El Paso De Robles has to offer.

Density:
The project's overall density has been carefully planned in accordance with the Paso Robles Airport Land Use Plan (ALUP), which indicates as follow:

1. The maximum number of persons shall not exceed an average of 40 persons per gross acre and;

2. The maximum number of persons shall not exceed 120 per single acre.

As suggested by City Staff, we used the following approach so determine the maximum density per single acre.

Allowable Maximum Density:
37.1 acres (Gross Site Area) x 40 (persons per acres) = 1,480.4 persons total.

Allowable Maximum Density per Safety Zone:
Zone 3: 17.8 Acres x 40 (persons per acres) = 712 Persons total.
Zone 4: 19.2 Acres x 40 (person per acres) = 768 Persons total.
Safety Zone 2 has been omitted from calculation as there is no calculated occupied density for this zone.

	Parcel	Acre	Calculated Occupancy
Safety Zone 3	3	D7	115.9
	3	E7	43.2
	4	D5	118.4
	4	D6	24.3
	4	E5	87.7
	4	E6	81.1
	4	F5	91.5
	4	F6	110
		Total:	672.1

	Parcel	Acre	Calculated Occupancy
Safety Zone 4	2	B4	18.9
	2	B5	18
	2	C4	13.5
	6	C1	5.4
	6	D0	12.6
	6	D1	66.6
		Total:	135

As illustrated in the tables above, the occupants per gross acres within each safety zone are well below the allowable maximum density per zone. Please note that the calculated occupancy was derived from the provided Occupant Load Data Table, which breaks down the occupiable space and corresponding occupancy load per acre.

Allowable Density per Single Acre: See Airport Analysis Diagram

Land Use Intensity Factors:

1. 1.8 Persons per room or group of rooms to be occupied as a suite.

2. 1 Person per 60 sq. ft. of floor area of any restaurants, coffee shops, bars, or night clubs

3. 1 Person per 12 sq. ft. of floor area of public assembly

Proposed maximum Density:

Parcel 1: No development proposed on this parcel

Parcel 2:

- Acre B4: 1.8 persons per room x 10.5 Rooms = 18.9 Persons
- Acre B5: 1.8 persons per room x 10 Rooms = 18 Persons
- Acre C4: 1.8 persons per room x 7.8 Rooms = 13.5 Persons

  Each defined acre below 120 persons per acre.

Parcel 3:

- Acre D7*: 1.8 persons per room x 56 (Levels 1-3) Rooms = 100.8 Persons
- Acre E7: 1.8 persons per room x 24 (Levels 1-3) Rooms = 43.2 Persons

  Each defined acre below 120 persons per acre.

Parcel 4:

- Acre D5: 1.8 persons per room x 65.75 (Levels 1-3) Rooms = 118.4 Persons
- Acre D6: 1.8 persons per room x 13.5 (Levels 1-3) Rooms = 24.3 Persons
- Acre E5*: 1.8 persons per room x 23 (Levels 1-2) Rooms = 41.4 Persons
- Acre E6*: 1.8 persons per room x 31 (Levels 1-2) Rooms = 55.8 Persons
- Acre F5*: No Guestrooms.
- Acre F6*: No Guestrooms.

  Each defined acre below 120 persons per acre.

Parcel 5: No development proposed on this parcel

Parcel 6:

- Acre C1: 1.8 Persons per room x 3 (Levels 1-2) Rooms = 5.4 Persons
- Acre D0: 1.8 Persons per room x 7 (Levels 1-2) Rooms = 12.6 Persons
- Acre D1: 1.8 Persons per room x 37 (Levels 1-2) Rooms = 66.6 Persons

  Each defined acre below 120 persons per acre

**This defined acre has occupiable space that includes a restaurant, coffee shop, bar or night club with a defined occupancy of one person per 60 sq. ft. of floor area. Please see attached "Occupant Load Data Table" for the complete breakdown of each defined acre for both guestroom occupancy and common area occupancy.*

Density of Common Areas: Due to the unique function of the hotel as both a business/leisure destination and an event destination, the hotel has been carefully planned to provide ample space for hotel and function guests for both privacy, enjoyment, and safety. Considering the hotel will both accommodate hotel guests as well as a small portion of the general public visiting the site for dining or special functions, the hotel takes advantage of the natural mesa that occurs at the top of the oak tree ravine on the proposed Parcel 4. It mediates the large density of persons by amassing the majority of the guestrooms at the north end of the mesa, while the event space and restaurant are grouped at the south end of the mesa, distributing the density through a number of acres.

Common areas include the following:
Parcel 1:

- No proposed common areas.
- No proposed guestrooms.

Parcel 2:

- A lobby/reception for use by hotel guests
- A breakfast area, continental breakfast and seating area for use by hotel guests
- 28 proposed guestrooms distributed across 3 acres

Parcel 3:

- A lobby/reception for use by hotel guests
- A fitness center for use by hotel guests
- A lobby bar for use by both hotel guests and the general public (904 sf. ft.)
- 80 proposed guestrooms distributed across 2 acres

Parcel 4:

- A lobby/reception for use by hotel guests
- A board room for use by hotel guests
- A function room for use by special event guests, consisting of both hotel guests and the general public (2,635 sq. ft.)
- A pre-function space for use by special event guests prior to events in the ballroom. The ballroom and pre-function will not be occupied simultaneously, so the pre-function space is omitted from our calculations.
- A restaurant for use by hotel guests and the general public (1,587 sq. ft.)
- A meeting room for use by hotel guests
- A lobby bar for use by hotel guests and the general public (1,077 sq. ft.)
- 136 proposed guestrooms distributed across 4 acres

Parcel 5:

- No proposed common areas.
- No proposed guestrooms.

Parcel 6:

- A lobby/reception for use by hotel guests
- A breakfast area, continental breakfast and seating area for use by hotel guests
- 47 proposed guestrooms distributed across 3 acres

Common Area Total:
Parcel 1: No development proposed on this parcel
Parcel 2: No common areas open to the general public.
Parcel 3: 904 sq. ft. of common area on one acre
Parcel 4: 5,299 sq. ft. of common area distributed over 4 acres
Parcel 5: No development proposed on this parcel
Parcel 6: No common areas open to the general public

Please note the following:

- The areas specified above as designated 'for use by hotel guests' only have been omitted from our common space calculations. The spaces designated as such are reserved for exclusive use by hotel guests and are not generally leased to the public so the occupants of these are accounted for in the 1.8 occupants assumed for each guestroom.
- For occupancy calculation purposes, all hotels are assumed to have 100 percent occupancy.
- For the purposes of determining maximum occupancy, the areas listed above as available for use by the general public are calculated as 100 percent occupied by non-hotel guest patrons. Since these types are areas open to the public (such as the bar, restaurant and function room), will normally be occupied by a mix of hotel guests and the general public, this assumption is very conservative.

Occupant Load Data Table:

Included with this memo is an **Occupant Load Data Table** describing the proposed spaces and breaks down both the guestroom occupancy and common space occupancy for each defined acre. As is clearly indicated in this enclosure, all occupied acres have a calculated density below the maximum occupancy of 120 persons per acre.

Parking:

We have also looked into the limiting factor that parking may have on our site. The number of parking spaces provided also indicates that the occupancy of this project will be far below the allowable maximums. The project is proposing a total of approximately 388 parking spaces distributed across two Airport Safety Zones. Using an assumed occupancy of 1.5 people per car, the following total site occupancy results:

290 parking spaces in Safety Zone 3 x 1.5 persons/parking space** = 435 Persons
98 parking spaces in Safety Zone 4 x 1.5 person/parking spaces**= 147 Persons

***The assumption regarding the number of people per vehicle is based on the methodology recently presented to Paso Robles for the Residence Inn Project on Union Road that was, in turn, based on the parking requirements in the "Riverside County Airport Land Use Compatibility Plan - Appendix C: Methods for Determining Concentrations of People."*

This total occupancy based on parking spaces is 277 persons below the maximum occupancy of 712 persons based on the gross site area in Safety Zone 3 and 621 persons below the maximum occupancy of 768 persons based on the gross site area in Safety Zone 4.

In summary, our conservative approach to accounting for the various occupancies on the both guestrooms and public area indicates the proposed development will be well below the maximum gross site density and within the 120 persons per single acre.

We thank you for your time and help with this matter.

Michael Stanton FAIA, Principal
Stanton Architecture

LICENSED ARCHITECT
MICHAEL STANTON
C-11562
1/31/17
STATE OF CALIFORNIA

STANTON ARCHITECTURE

Destino Paso Resort
Destino Paso Way, Paso Robles

9/28/2016

Occupant Load Data Table

Per the ALUP Appendix E "Non-Residential Land Use Densities, the occupancy calculations have been defined using the following use and density definitions:

1.8 persons per room or group of rooms to be occupied as a suite
one person per 60 sq. ft. floor area of any restaurants, coffee shops, bars, or night clubs
one person per 12 sq. ft. of gross floor area of any public assembly (ballroom/event space)

Parcel #	Acre	Area Type	Area Description	Area (sf) of Common Space	Number of Rooms	Load Factor (sf/Occ)	Load Factor (1.8 Occ per Room)	Number of Occupants	Total Occupants per Acre
Parcel 1	N/A							N/A	N/A
Parcel 2	B4	Guestroom	Guestroom		10.5		1.8	18.9	**18.9 - B4**
	B5	Guestroom	Guestroom		10		1.8	18	**18 - B5**
	C4	Guestroom	Guestroom		7.5		1.8	13.5	**13.5 - C4**
Parcel 3	D7	Guestroom	Guestroom		56		1.8	100.8	100.8
	D7	Common Area	Lobby Bar	904		60		15.1	15.1
									115.9 - D7
	E7	Guestroom	Guestroom		24		1.8	43.2	**43.2 - E7**
Parcel 4	D5	Guestroom	Guestroom		65.75		1.8	118.4	**118.4 - D5**
	D6	Guestroom	Guestroom		13.5		1.8	24.3	**24.3 - D6**
	E5	Guestroom	Guestroom		23		1.8	41.4	41.4
	E5	Common Area	Lobby Bar	1077		60		18.0	18.0
	E5	Common Area	Restaurant	1488		60		24.8	24.8
	E5	Common Area	Ballroom	42		12		3.5	3.5
									87.7 - E5
	E6	Guestroom	Guestroom		36		1.8	64.8	64.8
	E6	Common Area	Ballroom	195		12		16.3	16.3
									81.1 - E6
	F5	Common Area	Restaurant	99		60		1.65	1.65
	F5	Common Area	Ballroom	1078		12		89.8	89.8
									91.5 - F5
	F6	Common Area	Ballroom	1320		12		110	**110 - F6**
Parcel 5	N/A							N/A	N/A
Parcel 6	C1	Guestroom	Guestroom		3		1.8	5.4	**5.4 - C1**
	D0	Guestroom	Guestroom		7		1.8	12.6	**12.6 - D0**
	D1	Guestroom	Guestroom		37		1.8	66.6	**66.6 - D1**

SITE PLAN - ONE-ACRE OVERLAY
1" = 100'-0"
1

PROJECT DESCRIPTION

The new owners are seeking to modify the approved project known as “Destino Paseo” located on Airport Road (Parcel Map PR 04-0133). As currently approved, “Destino Paso” is a phased development on two parcels that would, upon the completion of the eighth and final phase, consist of 291 visitor serving overnight accommodations and related support and recreational facilities. The new property owners are seeking to reallocate the approved 291 overnight accommodations onto three new parcels and keep the balance of the property in its current agricultural use. The site plan at the left indicates the proposed new parcels. The size and proposed development on each of these parcels will be

PARCEL 1:

TOTAL SIZE: 0.9 ACRES

PROPOSED LAND USE: EXISTING AGRICULTURAL OCCUPANCY TO REMAIN, NO CHANGE IN USE, NO NEW CONSTRUCTION

PARCEL 2:

TOTAL SIZE: 6.75 ACRES

PROPOSED LAND USE: LIMITED SERVICE HOTEL (KNOWN AS HOTEL #3)

PARCEL 3:

TOTAL SIZE: 6.3 ACRES

PROPOSED LAND USE: LIMITED SERVICE EXTENDED STAY HOTEL (KNOWN AS HOTEL #2)

PARCEL 4:

TOTAL SIZE: 12.97 ACRES

PROPOSED LAND USE: FULL SERVICE VISITOR SERVING HOTEL (KNOWN AS HOTEL #1)

PARCEL 5:

TOTAL SIZE: 5.09 ACRES

PROPOSED LAND USE: EXISTING AGRICULTURAL OCCUPANCY TO REMAIN, NO CHANGE IN USE, NO NEW CONSTRUCTION

PARCEL 6:

TOTAL SIZE: 5.00 ACRES

PROPOSED LAND USE: LIMITED SERVICE HOTEL (KNOWN AS HOTEL #4)

This submittal is intended to demonstrate that the proposed modification of the “Destino Paso” project will satisfy the requirements for maximum allowable non-residential land use densities and the minimum required open space as defined by the ***Airport Land Use Plan*** of 2007.

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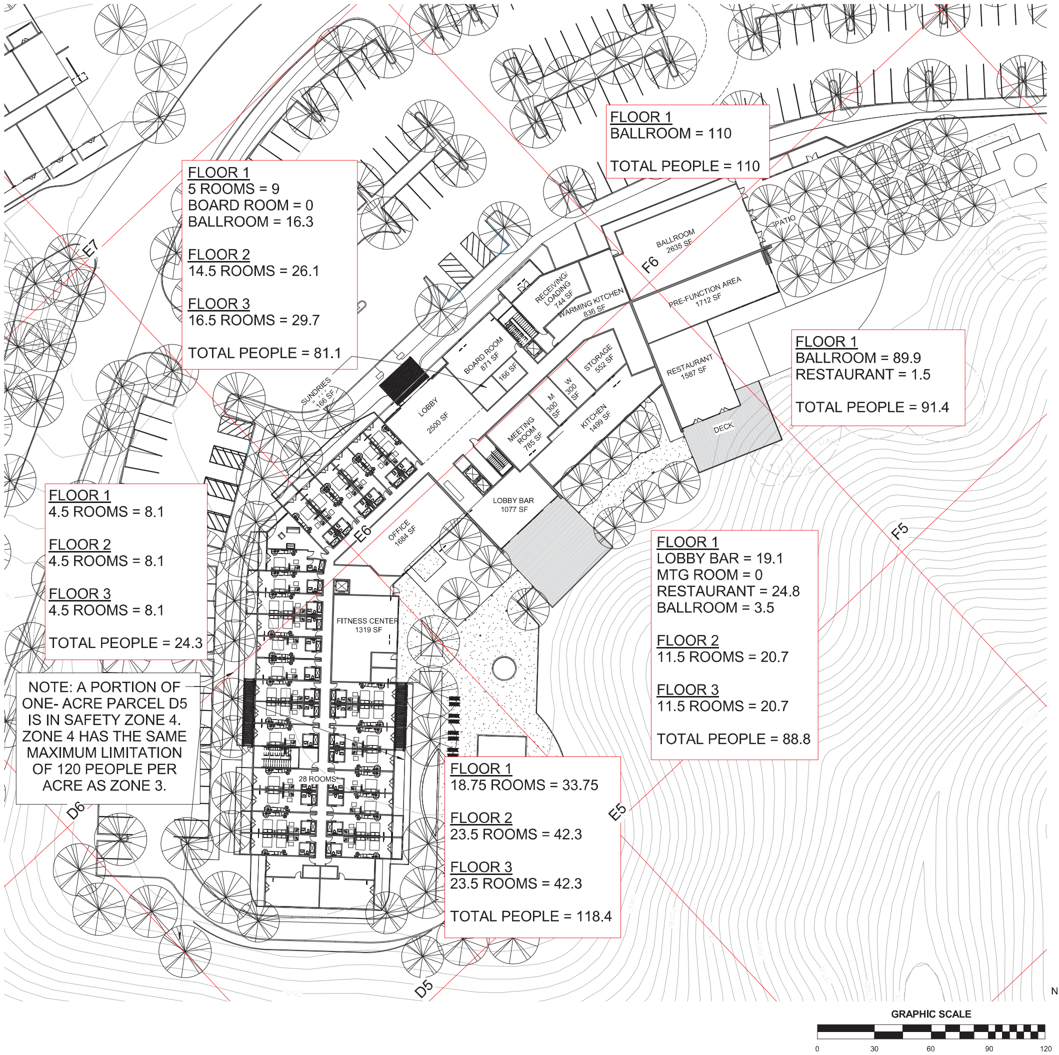
DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-1



HOTEL 1 - ENLARGED PLAN
1" = 30'-0"
1

HOTEL #1
Analysis of Maximum Occupancy on One-Acre

This hotel will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as primarily in "Safety Zone 3 – Turning and Sideline Zones." The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 3. A hotel is a permitted use in Safety Zone 3 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre per Section 4.2.8 and Table 6.

The densities for hotel activities given in ***Appendix E- Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

- 1.8 persons per guestroom
- 1 person per 60 square feet of restaurant space
- 1 person per 60 square feet of bar space
- 1 person per every 12 square feet of public assembly

The diagram at the left indicates that the proposed hotel #1 does not result in the density limitation being exceeded on any one acre section of the proposed development.

In preparing this analysis, the following assumptions were made:

- The hotel was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, to the board room, or to the small meeting room because these rooms are not typically leased to the general public and are almost always reserved for use by the hotel guests.
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the junior ball room would be fully occupied by people not staying at the hotel.
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the lobby bar would be fully occupied by people not staying at the hotel.
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the restaurant would be fully occupied by people not staying at the hotel.

The last three assumptions listed above are very conservative way of estimated the total occupancy of this, or any other hotel. It is usually the case that at least fifty percent of the patrons in a hotel bar or restaurant would be staying at the hotel. Further, if the junior ball room was fully occupied as it would be for, say, a weekend wedding, it would normally be the case that a significant number of the patrons attending that function would also be staying at the hotel.

Even using the conservative interpretation of density by individual function discussed in the previous paragraph, the proposed new hotel provides densities that are less than or equal to the maximum densities for Safety Zone 3.

STANTONARCHITECTURE.COM

NORTH COAST ENGINEERING INC.

LANDSCAPE ARCHITECTURE + DESIGN

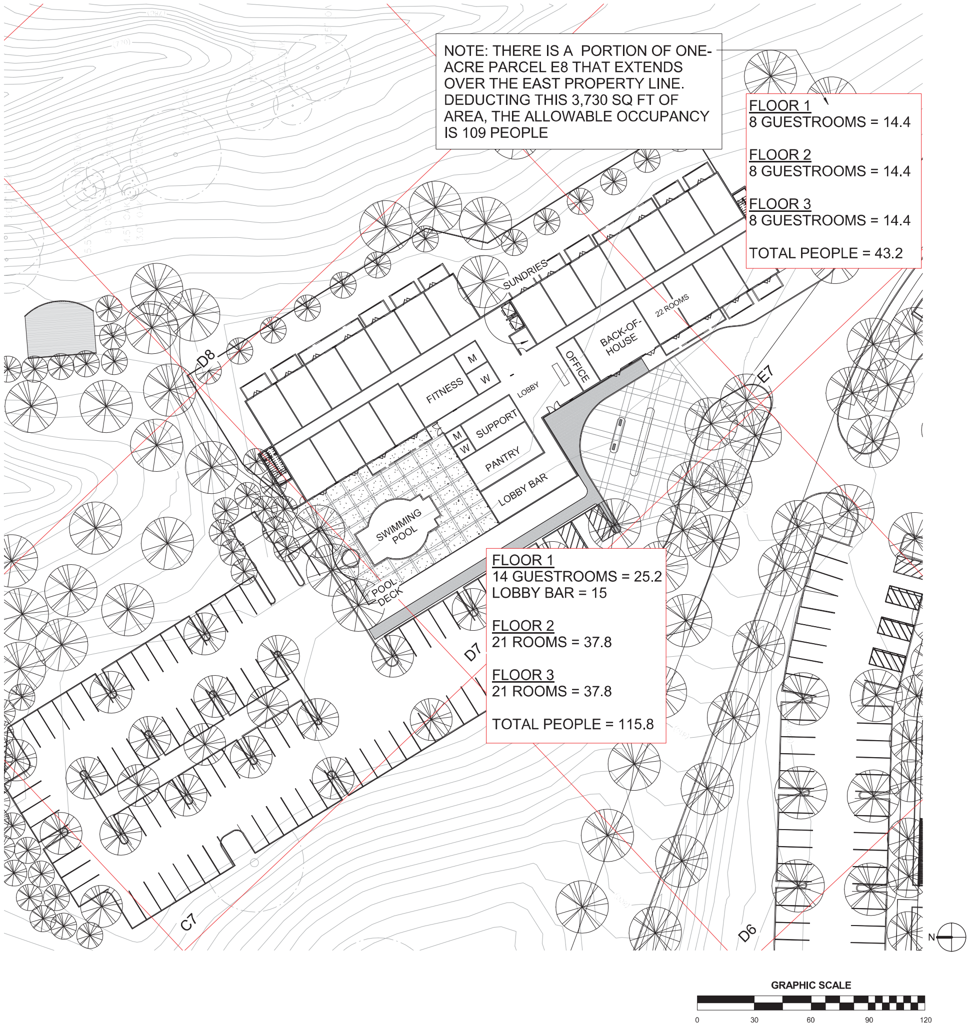
DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 1

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-2



NOTE: THERE IS A PORTION OF ONE-ACRE PARCEL E8 THAT EXTENDS OVER THE EAST PROPERTY LINE. DEDUCTING THIS 3,730 SQ FT OF AREA, THE ALLOWABLE OCCUPANCY IS 109 PEOPLE

FLOOR 1
8 GUESTROOMS = 14.4

FLOOR 2
8 GUESTROOMS = 14.4

FLOOR 3
8 GUESTROOMS = 14.4

TOTAL PEOPLE = 43.2

FLOOR 1
14 GUESTROOMS = 25.2
LOBBY BAR = 15

FLOOR 2
21 ROOMS = 37.8

FLOOR 3
21 ROOMS = 37.8

TOTAL PEOPLE = 115.8

CITY APP - AIRPORT OVERLAY - HOTEL 2
1" = 30'-0"
1

HOTEL #2
Analysis of Maximum Occupancy on One-Acre

This hotel will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as primarily in "Safety Zone 3 – Turning and Sideline Zones." The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 3. A hotel is a permitted use in Safety Zone 3 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre per Section 4.2.8 and Table 6.

The densities for hotel activities given in ***Appendix E-Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

- 1.8 persons per guestroom
- 1 person per 60 square feet of bar space

The diagram at the left indicates that the proposed hotel # 2 does not result in the density limitation being exceeded on any one acre section of the proposed development.
In preparing this analysis, the following assumptions were made:

- The hotel was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, because this room is not typically leased to the general public and is always reserved for use by the hotel guests.
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the lobby bar would be fully occupied by people not staying at the hotel.

The last assumption listed above is a very conservative way of estimated the total occupancy of this, or any other hotel. It is usually the case that at least fifty percent of the patrons in a hotel bar would be staying at the hotel. Even using the conservative interpretation of density by individual function discussed in the previous paragraph, the proposed new hotel provides densities that are less than or equal to the maximum densities for Safety Zone 3.

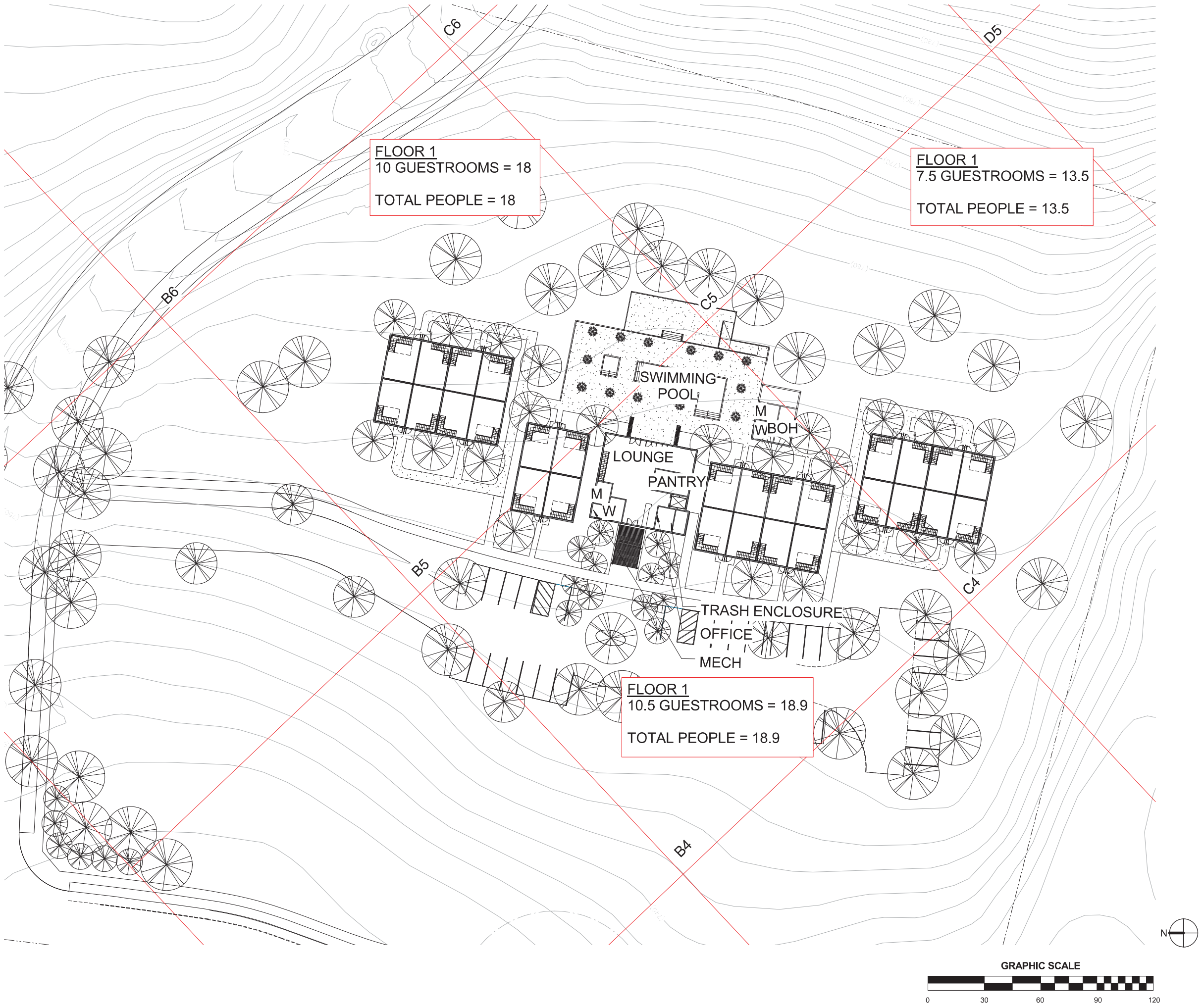
DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 2

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-3



HOTEL 3 - AIRPORT OVERLAY 1
1" = 30'-0"

HOTEL #3
Analysis of Maximum Occupancy on One-Acre

Hotel #3 will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as in "Safety Zone 4" The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 4. A hotel is a permitted use in Safety Zone 4 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre.
The densities for hotel activities given in ***Appendix E-Nonresidential Land Use Densities to the Airport Land Use Policy*** are:
- 1.8 persons per guestroom

The diagram at the left indicates that the proposed hotel does not result in the density limitation being exceeded on any one acre section of the proposed development.

In preparing this analysis, the following assumptions were made:
- The lodge was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, because this room is not typically leased to the general public and is always reserved for use by the hotel guests.

The proposed new hotel provides densities that are less than the maximum densities for Safety Zone 4.

STANTONARCHITECTURE.COM

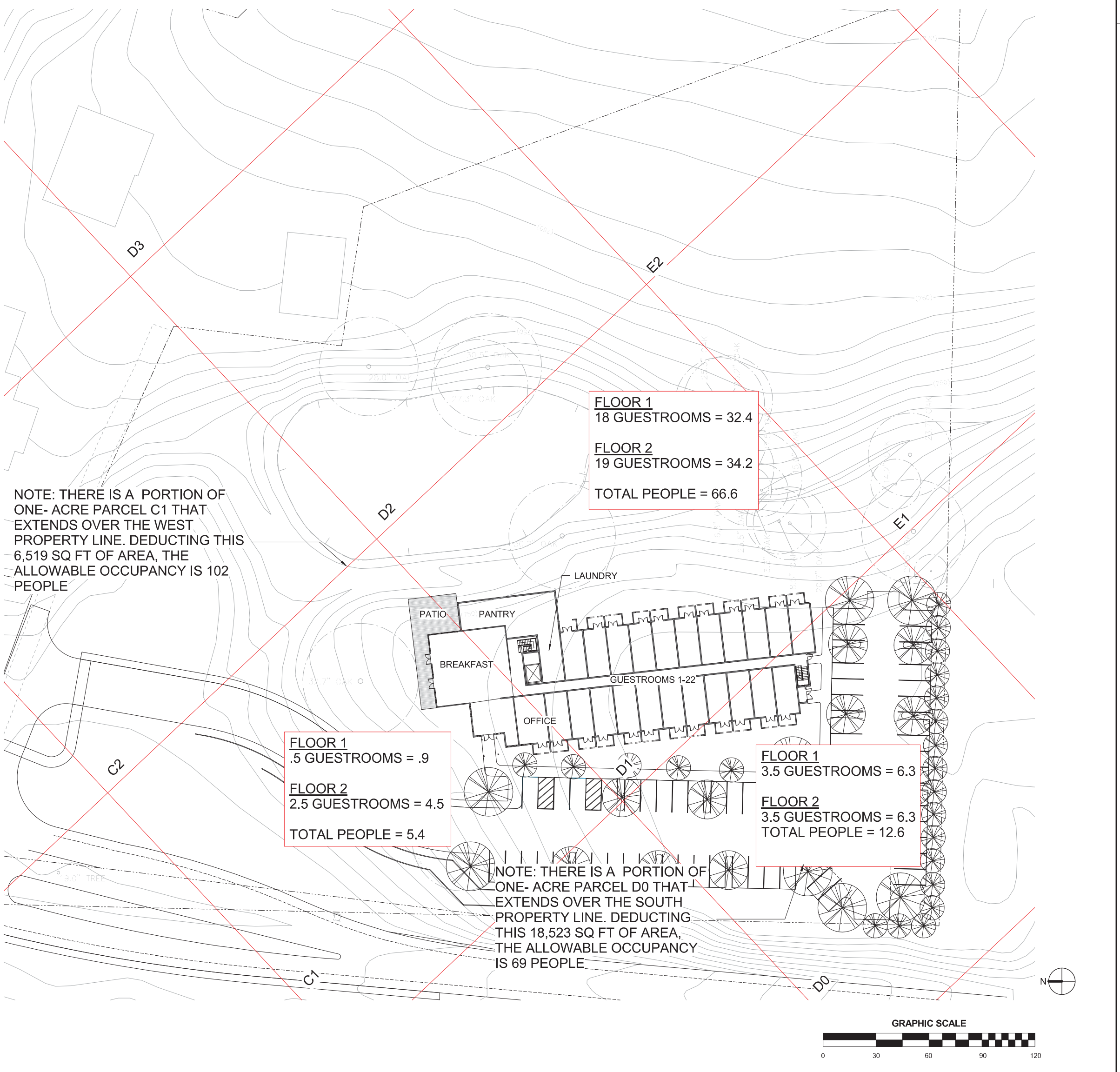
DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 3

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-4



HOTEL 4 - AIRPORT OVERLAY
1" = 30'-0"
1

HOTEL #3
Analysis of Maximum Occupancy on One-Acre

Hotel #4 will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as in "Safety Zone 4" The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 4. A hotel is a permitted use in Safety Zone 4 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre.
The densities for hotel activities given in ***Appendix E-Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

- 1.8 persons per guestroom

The diagram at the left indicates that the proposed hotel does not result in the density limitation being exceeded on any one acre section of the proposed development.

In preparing this analysis, the following assumptions were made:

- The lodge was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, because this room is not typically leased to the general public and is always reserved for use by the hotel guests.

The proposed new hotel provides densities that are less than the maximum densities for Safety Zone 4.

STANTONARCHITECTURE.COM

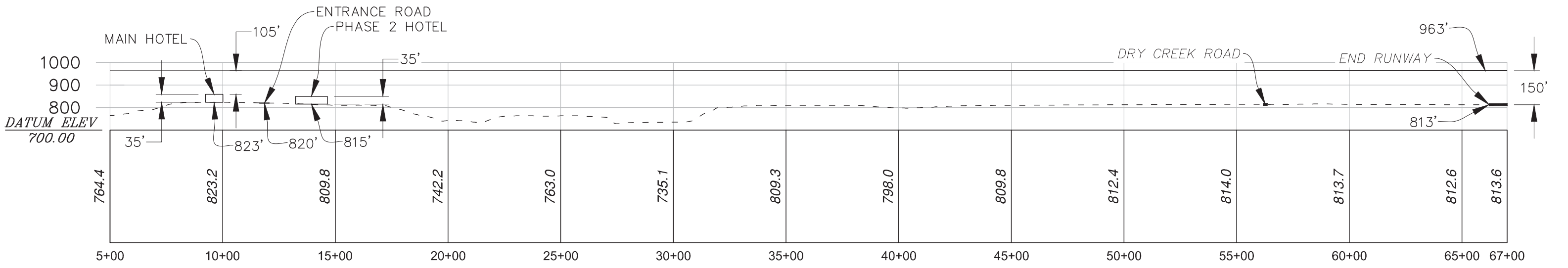
DESTINO PASO
RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 4

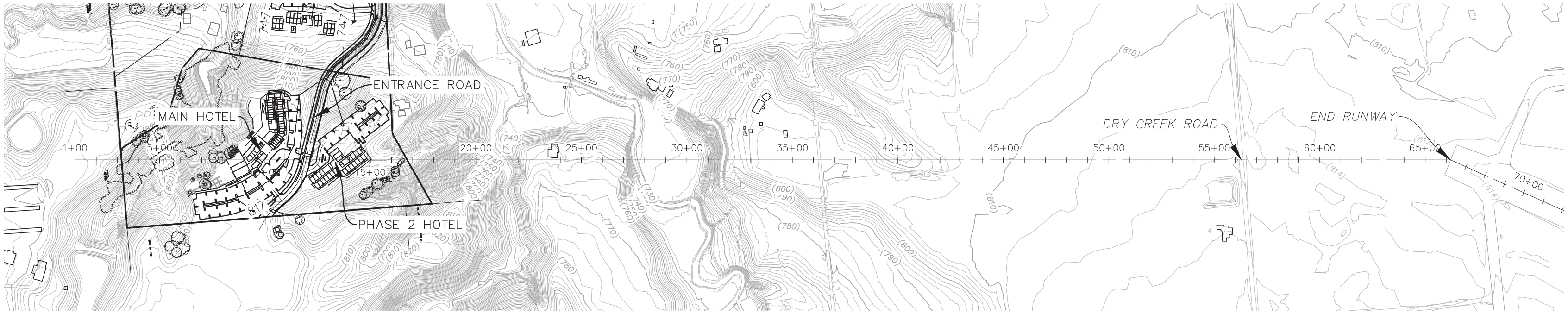
JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-5



PROFILE

VERTICAL 1" = 500'
HORIZONTAL 1" = 500'



AIRPORT APPROACH ANALYSIS
DESTINO RESORT

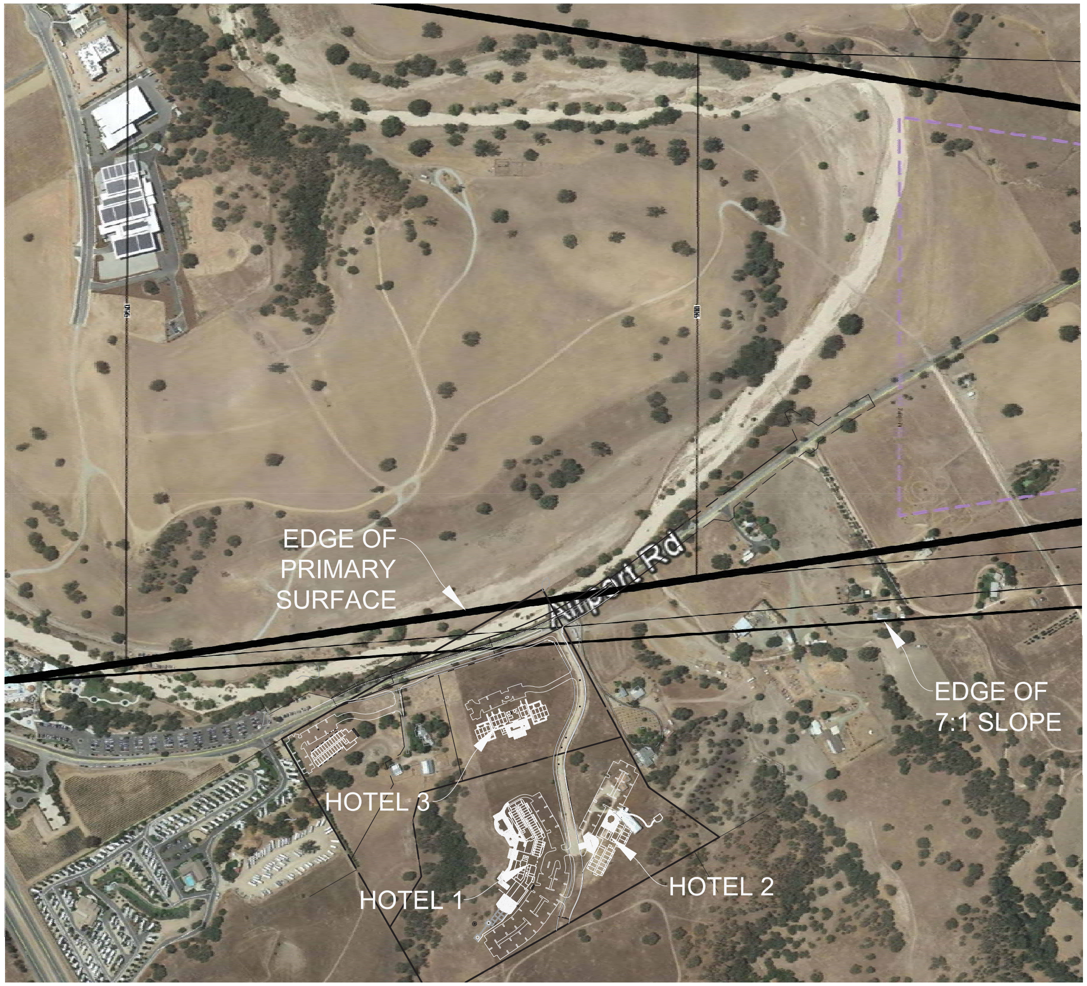
0 250' 500' 1000'
SCALE: 1"=500'

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

SHEET 1 OF 2

R:\PROJ\06162\Design\Exhibits\06162 Airport Exhibits with city topo.dwg, Plan-Profile, 6/2/2016 1:22:10 PM, KSB, 1:0.5

BASED ON INFORMATION PROVIDED BY THE AIRPORT MANAGER AND TARTAGULIA ENGINEERING. THE PROPOSED PROJECT IS NOT WITHIN THE APPROACH ZONE. IN THE AREA WHERE THE HOTELS ARE PROPOSED, THE ELEVATION WHERE VERTICAL OBSTRUCTIONS ARE LIMITED IS 150' ABOVE THE ELEVATION OF THE RUNWAY. THE PROPOSED HOTEL MAXIMUM HEIGHT IS APPROX. 45' ABOVE THE ELEVATION OF THE RUNWAY.



0 250' 500' 1000'

SCALE: 1"=500'

DESTINO PASO
APPROACH ZONE DETAIL

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

SHEET 2 OF 2

R:\PROJ\06162\Design\Exhibits\06162 Airport Exhibits with city topo.dwg, Airspace, 6/2/2016 1:24:01 PM, KSB, 1:0.5

Attachment 7

City Engineer memorandum

MEMORANDUM

TO: **Susan DeCarli**

FROM: **John Falkenstien**

SUBJECT: **Amended PD 08-002, VTM 2962**
Destino Paso Resort

DATE: **September 16, 2016**

Tentative Tract Map

In accordance with the recommendations of the Transportation Impact Analysis, access easements should be provided from the dedicated new road to the properties to the north to reduce the number of driveways needed on Airport Road and preclude the need for the driveway in close proximity to the intersection of the new road.

Stormwater Quality

In accordance with Water Board mandates, the City has adopted a Storm Water Ordinance requiring all projects to implement low impact development best management practices to mitigate impacts to the quality of storm water run-off and to limit the increase in the rate and volume of storm water run-off to the maximum extent practical.

The applicant has prepared a Stormwater Control Plan offering a site assessment of constraints and opportunities and corresponding storm water management strategies. The Stormwater Control Plan submitted includes reference to bio-retention swales and centralized bio-retention basins.

Streets and Traffic

The project fronts on Airport Road. Tentative Airport Road improvement plans have been submitted showing through lane channelization, left turn and right turn pockets. The plan should be modified in accordance with the recommendations of the Transportation Impact Analysis to optimize features for bikes and pedestrians as well..

As indicated in the Traffic Impact Analysis, Airport Road serves the region and provides a connection to Highway 46E. The project will aggravate queues with increased peak hour traffic at Highway 46E. Mitigation options are provided in the Analysis including a closure of southbound left turns at Highway 46E.

Sewer and Water

There is currently no public sewer available to serve the project. The applicant proposes to construct a sewer main in Airport to a new lift station at a point northerly in Airport Road and then pump to west Dry Creek Road. Once the project is developed there is potential that the sewer may be available in the Connection Road in the Erskine General Plan Amendment property.

There is a 16-inch water main in Airport Road available to serve the property.

Conditions

The Final Tract Map shall include an easement between the newly dedicated road and the property to the north precluding the need for the driveway on Airport Road directly to the north.

Prior to recordation of the Final Map, and in conjunction with construction of the newly dedicated road, rough grade the easement to the north. The applicant shall work with the property owner to the north to complete the connection to eliminate, or at least provide an alternative to their existing driveway.

Stormwater Control Measures shall be constructed in accordance with the Stormwater Control Plan.

Airport Road shall be improved in accordance with plans designed in accordance with the recommendations of the Traffic Impact Analysis and as approved by the City Engineer. A cross-walk shall be established at the entrance road in accordance with plans approved by a Traffic Engineer. The walking path on the west side of Airport Road shall be extended south to the Ravine Water Park parking lot.

No development shall occur after Phase I without traffic mitigation strategies resolved in accordance with the Traffic Impact Analysis.

Prior to occupancy of any development, a gravity sewer main must be constructed in Airport Road consistent with the Master Plan of the area, along with a lift station and force main to an appropriate connection point as determined by the Wastewater Division Manager. All of the regional sewer infrastructure will be subject to a reimbursement agreement for collection from future development interests.

DRAFT RESOLUTION A

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF PASO ROBLES
RECOMMENDING THE CITY COUNCIL
ADOPT A MITIGATED NEGATIVE DECLARATION
AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE
DESTINO PASO RESORT (PLANNED DEVELOMENT AMENDMENT 08-002,
CONDITIONAL USE PERMINT AMENDMENT 08-002,
VESTING TENTATIVE TRACT MAP 2962, AND OAK TREE REMOVAL 16-009)
3350 AIRPORT ROAD, APN: 025-436-029 & 025-346-030
APPLICANT – KAREN STIER

WHEREAS, an application for Planned Development Amendment (PD 08-002), Conditional Use Permit Amendment (CUP 08-002), Vesting Tentative Tract Map (VTTM 2962), and Oak Tree Removal (OTR 16-009) have been filed by Karen Stier for Destino Paso Resort with four (4) hotels that include 291 rooms and ancillary site improvements; and

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

- **General Plan Parks and Open Space with a Resort Lodging Overlay and an Airport Overlay (POS/RL/AP) land use designation** – the project would provide development of "*…* hotels in close proximity to golf courses and commercial recreation…and resorts, lodging and related ancillary land uses…"; and

- **Zoning District of Parks and Open Space with a Resort Lodging Overlay and an Airport Overlay (POS/RL/AP)** – the project is a "*conditionally permitted*" use in the POS/RL/AP district; and

- **Airport Land Use Plan** – Table 6, Land Use Compatibility Matrix, Zones 2, 3, and 4, Hotels and Motels, Restaurants, and Assembly; and

- **Economic Strategy** – the project advances tourism and employment goals of the Economic Strategy to, "*Improve quality of place to attract investment and knowledge workers stimulate investment by establishing distinctive, quality, stable, safe and sustainable physical improvements and attractions that welcome industry, commerce, tourism, employment, and wealth necessary to maintain and enhance quality of life."*

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 30-day public review period beginning on September 10, 2016 through October 11, 2016. No public comments were received on the MND prior to the Planning Commission meeting. A copy of the Draft MND/Initial Study is included in Exhibit A (Attachment 11 of the project staff report) of this Resolution, and it is on file at the Paso Robles Community Development Department; 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; traffic; biological resources, greenhouse gas emissions; and noise. With the implementation of this mitigation, all potential environmental effects will be reduced to a less than significant level. These mitigation measures are provided in Exhibit B, "Mitigation Monitoring and Reporting Program" attached to this Resolution; 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 B 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, a public hearing was conducted by the Planning Commission on October 11, 2016 to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, Vesting Tentative Tract Map, Oak Tree Removal, and environmental determination. At the close of this public hearing, the Planning Commission recommended adoption of the MND and approval of the proposed project to the City Council; and

WHEREAS, based on the information and analysis contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the Planning Commission finds that there is no substantial evidence supporting a fair argument that there would be a significant impact on the environment with mitigation measures imposed on the project; 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, the Planning Commission of the City of El Paso de Robles, based on its independent judgment and analysis, recommends the City Council adopt the Mitigated Negative Declaration (Exhibit A) for the Destino Paso Resort project and adopts a Mitigation Monitoring and Reporting Program (Exhibit B), 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 11th day of October, 2016, by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

BOB ROLLINS, CHAIRPERSON

ATTEST:

WARREN FRACE, SECRETARY OF THE PLANNING COMMISSION

Exhibits:

A. Exhibit A – Mitigated Negative Declaration / Initial Study (refer to Attachment 12 of the Planning Commission staff report)
B. Exhibit B – Mitigation Monitoring and Reporting Program

Exhibit B
Mitigation Monitoring and Reporting Plan

Project File No./Name: PD Amendment 08-002, CUP 08-002, VTTM Amendment 2962, OTR 16-002 – Destino Paso Resort Hotel, 3350 Airport Road
Approving Resolution No.:______________ 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.

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.

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
AES – 1 The project shall be designed in accordance with the attached specific architectural features to ensure visual impacts are mitigated.	Project	CDD			Prior to issuance of building permits.
BIO-1 To the maximum extent possible, site preparation, ground-disturbing, and construction activities should be conducted outside of the migratory bird breeding season. If such activities are required during this period, the applicant should retain a qualified biologist to conduct a nesting bird survey and verify that migratory birds are not occupying the site. If nesting activity is detected the following measures should be implemented: a. The project should be modified or delayed as necessary to avoid direct take of identified nests, eggs, and/or young protected under the MBTA; b. The qualified biologist should determine an appropriate biological buffer zone around active nest sites. Construction activities within the established buffer	Project	Qualified Biologist CDD			Prior to issuance of grading permit

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
zone will be prohibited until the young have fledged the nest and achieved independence; and, c. The qualified biologist should document all active nests and submit a letter report to the City documenting project compliance with the MBTA.					
BIO-2 Prior to construction, a qualified biologist should conduct a pre-activity survey to identify known or potential dens or sign of San Joaquin kit fox no less than 14 days and no more than 30 days prior to the beginning of the site preparation, ground-disturbing, or construction activities, or any other activity that has the potential to adversely affect the species. If a known or potential den or any other sign of the species is identified or detected within the project area, the biologist will contact USFWS and CDFW immediately. No work will commence or continue until such time that USFWS and CDFW determine that it is appropriate to proceed. Under no circumstances will a known or potential den be disturbed or destroyed without prior authorization from USFWS and CDFW. Within 7 days of survey completion, a report will be submitted to USFWS, CDFW, and the City. The report will include, at a minimum, survey dates, field personnel, field conditions, survey methodology, and survey results.	Project	Qualified Biologist CDD			Prior to issuance of grading permit
BIO-3 During the site-disturbance and/or construction phase, to prevent entrapment of the San Joaquin kit fox, all excavation, steep-walled holes, or trenches in excess of 2 feet in depth should be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches should also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled or covered, they should be thoroughly inspected for entrapped kit fox. If any kit fox is found, work will stop and USFWS and CDFW will be contacted immediately to determine how to proceed.	On-going	CDD			Prior to issuance of grading permit
BIO-4	On-going	CDD			Prior to issuance of grading permit

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
During the site disturbance and/or construction phase, any pipes, culverts, or similar structures with a diameter of 4 inches or greater stored overnight at the project site should be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If any kit fox is found, work will stop and USFWS and CDFW will be contacted immediately to determine how to proceed.					
BIO-5 Prior to, during, and after the site disturbance and/or construction phase, use of pesticides or herbicides should be in compliance with all federal, state, and local regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.	On-going	CDD			Prior to issuance of grading permit
BIO-6 During the site disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped should be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant should immediately notify USFWS and CDFW by telephone. In addition, formal notification should be provided in writing within 3 working days of the finding of any such animal(s). Notification should include the date, time, location, and circumstances of the incident. Any threatened or endangered species found dead or injured should be turned over immediately to CDFW for care, analysis, or disposition.	On-going	CDD			Prior to issuance of grading permit
BIO-7 Prior to final inspection, should any long internal or perimeter fencing be proposed or installed, the City should do the following to provide for kit fox passage: a. If a wire strand/pole design is used, the lowest strand should be no closer to the ground than 12 inches. b. If a more solid wire mesh fence is used, 8 × 12-inch openings near the ground should be provided every 100 yards.	Project	CDD			Prior to issuing Certificate of Occupancy permit

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
Upon fence installation, the applicant should notify the City to verify proper installation. Any fencing constructed after issuance of a final permit should follow the above guidelines.					
BIO-8 Prior to site disturbance, the CRZ of all oak trees with a DBH of 6 inches or greater must be fenced to protect from construction activities. 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 (See Arborist Report for specific language required for signage). 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.	Project	Certified Arborist CDD			Prior to issuing grading permit
BIO-9 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. During the site disturbance and/or construction phase, grading, cutting, or filling within 5 feet of a CRZ of all oak trees with a DBH of 6 inches or greater must be supervised by a certified arborist approved by the City. Such activities beyond 5 feet of a CRZ must be monitored to ensure that activities are in accordance with approved plans. Root pruning outside of the CRZ must be done by hand. Grading should not encroach within the critical root zone unless authorized.	On-going	Certified Arborist CDD		Notes shown on construction documents.	Prior to issuing grading permit.

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
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.					
BIO-10 Oil, gasoline, chemicals, or other construction materials potentially harmful to oak trees may not be stored in the CRZ of any oak tree with a DBH of 6 inches or greater. 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.	On-going	CDD		Notes shown on construction documents.	Prior to issuing grading permit.
BIO-11 Drains shall be installed according to City specification so as to avoid harm by excessive watering to oak trees with a DBH of 6 inches or greater.	Project	CDD		Notes shown on construction documents.	Prior to issuing Certificate of Occupancy permit
BIO-12 Landscaping within the CRZ of any oak tree with a DBH of 6 inches or greater is limited to indigenous plant species or non-plant material, such as cobbles or wood chips. 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.	Project	CDD		Notes shown on construction documents.	Prior to issuing Building Permit.
BIO-13 Wires, signs, or other similar items shall not be attached to oak trees with a DBH of 6 inches or greater.	On-going	CDD		Notes shown on construction documents.	Prior to issuing Building Permit.
BIO-14 For each oak tree removed (DBH of 6 inches or greater), a tree or trees of the same species must be planted with a combined DBH of 25% of the removed tree's DBH within the property's boundary.	Project	CDD			Prior to issuing Certificate of Occupancy permit
BIO-15 It is the responsibility of the owner or project manager to provide a copy of the 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. Each contractor must sign and acknowledge this tree protection plan.	Project	CDD			Prior to site disturbance, grading permit issued
BIO-16 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	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of grading permit

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
wetted down 2x per day until re-buried. 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.					
BIO-17 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.	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of Certificate of Occupancy
BIO-18 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.	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of building permit
BIO-19 An arborist shall be present for selected activities (trees identified in Arborist Report 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	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of building permit
BIO-20 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	Project	Certified Arborist CDD			Prior to issuance of Final Occupancy

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
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.					
GHG-1 The proposed project shall implement, at a minimum, the following GHG-reduction measures: a. Install high efficiency lights in parking lots, streets, and other public areas. b. Comply with mandatory California Green Building Standards Code bicycle parking standards. c. Install bicycle facilities and/or amenities beyond those required in building standards. d. Incorporate 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. e. The project site shall be designed to minimize barriers to pedestrian access and interconnectivity. f. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.). g. Comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation. h. Divert 65 percent of non-hazardous construction or demolition debris. i. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal. j. Implement Mitigation Measure AQ-2. k. Implement Mitigation Measure AQ-3,e-k.	Project	CDD			Prior to occupancy permit of hotel 1
AQ-1	Project	CDD			Prior to occupancy permit of hotel 1

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans: a. Reduce the amount of the disturbed area where possible. b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. c. All dirt stock pile areas should be sprayed daily as needed. d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities; e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established. f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD. g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical					

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
distance between top of load and top of trailer) in accordance with CVC Section 23114. j. Install wheel washers at the construction site entrance, wash off the tires or tracks of all trucks and equipment leaving the site, or implement other SLOAPCD-approved methods sufficient to minimize the track-out of soil onto paved roadways. k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible. l. The burning of vegetative material shall be prohibited. m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition. n. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.					
AQ-2 To reduce operational emissions, the proposed project shall implement the following measures. The project proponent shall submit proof to the Paso Robles Community Development Department Staff that implementation of all measures have been met in accordance with a time schedule deemed appropriate by Community Development Department staff.	Project	CDD			Prior to occupancy permit of hotel 1

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
a. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible. b. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees. c. Pave and maintain roads in parking areas. d. Plant drought tolerant native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer. e. Provide native and drought tolerant trees beyond those required as mitigation for tree removal. f. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools. g. Install high-efficiency heating and cooling systems. h. Utilize high-efficiency gas or solar water heaters. i. Utilize built-in energy efficient appliances (i.e., Energy Star rated). j. Utilize double- or triple-paned windows. k. Utilize low energy street lights (i.e., sodium, light-emitting diode [LED]). l. Utilize energy-efficient interior lighting. m. Install door sweeps and weather stripping (if more efficient doors and windows are not available). n. Install energy-reducing programmable thermostats. o. Install low water consumption landscape. Use native plants that do not require watering after they are well established or minimal watering during the summer months and are low ROG emitting.					

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
p. Provide a designated parking space for alternatively fueled vehicles. q. Provide a shuttle service for guests to local destinations, including Paso Robles Transit/Amtrak Station r. Install energy-saving systems in guest rooms that reduce energy usage when rooms are not occupied. s. 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 t. Provide on-site bicycle parking beyond those required by California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only). u. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)					
AQ-3 The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans: a. Implement Mitigation Measure AQ-1, as identified in "Impact AQ-C", above. b. Demolition of onsite structures shall comply with the National Emission Standards for Hazardous Air Emissions (NESHAP) requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of onsite structures, the SLOAPCD shall be notified, per NESHAP requirements. SLOAPCD notification form and reporting requirements are	Project	CDD			Prior to occupancy permit of hotel 1

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
included in Appendix A. Additional information may be obtained at website url: http://slocleanair.org/business/asbestos.php. c. If during demolition of existing structures, paint is separated from the construction materials (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements. Contact the SLOAPCD Enforcement Division at (805) 781-5912 for more information. Approval of a lead work plan and permit may be required. Lead work plans, if required, will need to be submitted to SLOAPCD ten days prior to the start of demolition d. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles: 1) Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,					

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
2) Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation. e. Maintain all construction equipment in proper tune according to manufacturer's specifications; f. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); g. 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; h. Idling of all on and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation. i. Electrify equipment when possible; j. Substitute gasoline-powered in place of diesel-powered equipment, when available; and, k. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.					
TR-1 Prohibit southbound left turns at State Route 46E/Airport Road to reduce conflict points at this intersection, reduce queuing, and reduce delay on the southbound approach. Intersection delays increase when traffic from Hotels 2, 3, and 4 are included because the southbound and eastbound left turn movements exceed capacity. We recommend prohibiting southbound left turns at this intersection prior to the occupancy of Hotels 2, 3, and 4 unless a local road connection is provided to Wisteria Lane. Until a local road connection is provided to Wisteria Lane, prohibiting southbound left turns would require vehicles destined to travel east on State Route 46	On-going	CDD			Prior to occupancy of hotels 2, 3, and 4

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
to turn right onto westbound State Route 46 then perform a U-turn at Union Road or Golden Hill Road. The existing counts show that fewer than ten vehicles currently make the southbound left turn during the peak hours studied, and shifting these trips would have a negligible effect on operations at the nearby intersections of Union Road and Golden Hill Road. Note that the two alternatives evaluated in the Highway 46/Union Road PSR, to be carried forward in the on-going PR-ED, include modifications to the State Route 46E/Airport Road intersection. The overcrossing only alternative includes conversion to right-in/right-out only access, and the full interchange alternative would disconnect Airport Road completely from State Route 46E.					
TR-2 Complete the local road connection from Wisteria Lane to Airport Road prior to occupancy of Hotels 2, 3, and 4. Upon completion, provide signage on the westbound approach to Destino Paso Way/Airport Road to direct hotel visitors to the new local road connection instead of State Route 46E. We recommend monitoring traffic levels at State Route 46E/Airport Road and Destino Paso Way/Airport Road intersections following the new local road connection to determine if additional measures, such as prohibiting westbound left turns out of Destino Paso Way, are required to avoid operational impacts to the State Route 46E/Airport Road intersection.	On-going	CDD			Prior to certificate of occupancy of hotels 2, 3, and 4
TR-3 A sidewalk is proposed along Airport Road between Hotels 3 and 4. A four foot or greater aggregate base walking path is shown on the west side of Airport Road from Destino Paso Way to the northernmost Ravine Water Park parking area. Detailed construction documents should be reviewed once they are ready to ensure that adequate sight distance is provided at the driveways serving Hotels 1 and 3, which are located on the inside of horizontal curves. Landscaping and other features should be restricted near these driveways to provide clear sight lines to approaching traffic.	On-going	CDD			Prior to certificate of occupancy of hotels 3 and 4

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
TR-4 The applicant will be required to pay traffic mitigation fees to offset to offset its impacts to the citywide transportation network.	Project	CDD			Prior to certificate of occupancy of hotel 1
TR-5 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 of hotel 1
TR-6 The project will be required to participate in the SLO Car Free program with SLO County APCD	Project	CDD			Prior to certificate of occupancy of hotel 1

(add additional measures as necessary)

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Shown on Plans: ....When a mitigation measure is shown on the plans, this column will be initialed and dated.
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Remarks: ....Area for describing status of ongoing mitigation measure, or for other information.

Attachment 9

DRAFT RESOLUTION B

A RESOLUTION OF
THE PLANNING COMMISSION OF THE CITY OF EL PASO DE ROBLES
RECOMMENDING APPROVAL OF DESTINO PASO RESORT
PLANNED DEVELOPMENT AMENDMENT (PD 08-002), AND
CONDITIONAL USE PERMIT AMENDMENT (CUP 08-002),
3350 AIRPORT ROAD, APN: 025-436-029 & 025-346-030
APPLICANT – KAREN STIER

WHEREAS, an application for PD 08-002 and CUP 08-002has been filed by Karen Stier for development of a resort with four (4) hotels and up to 291 rooms, and ancillary site improvements, as shown in the proposed Site Plan in Exhibit B; and

WHEREAS, the subject property is designated in the General Plan, Land Use Element as Parks and Open Space with Resort Lodging/Airport Overlays (POS/RL/AP), and the proposed project is consistent with the intent of the land use designation since the project would provide development of "… hotels in close proximity to golf courses and commercial recreation…and provide resorts, lodging and related ancillary land uses…"; and

WHEREAS, in accordance with the Paso Robles Zoning Map, the property is located in the Parks and Open Space zoning district with Resort Lodging/Airport Overlays (POS/RL/AP), and the proposed hotel project is a conditionally permitted land use, and it is consistent with the applicable zoning district and development standards, with Conditions of Approval applied as provided in Exhibit A; and

WHEREAS, the subject property is partially located in three (3) different Airport Safety Zones, including Zones 2, 3, and 4, and the proposed development project is compatible with the land uses identified for each safety zone and the applicable density limitations; and

WHEREAS, the proposed architectural design and site layout are complementary with the rural nature of the property incorporating natural materials of wood and stone, with minimal site disturbance preserving the majority of the property in its natural open space condition with no impacts to the oak woodland area, as shown in Exhibit D; and

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

WHEREAS, based on the information and analysis contained in the Initial Study, staff determined that the proposed project as designed, and with appropriate mitigation measures added as conditions of approval, will not result in significant environmental impacts, and a Mitigated Negative Declaration was prepared and circulated for public review and comment in full compliance with CEQA; and

WHEREAS, a duly noticed public hearing was conducted by the Planning Commission on October 11, 2016 on this project to accept public testimony on the Mitigated Negative Declaration and the proposed project; and

WHEREAS, at the conclusion of the October 11, 2016 Planning Commission meeting, the Commission recommended that the City Council adopt the Mitigated Negative Declaration, and approve Planned Development Amendment 08-002 and Conditional Use Permit Amendment 08-002; and

WHEREAS, in accordance with Zoning Ordinance Section 21.23B.050, Findings for Approval of Development Plans, and based upon the facts and analysis presented in the staff report and the attachments thereto, the public testimony received, and subject to the Conditions of Approval listed below, the Planning Commission makes the following findings:

1. The goals and policies established by the general plan, since the project would provide hotels in proximity to commercial recreation uses such as Barney Schwartz Park, the water park, golf courses, horse park and other amenities.

2. The zoning code, particularly the purpose and intent of the zoning district in which a development project is located since the POS/RL/AP district conditionally permits hotels, and the site will maintain a significant portion of the site in natural open space while minimizing disturbance of natural features on the property.

3. The proposed project complies with all other adopted codes, policies, standards, and plans of the city including the zoning district height limitations, setbacks, and parking requirements, and it would comply with the land uses and applicable density provided for in the Paso Robles Airport Land Use Plan.

4. The proposed development plan will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the person residing 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 property is not located in close proximity to other residents or neighborhoods, and it would not result in significant noise, traffic, light, glare, or other potential effects.

5. 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 it proposes to utilize high-quality architectural design with elements of “Prairie” architectural style that fits in with and is compatible with the site, and will provide an attractive view as would be seen from surrounding properties and streets.

6. 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 it is proposed to be a low-intensity development on the rural landscape, and would mitigate potentially significant environmental impacts.

7. The proposed development plan is compatible with existing scenic and environmental resources such as hillsides, drainage courses, oak tree woodlands, vistas, and historic buildings, as noted in #5 and #6 above.

8. The proposed development plan contributes to the orderly development of the city as a whole by providing a well-designed project that is suitable for the location where it is proposed and surrounding land uses including agricultural land uses, a recreational vehicle park, open space areas of the Huer Huero Creek, and other uses in the vicinity.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby recommend approval of Planned Development Amendment 08-002 and Conditional Use Permit Amendment 08-002 to the City Council, subject to the following conditions:

STANDARD CONDITIONS:

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

SITE SPECIFIC CONDITIONS:

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

Planning Division Conditions:

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

EXHIBITS	**DESCRIPTION**
A.	Standard Conditions of Approval
B.	Architectural Appearance Renderings
C.	Project Description
D.	Site Plan
E.	Elevations / Plot Plans
F.	Color and Materials
G.	Landscape Plan
H.	Tentative Tract Map / Preliminary Grading and Drainage Plan
I.	Floor Plans / Airport Land Use Plan Consistency Study
J.	Architect's Statement of Airport Land Use Plan consistency

3. The project shall be designed and constructed to be in substantial conformance with the site plan, landscape plan, elevations, floor plans, colors and materials, and preliminary grading plan approved with this resolution.

4. Approval of this project is valid for a period of two (2) years from date of approval. Unless permits have been issued and site work has begun, the approval of Planned Development Amendment 08-002 and Conditional Use Permit Amendment 08-002 shall expire on October 11, 2018. The Planning Commission may extend this expiration date if a Time Extension application has been filed with the City along with the fees before the expiration date.

5. Prior to issuance of certificates of use and occupancy, the property owner or authorized agent is required to pay the City's Development Impact Fees.

6. No underground or aboveground storage of hazardous materials shall be allowed on-site without first obtaining City approval.

7. Temporary construction noise levels in excess of 60 decibels shall be restricted to the daylight hours of 7am to 6pm. Noise levels shall be measured or monitored from site boundaries or the nearest adjoining residential use to determine compliance.

8. Use and operation of the project and its appurtenances shall be conducted in compliance with the City's General Performance Standards for all uses (Section 21.21.040 of Chapter 21.21 Performance Standards of the City's Zoning Ordinance).

9. Prior to occupancy, all overhead utilities adjacent to the property shall be relocated underground.

10. The use and occupancy of the hotel and common shall conform to the floor plans as shown in Exhibits I and J. Occupancy of the hotel shall comply with density limitation of the Airport Land Use Plan, Zones 2, 3, and 4 as follows:

    Zone 2: No development shall be permitted.

    Zone 3 The use intensity of this activity shall not exceed an average of 60 persons per gross acre, maximum 120 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside. The building density will be calculated on an average of 1.8 persons per room or group of rooms to be occupied as a suite; plus one person per 60 sq. ft. floor area of any restaurants, coffee shops, bars, or night clubs; plus one person per 10 sq. ft. of floor area of meeting rooms shall be permitted.

    Zone 4 The use intensity of this activity shall not exceed an average of 40 persons per gross acre, maximum 120 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside. The building density will be calculated on an average of 1.8 persons per room or group of rooms to be occupied as a suite; plus one person per 60 sq. ft. floor area of any restaurants, coffee shops, bars, or night clubs; plus one person per 10 sq. ft. of floor area of meeting rooms shall be permitted.

Engineering Division Conditions:

11. Stormwater Control Measures shall be constructed in accordance with the Stormwater Control Plan.

12. Airport Road shall be improved in accordance with plans designed in accordance with the recommendations of the Traffic Impact Analysis and as approved by the City Engineer. A cross-walk shall be established at the entrance road in accordance with plans approved by a Traffic Engineer. The walking path on the west side of Airport Road shall be extended south to the Ravine Water Park parking lot.

13. No development shall occur after Phase I without traffic mitigation strategies resolved in accordance with the Traffic Impact Analysis.

14. Prior to occupancy of any development, a gravity sewer main must be constructed in Airport Road consistent with the Master Plan of the area, along with a lift station and force main to an appropriate connection point as determined by the Wastewater Division Manager. All of the regional sewer infrastructure will be subject to a reimbursement agreement for collection from future development interests.

16.a Self-generating water softener equipment shall be prohibited.

Mitigation Monitoring and Reporting:

15. AES – 1 The project shall be designed in accordance with the attached specific architectural features to ensure visual impacts are mitigated.

16. BIO - 1 To the maximum extent possible, site preparation, ground-disturbing, and construction activities should be conducted outside of the migratory bird breeding season. If such activities are required during this period, the applicant should retain a qualified biologist to conduct a nesting bird survey and verify that migratory birds are not occupying the site. If nesting activity is detected the following measures should be implemented:

    a. The project should be modified or delayed as necessary to avoid direct take of identified nests, eggs, and/or young protected under the MBTA;
    b. The qualified biologist should determine an appropriate biological buffer zone around active nest sites. Construction activities within the established buffer zone will be prohibited until the young have fledged the nest and achieved independence; and,
    c. The qualified biologist should document all active nests and submit a letter report to the City documenting project compliance with the MBTA.

17. BIO-2 Prior to construction, a qualified biologist should conduct a pre-activity survey to identify known or potential dens or sign of San Joaquin kit fox no less than 14 days and no more than 30 days prior to the beginning of the site preparation, ground-disturbing, or construction activities, or any other activity that has the potential to adversely affect the species. If a known or potential den or any other sign of the species is identified or detected within the project area, the biologist will contact USFWS and CDFW immediately. No work will commence or continue until such time that USFWS and CDFW determine that it is appropriate to proceed. Under no circumstances will a known or potential den be disturbed or destroyed without prior authorization from USFWS and CDFW. Within 7 days of survey completion, a report will be submitted to USFWS, CDFW, and the City. The report will include, at a minimum, survey dates, field personnel, field conditions, survey methodology, and survey results.

18. BIO-3 During the site-disturbance and/or construction phase, to prevent entrapment of the San Joaquin kit fox, all excavation, steep-walled holes, or trenches in excess of 2 feet in depth should be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches should also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled or covered, they should be thoroughly inspected for entrapped kit fox. If any kit fox is found, work will stop and USFWS and CDFW will be contacted immediately to determine how to proceed.

19. BIO-4 During the site disturbance and/or construction phase, any pipes, culverts, or similar structures with a diameter of 4 inches or greater stored overnight at the project site should be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If any kit fox is found, work will stop and USFWS and CDFW will be contacted immediately to determine how to proceed.

20. BIO-5 Prior to, during, and after the site disturbance and/or construction phase, use of pesticides or herbicides should be in compliance with all federal, state, and local regulations. This is necessary to

minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.

21. BIO-6 During the site disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped should be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant should immediately notify USFWS and CDFW by telephone. In addition, formal notification should be provided in writing within 3 working days of the finding of any such animal(s). Notification should include the date, time, location, and circumstances of the incident. Any threatened or endangered species found dead or injured should be turned over immediately to CDFW for care, analysis, or disposition.

22. BIO-7 Prior to final inspection, should any long internal or perimeter fencing be proposed or installed, the City should do the following to provide for kit fox passage:
    a. If a wire strand/pole design is used, the lowest strand should be no closer to the ground than 12 inches.
    b. If a more solid wire mesh fence is used, 8 × 12-inch openings near the ground should be provided every 100 yards. Upon fence installation, the applicant should notify the City to verify proper installation. Any fencing constructed after issuance of a final permit should follow the above guidelines.

23. BIO-8 Prior to site disturbance, the CRZ of all oak trees with a DBH of 6 inches or greater must be fenced to protect from construction activities. 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 (See Arborist Report for specific language required for signage). 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.

24. BIO-9 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. During the site disturbance and/or construction phase, grading, cutting, or filling within 5 feet of a CRZ of all oak trees with a DBH of 6 inches or greater must be supervised by a certified arborist approved by the City. Such activities beyond 5 feet of a CRZ must be monitored to ensure that activities are in accordance with approved plans. Root pruning outside of the CRZ must be done by hand. 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.BIO-10
    Oil, gasoline, chemicals, or other construction materials potentially harmful to oak trees may not be stored in the CRZ of any oak tree with a DBH of 6 inches or greater. 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.

25. BIO-11 Drains shall be installed according to City specification so as to avoid harm by excessive

watering to oak trees with a DBH of 6 inches or greater.

26. BIO-12 Landscaping within the CRZ of any oak tree with a DBH of 6 inches or greater is limited to indigenous plant species or non-plant material, such as cobbles or wood chips. 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.

27. BIO-13 Wires, signs, or other similar items shall not be attached to oak trees with a DBH of 6 inches or greater.

28. BIO-14 For each oak tree removed (DBH of 6 inches or greater), a tree or trees of the same species must be planted with a combined DBH of 25% of the removed tree's DBH within the property's boundary.

29. BIO-15 It is the responsibility of the owner or project manager to provide a copy of the 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. Each contractor must sign and acknowledge this tree protection plan.

30. BIO-16 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. 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.

31. BIO-17 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.

32. BIO-18 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.

33. BIO-19 An arborist shall be present for selected activities (trees identified in Arborist Report 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

34. BIO-20 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.

35. GHG-1 The proposed project shall implement, at a minimum, the following GHG-reduction measures:

    a. Install high efficiency lights in parking lots, streets, and other public areas.
    b. Comply with mandatory California Green Building Standards Code bicycle parking standards.
    c. Install bicycle facilities and/or amenities beyond those required in building standards.
    d. Incorporate 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.
    e. The project site shall be designed to minimize barriers to pedestrian access and interconnectivity.
    f. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.).
    g. Comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation.
    h. Divert 65 percent of non-hazardous construction or demolition debris.
    i. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.
    j. Implement Mitigation Measure AQ-2.
    k. Implement Mitigation Measure AQ-3,e-k.

36. AQ-1 The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans:

    a. Reduce the amount of the disturbed area where possible.
    b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.
    c. All dirt stock pile areas should be sprayed daily as needed.
    d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
    e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
    f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.
    g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
    h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
    i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.

j. Install wheel washers at the construction site entrance, wash off the tires or tracks of all trucks and equipment leaving the site, or implement other SLOAPCD-approved methods sufficient to minimize the track-out of soil onto paved roadways.
k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.
l. The burning of vegetative material shall be prohibited.
m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.
n. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.

37. AQ-2 To reduce operational emissions, the proposed project shall implement the following measures. The project proponent shall submit proof to the Paso Robles Community Development Department Staff that implementation of all measures have been met in accordance with a time schedule deemed appropriate by Community Development Department staff.

a. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.
b. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees.
c. Pave and maintain roads in parking areas.
d. Plant drought tolerant native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.
e. Provide native and drought tolerant trees beyond those required as mitigation for tree removal.
f. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.
g. Install high-efficiency heating and cooling systems.
h. Utilize high-efficiency gas or solar water heaters.
i. Utilize built-in energy efficient appliances (i.e., Energy Star rated).
j. Utilize double- or triple-paned windows.
k. Utilize low energy street lights (i.e., sodium, light-emitting diode [LED]).
l. Utilize energy-efficient interior lighting.
m. Install door sweeps and weather stripping (if more efficient doors and windows are not available).
n. Install energy-reducing programmable thermostats.
o. Install low water consumption landscape. Use native plants that do not require watering after they are well established or minimal watering during the summer months and are low ROG emitting.
p. Provide a designated parking space for alternatively fueled vehicles.
q. Provide a shuttle service for guests to local destinations, including Paso Robles Transit/Amtrak Station
r. Install energy-saving systems in guest rooms that reduce energy usage when rooms are not occupied.
s. 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

t. Provide on-site bicycle parking beyond those required by California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only).
u. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)

38. AQ-3 The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:

a. Implement Mitigation Measure AQ-1, as identified in “Impact AQ-C”, above.
b. Demolition of onsite structures shall comply with the National Emission Standards for Hazardous Air Emissions (NESHAP) requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of onsite structures, the SLOAPCD shall be notified, per NESHAP requirements. SLOAPCD notification form and reporting requirements are included in Appendix A. Additional information may be obtained at website url: http://slocleanair.org/business/asbestos.php.
c. If during demolition of existing structures, paint is separated from the construction materials (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements. Contact the SLOAPCD Enforcement Division at (805) 781-5912 for more information. Approval of a lead work plan and permit may be required. Lead work plans, if required, will need to be submitted to SLOAPCD ten days prior to the start of demolition
d. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
    1) Shall not idle the vehicle’s primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and, 2) Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.
e. Maintain all construction equipment in proper tune according to manufacturer’s specifications;
f. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
g. 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;

h. Idling of all on and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation.
i. Electrify equipment when possible;
j. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,
k. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

39. **(note Planning Commission to recommend either TR-1 or TR-2 to City Council consistent with Mitigation Monitoring and Reporting Program)**
TR-1 Prohibit southbound left turns at State Route 46E / Airport Road to reduce conflict points at this intersection, reduce queuing, and reduce delay on the southbound approach. Intersection delays increase when traffic from Hotels 2, 3, and 4 are included because the southbound and eastbound left turn movements exceed capacity. We recommend prohibiting southbound left turns at this intersection prior to the occupancy of Hotels 2, 3, and 4 unless a local road connection is provided to Wisteria Lane. Until a local road connection is provided to Wisteria Lane, prohibiting southbound left turns would require vehicles destined to travel east on State Route 46 to turn right onto westbound State Route 46 then perform a U-turn at Union Road or Golden Hill Road. The existing counts show that fewer than ten vehicles currently make the southbound left turn during the peak hours studied, and shifting these trips would have a negligible effect on operations at the nearby intersections of Union Road and Golden Hill Road. Note that the two alternatives evaluated in the Highway 46 / Union Road PSR, to be carried forward in the on-going PR-ED, include modifications to the State Route 46E / Airport Road intersection. The overcrossing only alternative includes conversion to right-in / right-out only access, and the full interchange alternative would disconnect Airport Road completely from State Route 46E.

or

TR-2 Complete the local road connection from Wisteria Lane to Airport Road prior to occupancy of Hotels 2, 3, and 4. Upon completion, provide signage on the westbound approach to Destino Paso Way / Airport Road to direct hotel visitors to the new local road connection instead of State Route 46E. We recommend monitoring traffic levels at State Route 46E / Airport Road and Destino Paso Way / Airport Road intersections following the new local road connection to determine if additional measures, such as prohibiting westbound left turns out of Destino Paso Way, are required to avoid operational impacts to the State Route 46E / Airport Road intersection.

40. TR-3 A sidewalk is proposed along Airport Road between Hotels 3 and 4. A four foot or greater aggregate base walking path is shown on the west side of Airport Road from Destino Paso Way to the northernmost Ravine Water Park parking area. Detailed construction documents should be reviewed once they are ready to ensure that adequate sight distance is provided at the driveways serving Hotels 1 and 3, which are located on the inside of horizontal curves. Landscaping and other features should be restricted near these driveways to provide clear sight lines to approaching traffic.

41. TR-4 The applicant will be required to pay traffic mitigation fees to offset to offset its impacts to the citywide transportation network.

42. TR-5 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.

43. TR-6 The project will be required to participate in the SLO Car Free program with SLO County APCD.

PASSED AND ADOPTED THIS 11th day of October, 2016 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

____
Bob Rollins, Chairperson

ATTEST:

____
Warren Frace, Secretary of the Planning Commission

EXHIBIT A

CITY OF EL PASO DE ROBLES
STANDARD DEVELOPMENT CONDITIONS

☒ Planned Development

☒ Conditional Use Permit

☐ Tentative Parcel Map

☐ Tentative Tract Map

Approval Body: Planning Commission

Date of Approval: October 11, 2016

Applicant: Destino Paso Resort

Location: 3350 Airport Road

APN: 025-436-029 & 025-346-030

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 October 11, 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. It is the property owner's responsibility to insure that all construction of private property improvements occur on private property. It is the owner's responsibility to identify the property lines and insure compliance by the owner's agents.

☒ 16. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No.835 N.S., Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to removal.

☒ 17. No storage of trash cans or recycling bins shall be permitted within the public right-of-way.

☒ 18. Prior to recordation of the map or prior to occupancy of a project, all conditions of approval shall be completed to the satisfaction of the City Engineer and Community Developer Director or his designee.

☒ 19. Two sets of the revised Planning Commission approved plans incorporating all Conditions of Approval, standard and site specific, shall be submitted to the Community Development Department prior to the issuance of building permits.

☒ 20. Prior to the issuance of building permits, the
  ☒ Development Review Committee shall approve the following:
  ☐ Planning Division Staff shall approve the following:

☒ 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: grading plan review

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 Strom 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 Airport Road along the frontage of the project.

☐ 8. The applicant shall install all utilities. Street lights shall be installed at locations as required by the City Engineer. All existing overhead utilities adjacent to or within the project shall be relocated underground except for electrical lines 77 kilovolts or greater. All utilities shall be extended to the boundaries of the project.

☐ 9. The owner shall offer to dedicate to the City the following easement(s). The location and alignment of the easement(s) shall be to the description and satisfaction of the City Engineer:

  ☐ a. Public Utilities Easement;
  ☐ b. Water Line Easement;
  ☐ c. Sewer Facilities Easement;
  ☐ d. Landscape Easement;
  ☐ e. Storm Drain Easement.

☐ 10. The developer shall annex to the City's Landscape and Lighting District for payment of the operating and maintenance costs of the following:

  ☐ a. Street lights;
  ☐ b. Parkway/open space landscaping;
  ☐ c. Wall maintenance in conjunction with landscaping;
  ☐ d. Graffiti abatement;
  ☐ e. Maintenance of open space areas.

☐ 11. For a building with a Special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM), the developer shall provide an Elevation Certificate in accordance with the National Flood Insurance Program. This form must be completed by a lands surveyor or civil engineer licensed in the State of California.

☐ 12. All final property corners shall be installed.

☐ 13. All areas of the project shall be protected against erosion by hydro seeding or landscaping.

☐ 14. All construction refuse shall be separated (i.e. concrete, asphalt concrete, wood 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.

(Adopted by Planning Commission Resolution _________)

7. ☒ Prior to the issuance of Certificate of Occupancy:

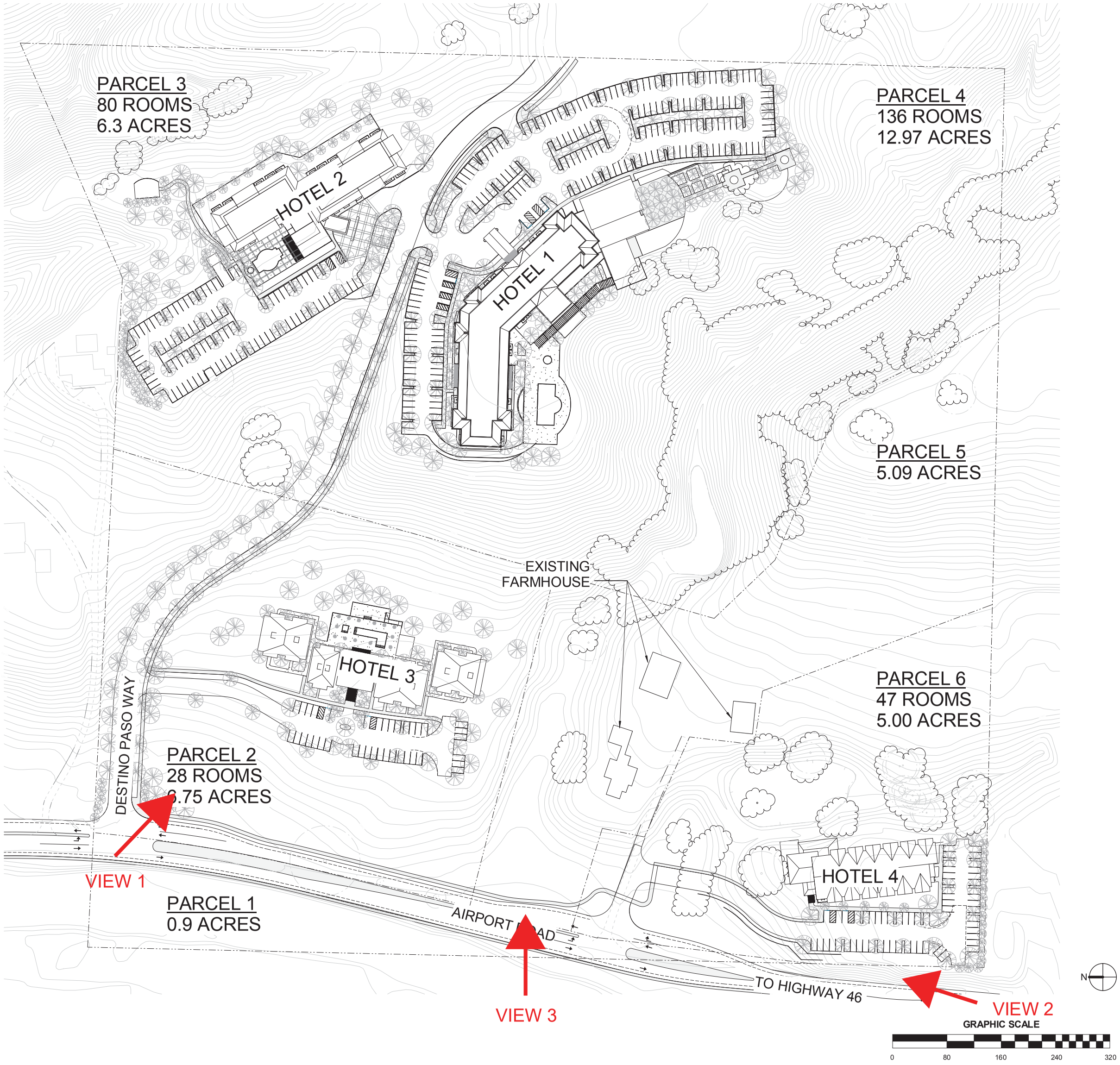
- ☒ Final inspections shall be completed on all underground fire lines, fire sprinkler systems, fire alarm systems and chemical hood fire suppression systems.
- ☒ Final inspections shall be completed on all buildings.

VIEW 1: RENDERING PROVIDED AUGUST 30TH. SHOWS PROPOSED SITE AFTER CONSTRUCTION OF THE FIRST HOTEL, HOTEL 1. HOTEL 2, 3 AND 4 ARE NOT INCLUDED AS THEY OCCUR IN LATER PHASES. VIEW 1 IS INCLUDED ON PAGE AR-2.

VIEW 2: RENDERING REQUESTED BY THE CITY SEPTEMBER 2ND. VIEW FROM THE SOUTHWEST CORNER OF THE SITE. THIS VIEW INCLUDES HOTEL 4 AND IS TAKEN AFTER ALL HOTELS HAVE BEEN CONSTRUCTED, AS HOTEL 4 WOULD BE THE FINAL PHASE OF THE PROPOSED PROJECT. VIEW 2 WILL BE PROVIDED TO THE CITY ONCE IT HAS BEEN COMPLETED.

VIEW 3: RENDERING REQUESTED BY THE CITY SEPTEMBER 2ND. SHOWING THE SCALE OF THE PROJECT ON THE HILLSIDE FROM THE APPROXIMATE CENTER OF THE PROPERTY, AT AIRPORT ROAD. VIEW 3 WILL BE PROVIDED TO THE CITY ONCE IT HAS BEEN COMPLETED.

VICINITY MAP
N.T.S.
2



SITE PLAN
1

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NCE NORTH COAST ENGINEERING INC.

JETT LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO

REVISED RENDERINGS

SEPTEMBER 9TH

Exhibit B

DRAWING TITLE
RENDINERING VIEWING KEY

JOB NO.	15029
DRAWN BY	SBC
SHEET NO.	

AR-1

VIEW 1: VIEW OF HOTEL #1 FROM THE THE ENTRANCE OF DESTINO PASO WAY

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JETT LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO
REVISED RENDERINGS

SEPTEMBER 9TH

DRAWING TITLE
VIEW 1

JOB NO. 15029
DRAWN BY Author
SHEET NO.

AR-2

VIEW OF THE POOL DECK

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725 Creston Rd. Suite B, Paso Robles 239-3127

JETT
LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO
REVISED RENDERINGS

SEPTEMBER 9TH

DRAWING TITLE
REVISED HOTEL #1 RENDERING

JOB NO. 15029
DRAWN BY SBC
SHEET NO.

AR-3

VIEW FROM PARKING LOT

VIEW OFF POOL DECK

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725 Creston Rd. Suite B, Paso Robles 239-3127

JETT
LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO
REVISED RENDERINGS

SEPTEMBER 9TH

DRAWING TITLE
REVISED HOTEL #1 RENDERING

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AR-4

VIEW FROM RESTAURANT DECK

VIEW FROM OLIVE TREE GARDEN (VIEW REMAINS UNCHANGED)

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NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

JETT
LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO
REVISED RENDERINGS

SEPTEMBER 9TH

DRAWING TITLE
REVISED HOTEL #1 RENDERING

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AR-5

VIEW 2: VIEW OF HOTEL #4 FROM THE SOUTHWEST CORNER OF THE PROPERTY ALONG NORTHBOUND AIRPORT ROAD.

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725 Creston Rd. Suite B, Paso Robles, 239-3127

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DESTINO PASO
REVISED RENDERINGS

SEPTEMBER 9TH

DRAWING TITLE
VIEW 1

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AR-6

VIEW 3: VIEW OF THE PROPOSED DEVELOPMENT FROM THE APPROXIMATE CENTER OF THE PROPERTY ALONG AIPORT ROAD.

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JETT LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO

REVISED RENDERINGS

SEPTEMBER 9TH

DRAWING TITLE
VIEW 1

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AR-7

DESTINO PASO

Exhibits C - I

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DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
COVER SHEET

JOB NO.	15029
DRAWN BY	SBC
SHEET NO.	

A-0

Exhibit C

DESTINO PASO - TABLE OF CONTENTS

ARCHITECTRUAL DRAWINGS

LANDSCAPE DRAWINGS

ENGINEERING DRAWINGS

AIRPORT OVERLAY ANALYSIS

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DESTINO PASO
RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
TABLE OF CONTENTS

JOB NO. 15029
DRAWN BY Author
SHEET NO.

TC

INTRODUCTION

Destino Paso, a destination resort, was approved by the City of Paso Robles in 2009. The purpose of this submittal is to modify the previous City of Paso Robles approvals for the Destino Paso development. Specifically, this submittal seeks to modify:

- the Vesting Tentative Map Tract 2962 (PC Resolution 09-008 as modified by PC Resolution 09-015),
- the Conditional Use Permit (PC Resolution 09-007), and
- the Existing Planned Development (PC Resolution 09-006 supported by Mitigated Negative Declaration PC Resolution 09-005)

SITE

Destino Paso is a 40.3-acre site bordering the east side of Airport Road (A.P.N. 025-436-029 and 030) and immediately north of the Wine Country R.V. Park. The site consists of several flat mesa areas and an oak-filled ravine. An existing farmhouse, outbuildings, and livestock pond are accessed via an easement from Airport Road, while a house and large garage at the site’s northeastern end has an access road.

SUMMARY OF EXISTING APPROVALS

The currently approved development calls for 291 visitor-serving accommodations on this site. These accommodations were to be spread amongst a 16- room boutique hotel, 175 individual casitas clustered in two locations, and two fifty-room hotels that would feature separate swimming pools as well as on-site retail and recreational facilities. These overnight accommodations were to be supplemented by a spa, a restaurant, a recreation center and pool complex, and an event pavilion. As approved, Destino Paso would comprise of approximately 59 individual buildings. The existing Vesting Tentative Map for Destino Paso divides the 40.3-acre site into nine separate parcels that would roughly correspond to anticipated phases of development. The existing access road to the site was proposed to be improved to be a new public street called “Beijo Way” that would connect both the site and the adjacent property to the east owned by William and Kenneth Mundee to Airport Road.

SUMMARY OF PROPOSED MODIFICATIONS TO EXISTING APPROVALS

The modifications to the approved Destino Paso project proposed in this submittal are:

- Elimination of the casitas and the reconfiguration of the currently approved 291 visitor-serving accommodations into four hotels.
- Consolidation and reduction in overall area of the approved restaurant, recreation center, and event center.
- Elimination of the spa.
- Relocation of the proposed new development to the east to get further visual separation from Airport Road.
- The renaming of Beijo Way to Destino Paso Way.
- Adjusting the currently approved nine parcels to create six new parcels on the site.

These modifications will have a number of positive features over the current approved design. The reconfiguration of the approved 291 visitor-serving accommodations will bring the proposed development more in line with the operational requirements of national hotel chains, thus improving both the economic viability of the project, its benefits to the growing tourist market in Paso Robles, and its ability to create jobs for local residents. By concentrating the development into four hotels, a greater percentage of the site can be left in its natural state as open space. The proposed modifications to the existing development plan have been carefully laid out to maintain all the existing oak trees on the site with the exception of trees to be removed for improvements to Airport Road and trees identified by the arborist as being in poor condition and one tree removal that is necessary to construct the access road to Hotel 4.

DETAILED DESCRIPTION OF PROPOSED DEVELOPMENT

Following is a description of the proposed development on each of the proposed new parcels of Destino Paso:

Parcel 1 – Parcel 1 is a .090-acre site at the northwest corner of the site on the western side of Airport Road. Except for roadway configuration modifications, no development is proposed for this parcel. It will be dedicated as Open Space along Huerhuero Creek.

Parcel 2 – Parcel 2 is located east of Parcel 1 across Airport Road and is bisected by Destino Paso Way. Consisting of 6.75 acres, proposed development on this parcel is a small 28-room hotel with 34 parking spaces, a swimming pool and a breakfast room. Access will be from Destino Paso Way, and a portion of Parcel 2 will provide on-site storm water retention and dissipation for Parcels 3 and 4.

Parcel 3 – Parcel 3, a 6.30-acre site located at the northeast corner, is the proposed site of an 80-room, limited-service hotel. This hotel, a single three-level building, is envisioned to complement the larger full-service hotel to be developed on Parcel 4 (described next). This hotel will have approximately 93 parking spaces for guests and employees. Hotel amenities will be limited to a small fitness room, a breakfast room, and an outdoor swimming pool.

Parcel 4 – Parcel 4, a 12.97-acre site south of Parcel 3 across Destino Paso Way, will be the location of the Main Hotel, the first hotel to be built. This three-story 136 room full-service hotel will feature a small three-meal restaurant with adjacent outdoor deck, a lobby bar for tasting local wines, a small function space with an adjacent landscape terrace, and a south-facing pool and deck. The hotel will overlook the ravine with its oak trees that will remain in their natural state. Its adjacent surface parking for about 196 cars will be located on an open mesa at the top of the hill.

Parcel 5 – Parcel 5, a 5.09-acre site, includes the existing farmhouse and support buildings currently on the site accessed via an easement from Parcel 6 from Airport Road. No new development is proposed for this parcel.

Parcel 6 – Parcel 6, a 5.0 acre site located at the southwest corner, will house a two-level 47-room hotel with about 53 surface parking spaces. This will be a rooms-only hotel with a breakfast room and deck as its guest amenities. Access to this parcel will be from the current road accessing the existing farm house on Parcel 5. This road will be improved at the time this hotel is developed. A portion of Parcel 6 east of Airport Road will provide on-site storm water retention and dissipation.

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LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
PROJECT DESCRIPTION

JOB NO. 15029
DRAWN BY SBC
SHEET NO.

A-1

DESCRIPTION OF PROPOSED ARCHITECTURAL CONCEPTS

The design of the hotels that will be built at Destino Paso will evoke the best of the cordial hospitality venues found throughout California wine country.

Siting – Destino Paso has been planned to blend smoothly into the topography and vegetation of its handsome location. Great care has been taken to site the structures so they will have minimal impact on the native flora and fauna of the site.

Materials - The structures will be built using the traditional materials found in wine country. The walls of the buildings will be finished with stained wood siding, ashlar stone, and cement plaster. High quality prefinished metal roofing with deep roof overhangs will cover the buildings. The designs will be further enriched by the use of loose stone site walls, exposed heavy-timber construction, and accents of high-quality materials.

Sustainability – Destino Paso will be an environmentally responsible project incorporating the best practices in sustainability. Locally sourced and renewable materials will be used to the greatest extent possible. State-of-the-art plumbing fixtures that reduce water consumption will be specified. The buildings will incorporate passive systems to further reduce energy consumption.

Style – The buildings of Destino Paso will be contemporary interpretations of the best architecture found in the wine regions of California, providing fresh and congenial accommodations for use by the visitors and residents of Paso Robles.

DESCRIPTION OF PROPOSED LANDSCAPE CONCEPTS

The Landscape Design for Destino Paso embodies the essence of El Paso de Robles – Pass of the Oaks –and reflects the client's and project team's commitment to conserving native habitat, regional plant ecology, and water resources throughout.

At Destino Paso, architecture, gardens, roads, pathways, infrastructure, and amenities are carefully and thoughtfully nestled into the rolling golden slopes of the Huerhuero Creek watershed. Taking advantage of the existing large flat mesa areas for development, the landscape borrows the scenery that abounds: native hillsides composed of grasslands, oak woodlands, ravines, and picturesque views to nearby wineries. These are expressed in the landscape through the use of natural stone, wood, metal, native and appropriate plant materials to provide ample opportunities for guests to enjoy and immerse themselves in the landscape.

After a day of exploring the local community, culture and attractions of the region guests are greeted with a range of opportunities at Destino Paso. Subtle project signage built of regionally appropriate materials marks the project entrance on Airport Road. Turning onto Destino Paso Way, the road gracefully winds up the hillside bordered with large canopy shade trees and an adjacent pedestrian walk with a generous landscape buffer, to provide a safe and scenic approach. Pedestrian scale, dark-sky compliant lighting subtly lights the way in the evening.------

The contemporary landscapes provide stunning California Mediterranean resort gardens celebrating the native Oak Woodland ecosystem and creating visual, material, and spatial continuity between the hotels, the landscape, and the natural setting beyond. Ample shade trees, pathways covered by grape arbors, and lounge areas provide distinctive opportunities for weddings, family gatherings, relaxing around a pool, strolling, dining, and play.

The proposed development has been designed to minimize impacts to the native oaks and ecology of the site. An arborist has surveyed 155 of the 300+ trees found on the site. Of these, seven are being proposed for removal: two are in poor health and are being removed due to safety concerns; four are located directly adjacent to Airport Road and will be impacted due to roadway widening; one additional tree is being removed, due to steep hillside constraints, in order to provide access to Hotel 4.

More than a hundred new native and appropriate trees will be added to the site in the initial phases of the project to provide shade and to add beauty and character to the site. Each new planting is meant to provide the public with direct contact to the regional ecology. Plants are utilized to attract pollinators and other beneficial insects. Grasses capture the movement of the wind. The aromas of lavenders and sages awaken the senses. An abundance of new oak trees planted throughout the project complements the existing native majestic oak woodlands. Olive trees and grape-covered arbors scale the garden spaces and frame views to the natural landscape beyond.

A carefully considered site drainage strategy heightens the experience of stormwater infrastructure and is responsive to seasonal inundations typical of the region. Subtle manipulation of grades directs rainwater along vegetated swales and into larger detention basins, planted with native plants to naturally filter and absorb rainwater captured from the site and slow its return to the water table and ultimately, Huerhuero Creek. Permeable ground plane surfaces such as pavers and decomposed granite allow for additional opportunity for groundwater recharge.

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DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
PROJECT DESCRIPTION

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	A-2

DESCRIPTION OF PROPOSED CIVIL ENGINEERING CONCEPTS

Site Access - The Destino Paso project is located on Airport Road north of the intersection of Highway 46 East and Airport Road. Proposed site access is taken from Airport Road in two places. The main access point is on Destino Paso Way which is proposed as a City Standard road in a 50-foot Offer-of-Dedication bisecting the property and connecting to the Mundee property to the east. The road is proposed to be 34 feet wide from curb to curb with a sidewalk on the south side connecting Parcels 2, 3 and 4 to Airport Road. When the hotel on Parcel 6 is constructed, a sidewalk along Airport road will be constructed connecting the hotel to the Destino Paso Way/Airport Road intersection. Airport Road is proposed to be widened to include two 12-foot travel lanes, two 5-foot bike lanes with a 2-foot striped buffer and a 12-foot median. The median will collect drainage from the east side of the road and act as an infiltration area.

Water -Currently there is an existing 16-inch water line in Airport Road and a 12-inch water line that crosses the site under the proposed alignment of Destino Paso Way. Both domestic and fire water will be accessed from these lines.

Sewer -There currently is no sewer adjacent to the site. To serve the project a sewer line will be constructed in Destino Paso Way and a sewer line will be constructed in Airport Road. The closest sewer connection is in Dry Creek Road, approximately 3,750 feet from the northerly property line. Due to the topography the sewer will be a gravity line to the low point in Airport Road approximately half way to the Dry Creek connection point. At that point a sewer lift station will be constructed and the sewage will be pumped in a force main line to Dry Creek road. The sewer line will be constructed in Airport Road for the frontage of the property at which point it will be available for the Ravine Water Park, the Wine Country RV Park and the Firestone Winery. This will provide sewer service for these existing projects which are currently using septic systems. Since this sewer will provide a regional benefit the existing projects and any future projects that may use the sewer line will become part of an Assessment District to share in the cost of the sewer construction. The existing projects were conditioned to not oppose the future formation of an Assessment District when their projects were approved.

Site Grading and Stormwater -The proposed hotels are located on the flatter areas of the site so that grading is minimized. Due to the grading required for the access road to the Parcel 6 hotel, stepped retaining walls will be required in order to accommodate the change of grade. There will be a small retaining wall at the back of the hotel on Parcel 3 to provide outside areas for the adjacent rooms.
The site will contain a number of stormwater retention basins for the purpose of stormwater retention and stormwater quality to comply with the requirements of the Regional Water Quality Control Board. Due to the extensive site coverage and topography of Parcels 3 and 4, the majority of the stormwater will be piped down to the lower portion of the site along Airport Road where the soils have higher infiltration rates. This will serve to recharge the local aquifer as opposed to piping the stormwater directly into the Huerhuero.

Site Utilities - Existing telephone and electrical services are located along Airport Road in front of the site. There is an existing overhead line that serves the existing farm house. A gas line is located in Airport Road to serve the site.

ECONOMIC STRATEGY AND BENEFITS

Consistent with the City's Economic Strategy, the project advances tourism and employment goals of the Economic Strategy- to, "Improve quality of place to attract investment and knowledge workers stimulate investment by establishing distinctive, quality, stable, safe and sustainable physical improvements and attractions that welcome industry, commerce, tourism, employment, and wealth necessary to maintain and enhance quality of life."
The economic benefits and impacts would be significant for Paso Robles, Among the positive economic impacts of the development of Destino Paso Resort Hotel will be:

- The direct benefit of the purchases of local resources (labor, equipment, goods and services) for the construction and operations of the hotel and its infrastructure.
- The economic benefits of construction are projected to be 40 full time equivalent (FTE)construction jobs for a period of 12-14 months.
- When the hotel starts its operations, it will generate an estimated 130-150 FTE jobs for professionals, skilled labor and services. The hotel will further generate other expenses for its various operational units such as food and beverage, landscape services,pool maintenance, supplies, and the like.
- The operation of the hotel will further generate significant fiscal benefits and revenue to the City through the payment of lodging tax (Transient Occupancy Tax - TOT), sales taxes, and property tax revenues.

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JETT
LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
PROJECT DESCRIPTION

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-3

Exhibit D

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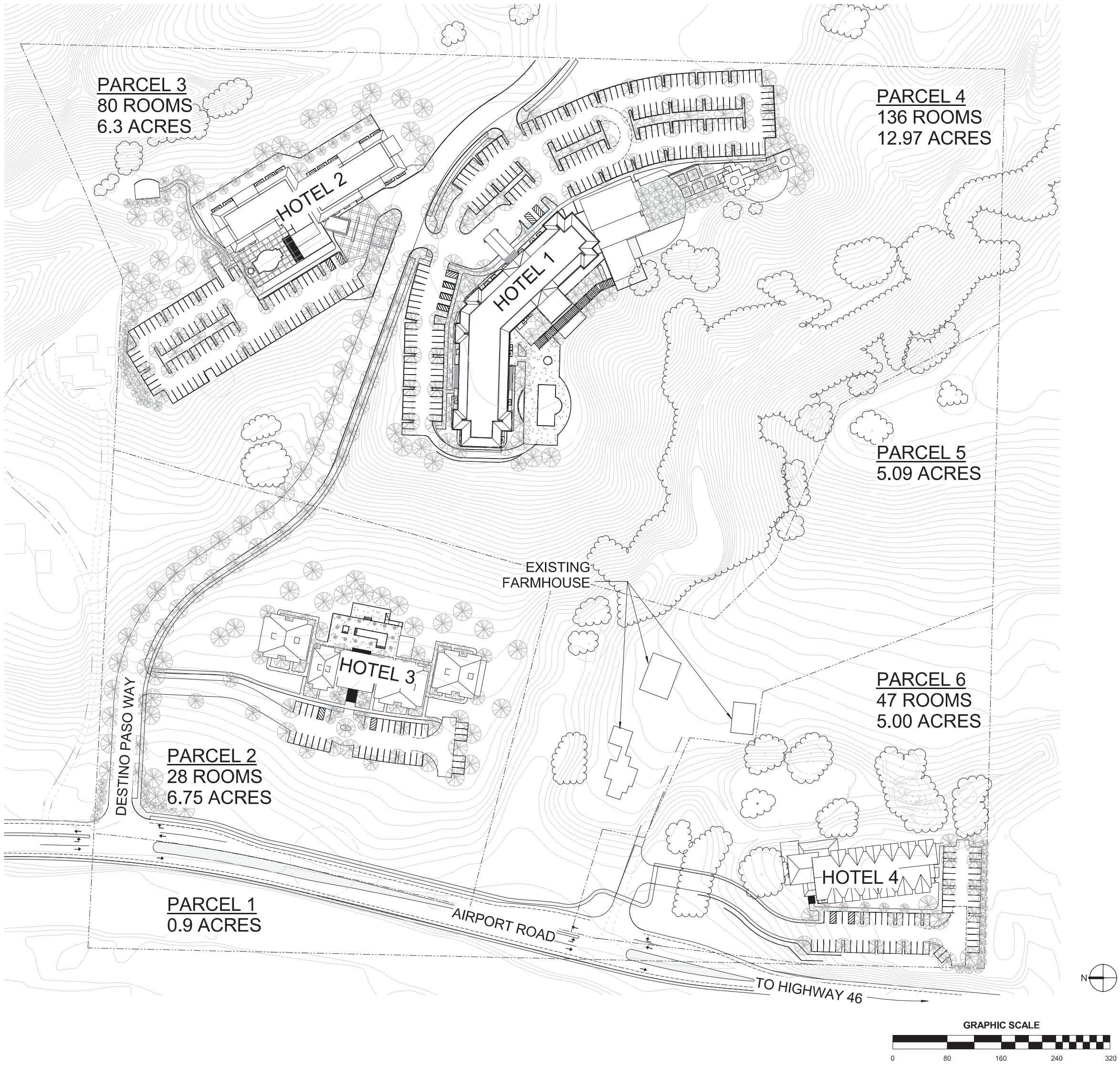
LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

VICINITY MAP
N.T.S. 2

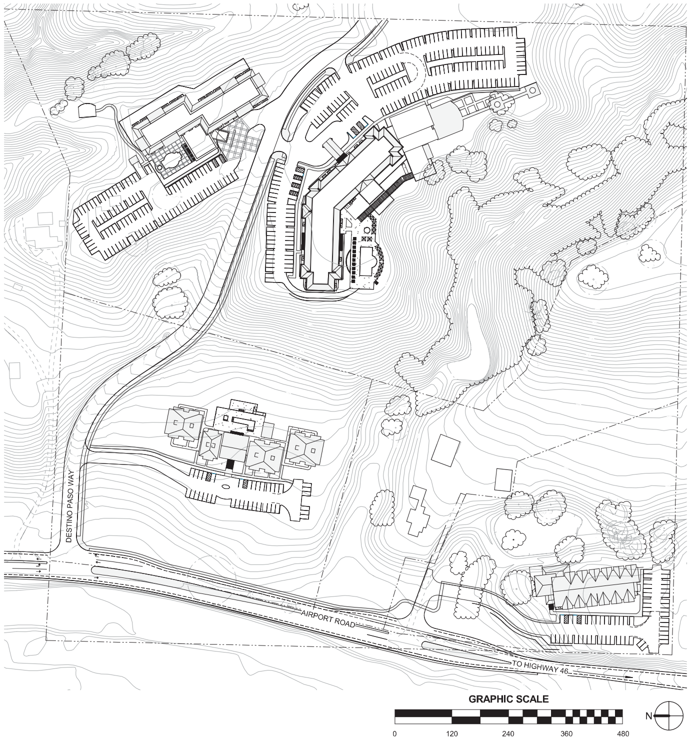


SITE PLAN 1

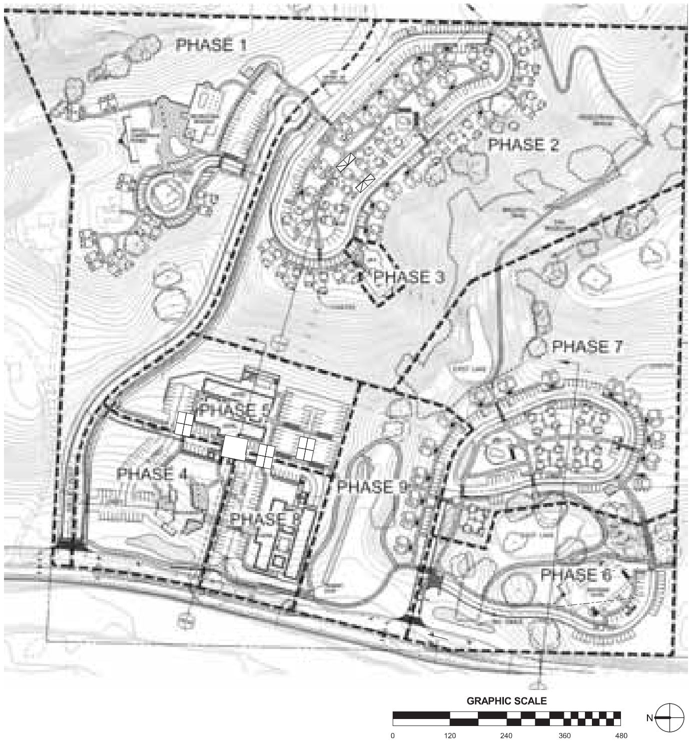
DRAWING TITLE
SITE PLAN

JOB NO.	15029
DRAWN BY	SBC
SHEET NO.	

A-4



PROPOSED SITE PLAN 2
1"= 120' 0"



APPROVED SITE PLAN 1

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LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
COMPARISON SITE PLAN TO APPROVED PLAN

JOB NO.	15029
DRAWN BY	SBC
SHEET NO.	

A-5

Exhibits E and F

STANTONARCHITECTURE.COM

JETT LANDSCAPE ARCHITECTURE + DESIGN

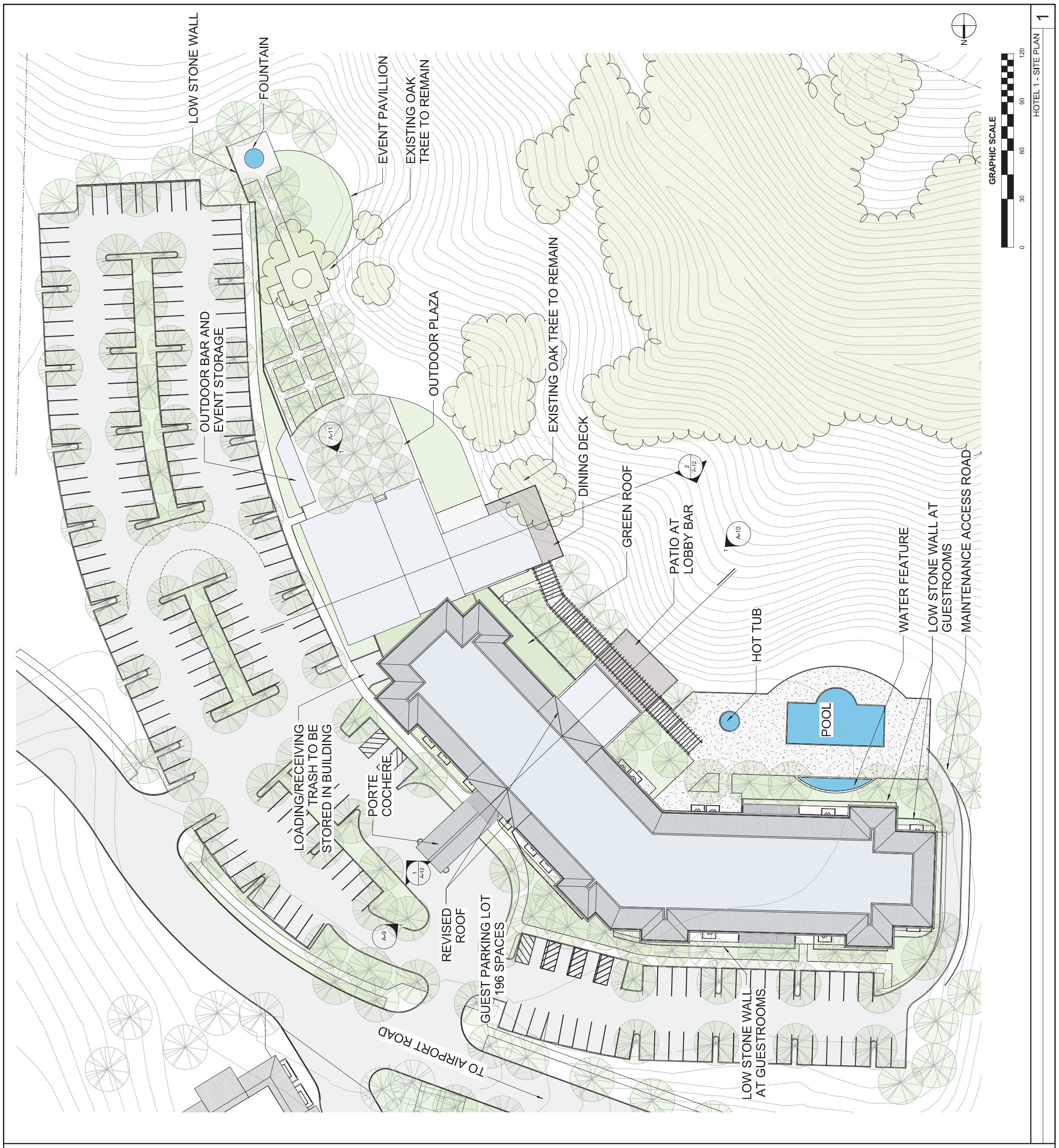
DESTINO PASO RESUBMITTAL

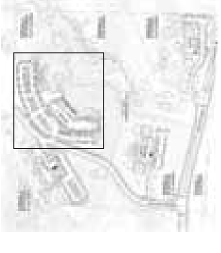
JULY 21ST, 2016

DRAWING TITLE
HOTEL 1 - ENLARGED SITE PLAN

JOB NO.	15029
DRAWN BY	SBC
SHEET NO.	

A-6





VIEW FROM PARKING LOT

VIEW OFF POOL DECK

NOTE: RENDERINGS HAVE NOT BEEN UPDATED TO REFLECT ROOF REVISIONS

STANTONARCHITECTURE.COM

NOE

JETT
LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
HOTEL 1 - PERSPECTIVE VIEWS

JOB NO. 15029
DRAWN BY Author
SHEET NO.

A-7

VIEW FROM RESTAURANT DECK

VIEW FROM OLIVE TREE GARDEN

NOTE: RENDERINGS HAVE NOT BEEN UPDATED TO REFLECT ROOF REVISIONS

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LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
HOTEL 1 - PERSPECTIVE VIEWS

JOB NO. 15029
DRAWN BY Author
SHEET NO.

A-8

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LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

MATERIALS


BLACKENED METAL PANEL


PREFINISHED WOOD SIDING

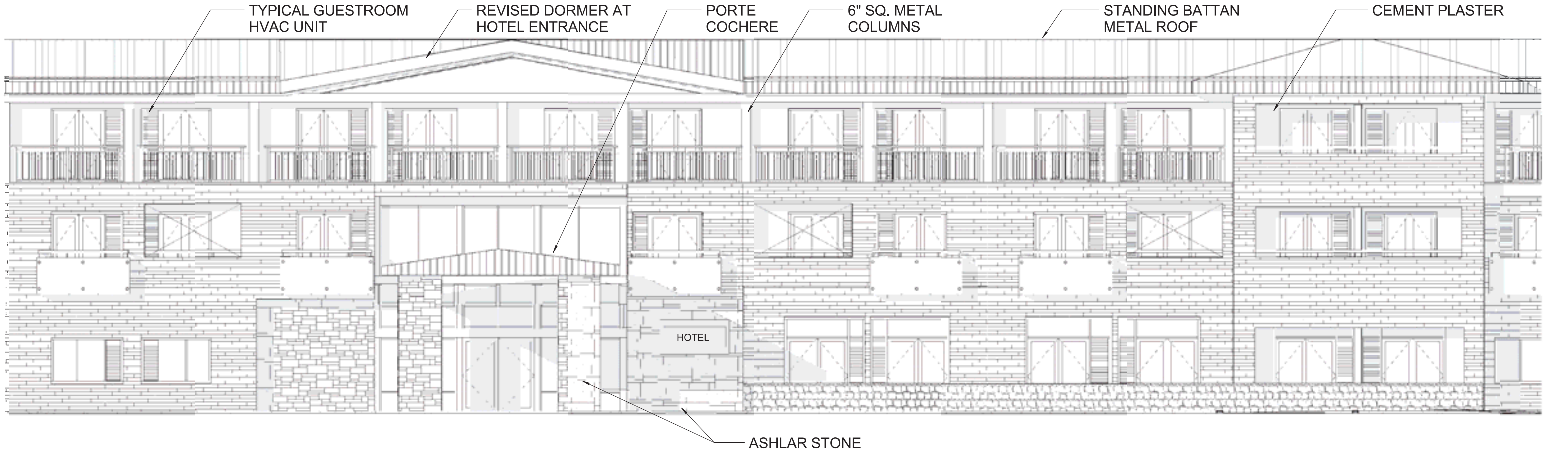

ASHLAR STONE


REDWOOD STOREFRONT TRIM

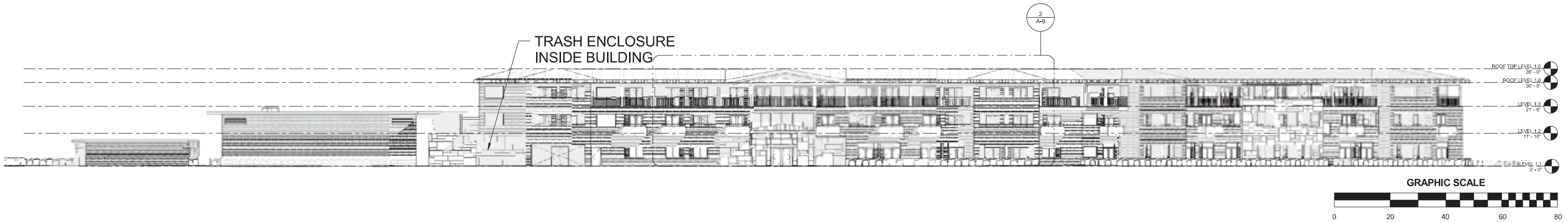

LOOSE STONE WALL


CEMENT PLASTER


STANDING BATTAN METAL ROOF



ENLARGED NORTHWEST ELEVATION
NTS
2



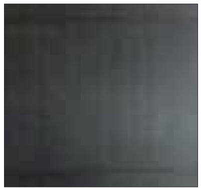
MAIN HOTEL - NORTHWEST ELEVATION
1

DRAWING TITLE
HOTEL 1 - ELEVATIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-9

MATERIALS


BLACKENED METAL PANEL


PREFINISHED WOOD SIDING

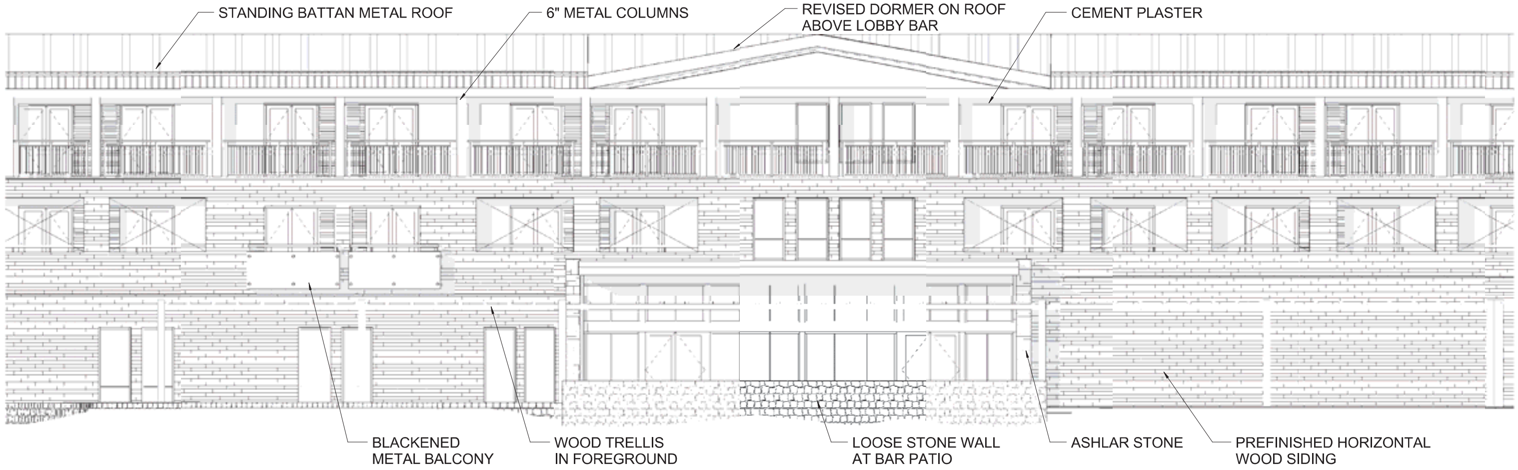

ASHLAR STONE


REDWOOD STOREFRONT TRIM

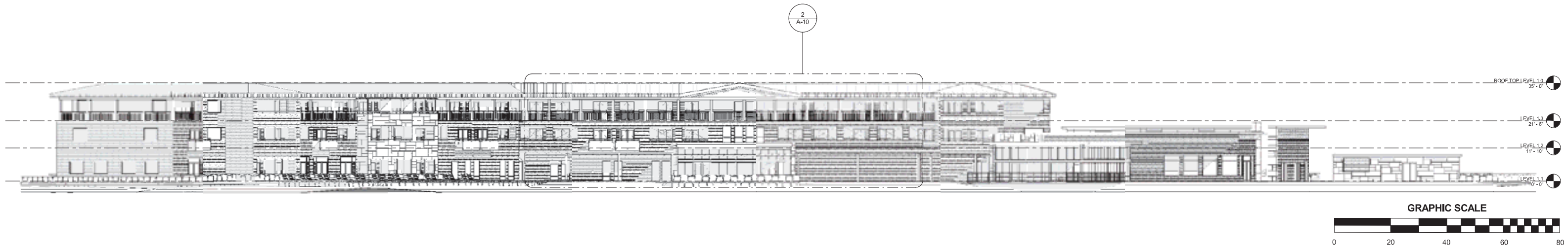

LOOSE STONE WALL


CEMENT PLASTER


STANDING BATTAN METAL ROOF



ENLARGED SOUTHEAST ELEVATION
NTS
2



MAIN HOTEL - SOUTHEAST ELEVATION
1

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JETT
LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

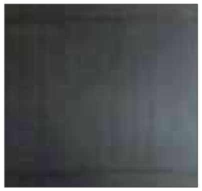
JULY 21ST, 2016

DRAWING TITLE
HOTEL 1 - ELEVATIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-10

MATERIALS



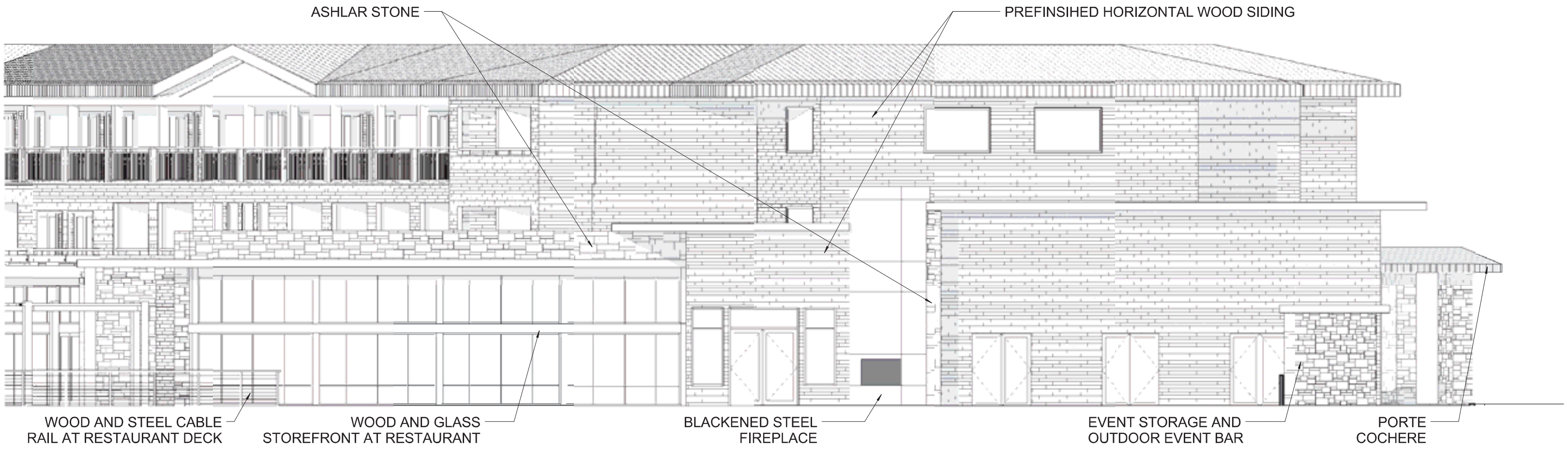
BLACKENED METAL PANEL

PREFINISHED WOOD SIDING

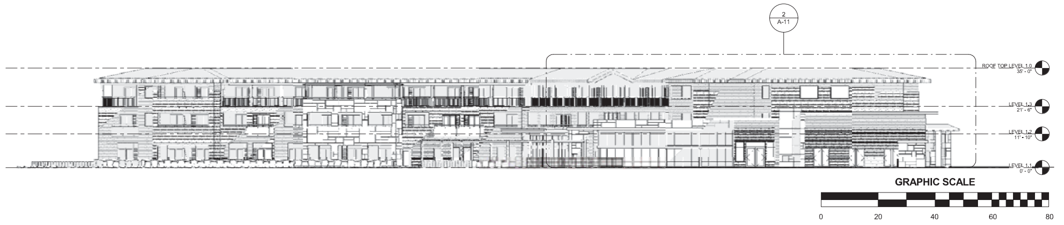
ASHLAR STONE

REDWOOD STOREFRONT TRIM

STANDING BATTAN METAL ROOF



ENLARGED SOUTHWEST ELEVATION
NTS
2



HOTEL 1 -SOUTHEAST ELEVATION
1

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DESTINO PASO RESUBMITTAL

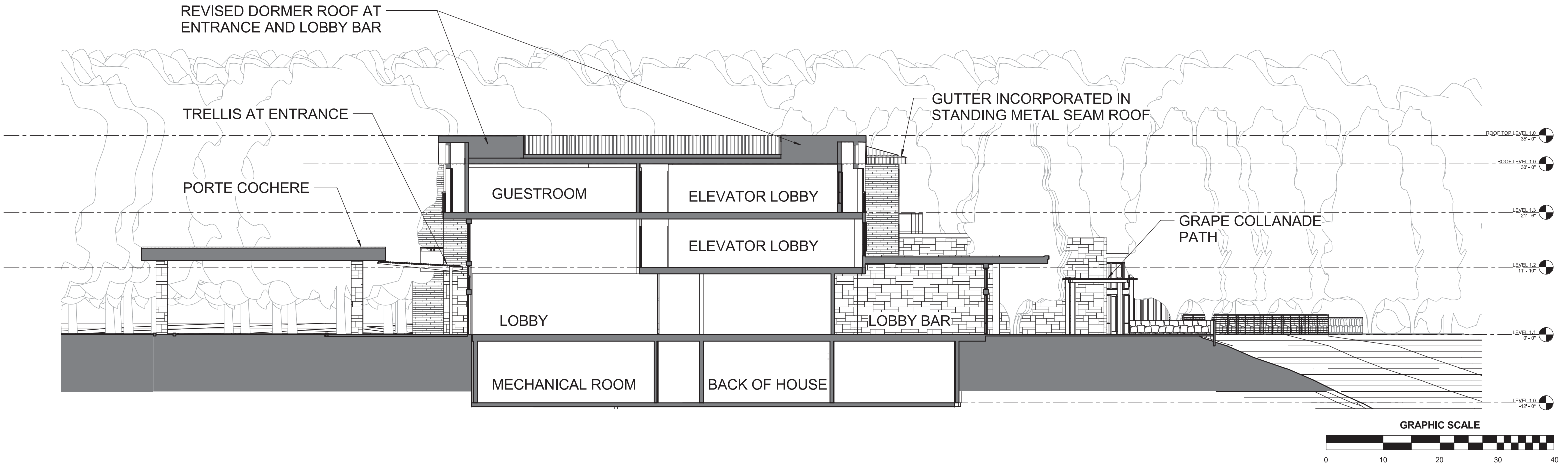
JULY 21ST, 2016

DRAWING TITLE
HOTEL 1 - ELEVATIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-11

SECTION THROUGH EVENT WING
1" = 10'-0"
2



SECTION THROUGH LOBBY
1

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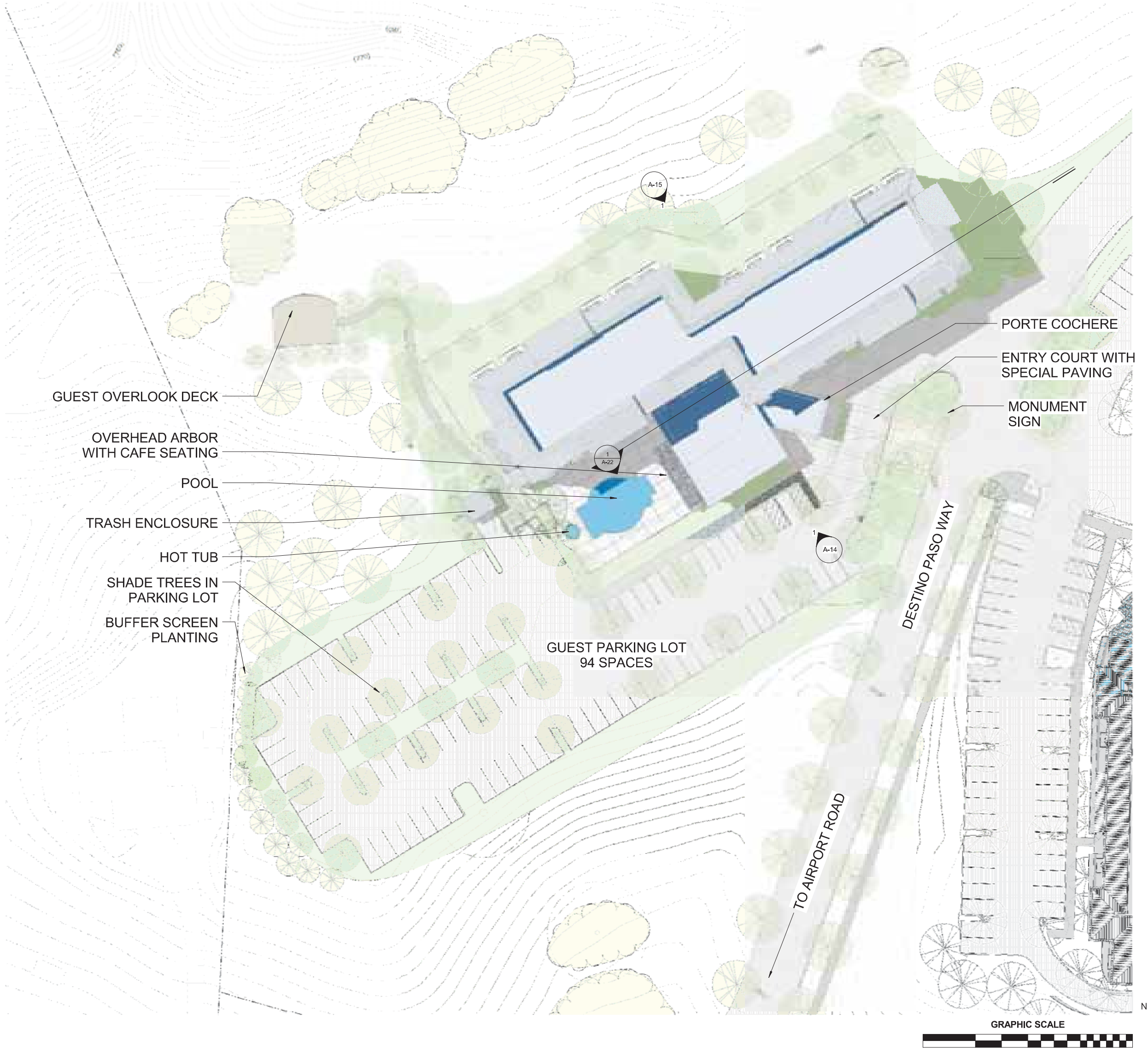
LANDSCAPE ARCHITECTURE + DESIGN

**DESTINO PASO
RESUBMITTAL**

JULY 21ST, 2016

DRAWING TITLE **HOTEL 1 - SECTION**	
JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-12



HOTEL 2 - ENLARGED SITE PLAN 1

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DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
HOTEL 2 - ENLARGED SITE PLAN

JOB NO.	15029
DRAWN BY	SBC
SHEET NO.	

A-13

MATERIALS


PREFINISHED WOOD SIDING

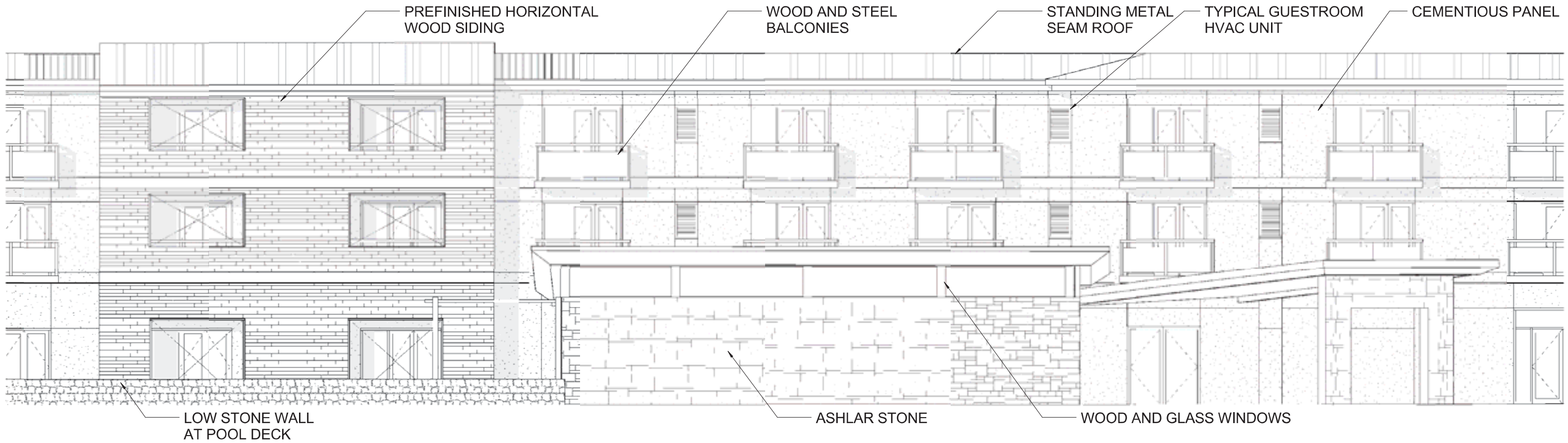

ASHLAR STONE


CEMENT PLASTER

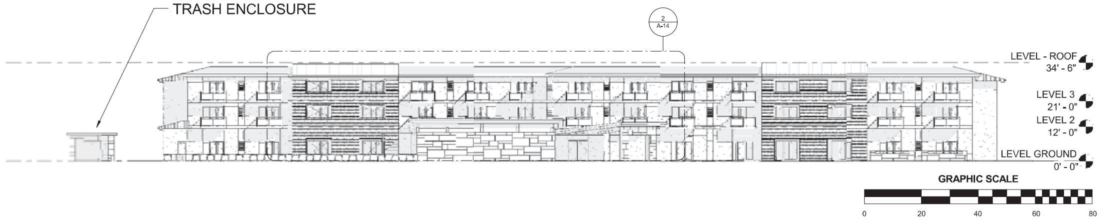

REDWOOD STOREFRONT TRIM


LOOSE STONE WALL


STANDING BATTAN METAL ROOF



ENLARGED WEST ELEVATION
NTS
2



HOTEL 2 - WEST ELEVATION
1

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DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
HOTEL 2 - ELEVATIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-14

MATERIALS


PREFINISHED WOOD SIDING

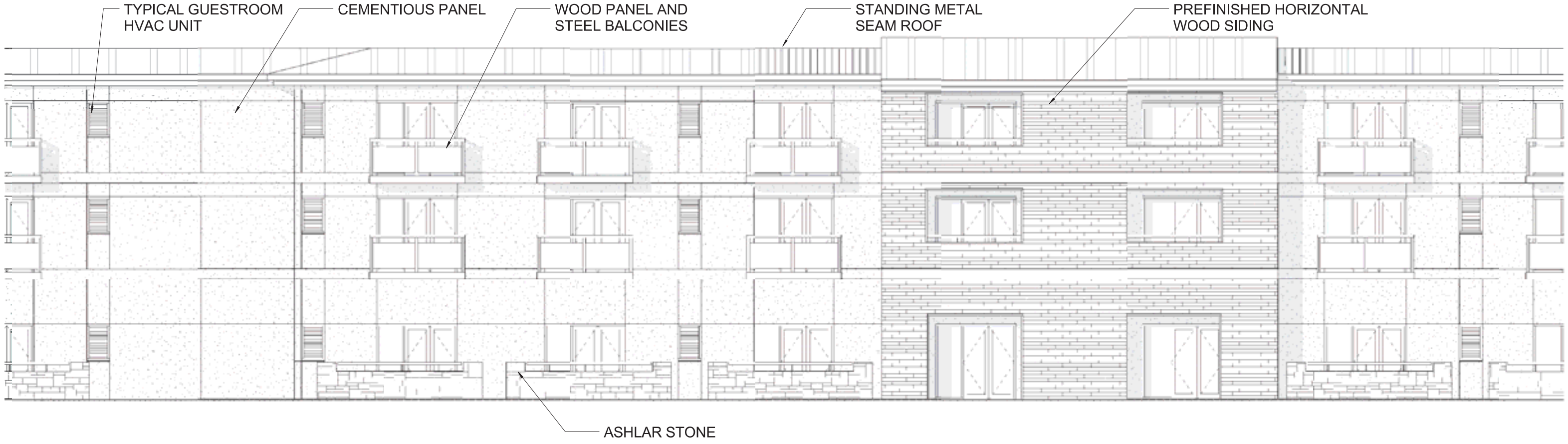

ASHLAR STONE


CEMENT PLASTER

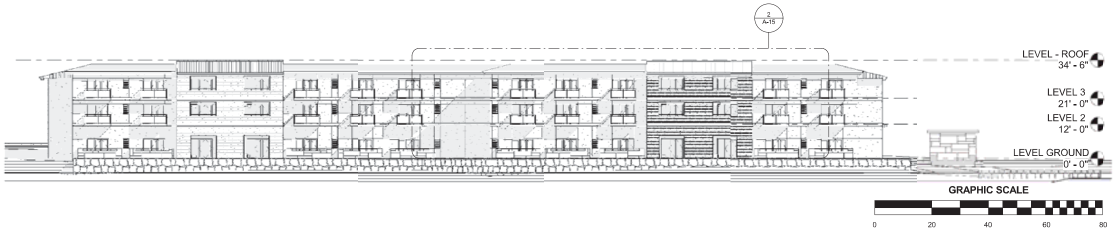

REDWOOD STOREFRONT TRIM


LOOSE STONE WALL


STANDING BATTAN METAL ROOF



ENLARGED EAST ELEVATION
NTS
2



HOTEL 2 - EAST ELEVATION
1

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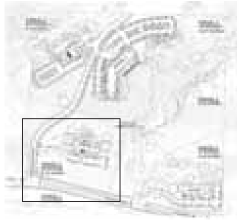
DESTINO PASO
RESUBMITTAL

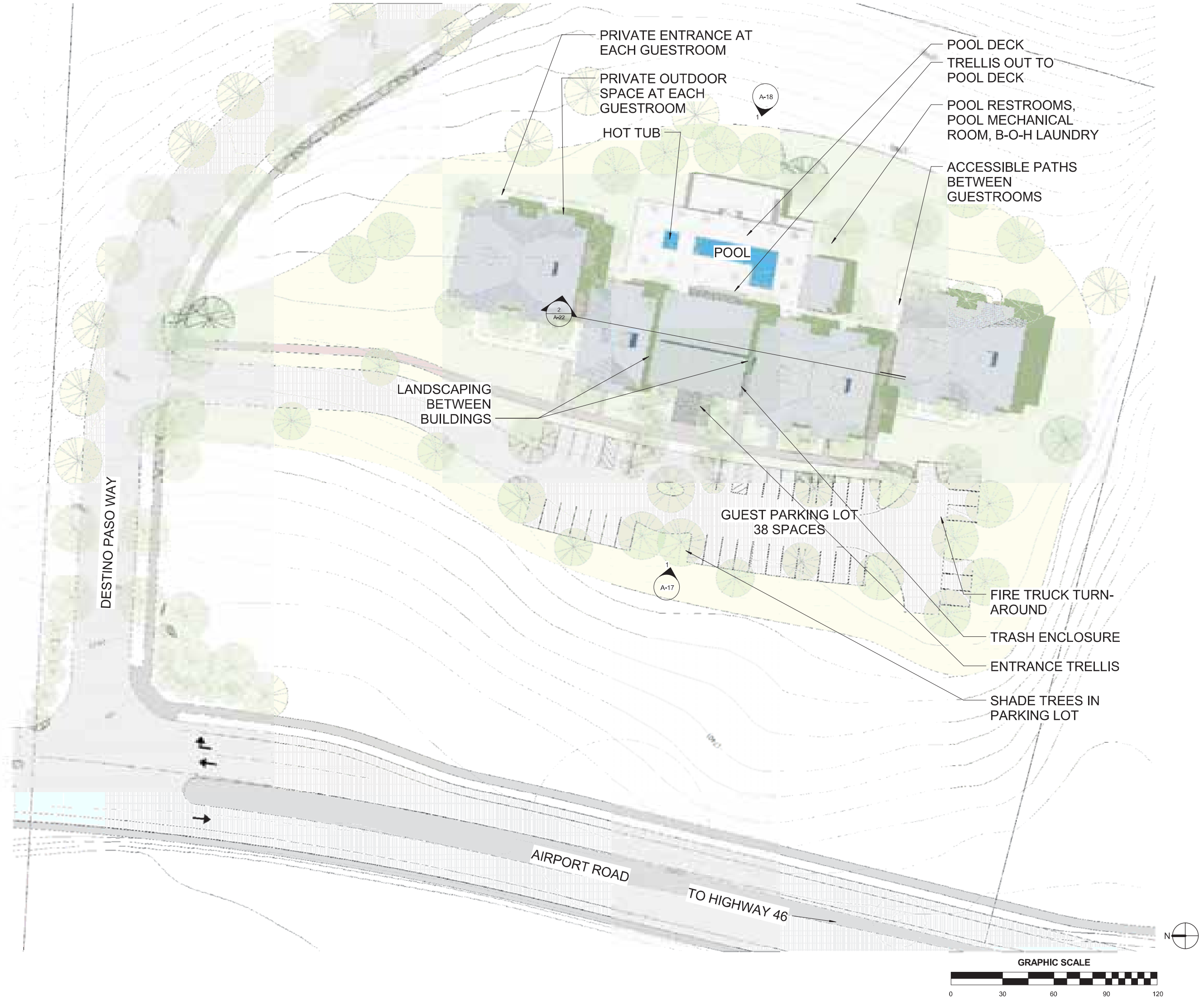
JULY 21ST, 2016

DRAWING TITLE
HOTEL 2 - ELEVATIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-15





HOTEL 3 - SITE PLAN 1

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LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
HOTEL 3 - ENLARGED SITE PLAN

JOB NO.	15029
DRAWN BY	SBC
SHEET NO.	

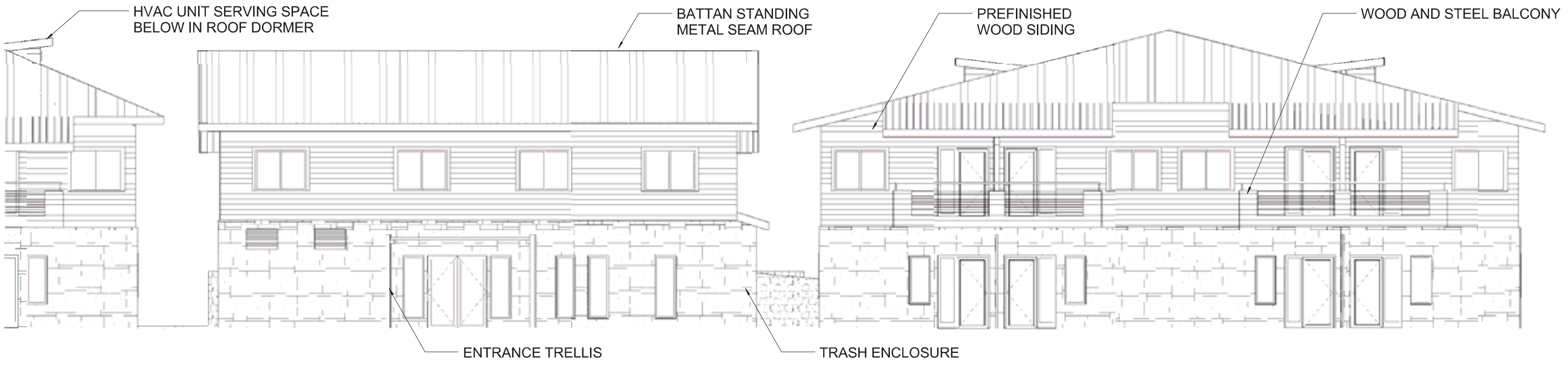
A-16

MATERIALS


PREFINISHED WOOD SIDING


ASHLAR STONE


STANDING BATTAN METAL ROOF



ENLARGED WEST ELEVATION
NTS
2

HOTEL 3 - WEST ELEVATION
1

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JULY 21ST, 2016

DRAWING TITLE
HOTEL 3 - ELEVATIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-17

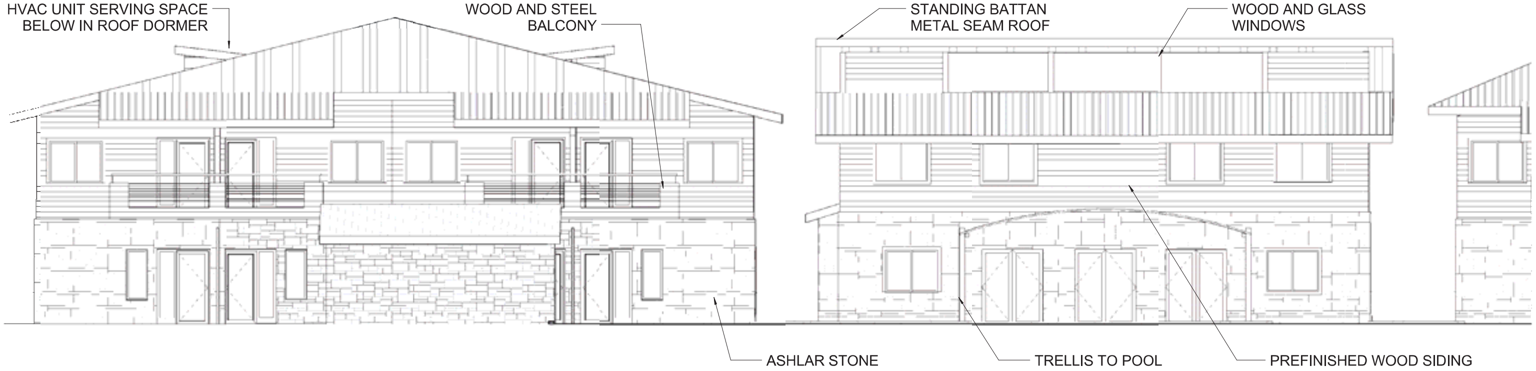
MATERIALS


PREFINISHED WOOD SIDING


ASHLAR STONE


STANDING BATTAN METAL ROOF


REDWOOD STOREFRONT TRIM



ENLARGED EAST ELEVATION
NTS
2

HOTEL 3 - EAST ELEVATION
1

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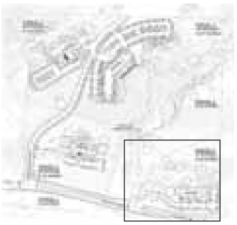
DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
HOTEL 3 - ELEVATIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-18



HOTEL 4 - SITE PLAN 1

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JULY 21ST, 2016

DRAWING TITLE
HOTEL 4 - ENLARGED SITE PLAN

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-19

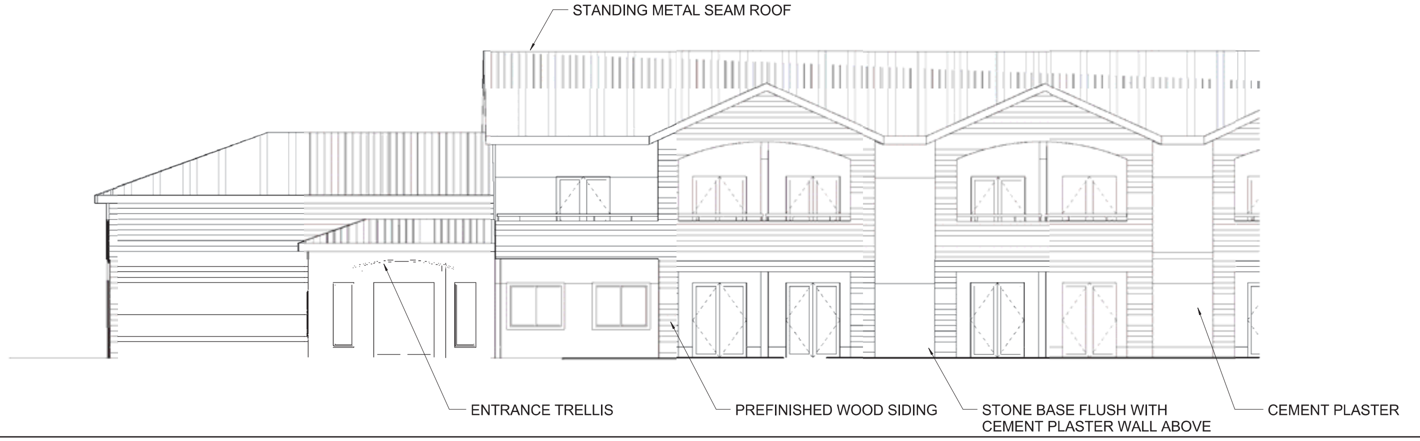
MATERIALS

MATERIALS


PREFINISHED WOOD SIDING


CEMENT PLASTER


STANDING BATTAN METAL ROOF



ENLARGED WEST ELEVATION
NTS
2

HOTEL 4 - WEST ELEVATION
1

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JULY 21ST, 2016

DRAWING TITLE
HOTEL 4 - ELEVATIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

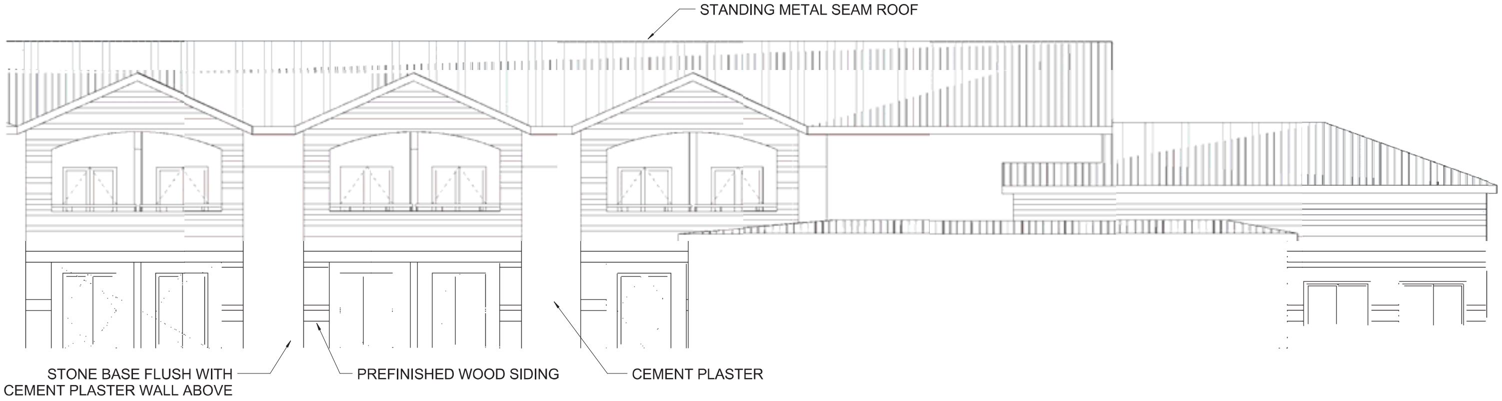
A-20

MATERIALS


PREFINISHED WOOD SIDING


CEMENT PLASTER


STANDING BATTAN METAL ROOF



ENLARGED EAST ELEVATION
NTS
2

HOTEL 4 - EAST ELEVATION
1

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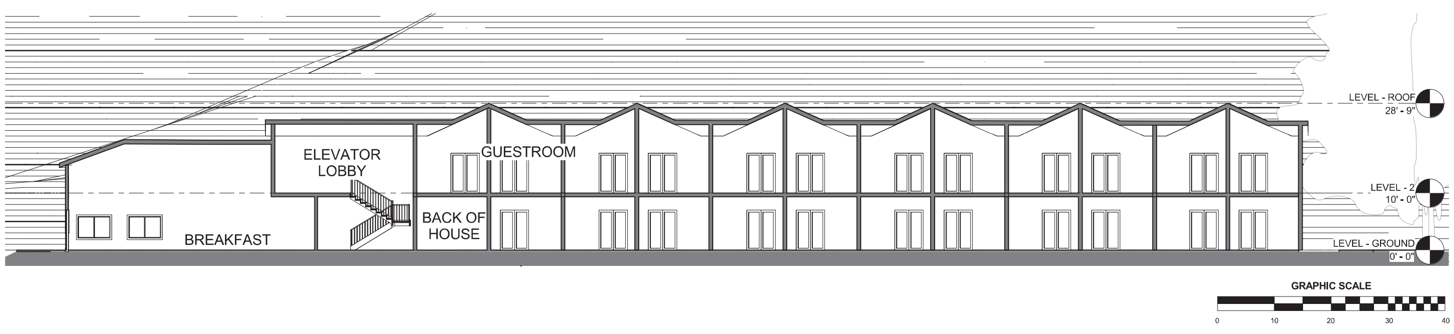
JULY 21ST, 2016

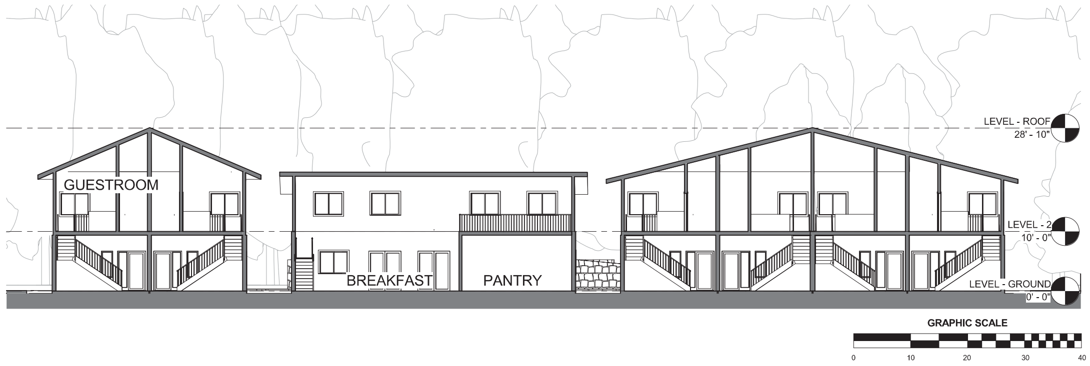
DRAWING TITLE
HOTEL 4 - ELEVATIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

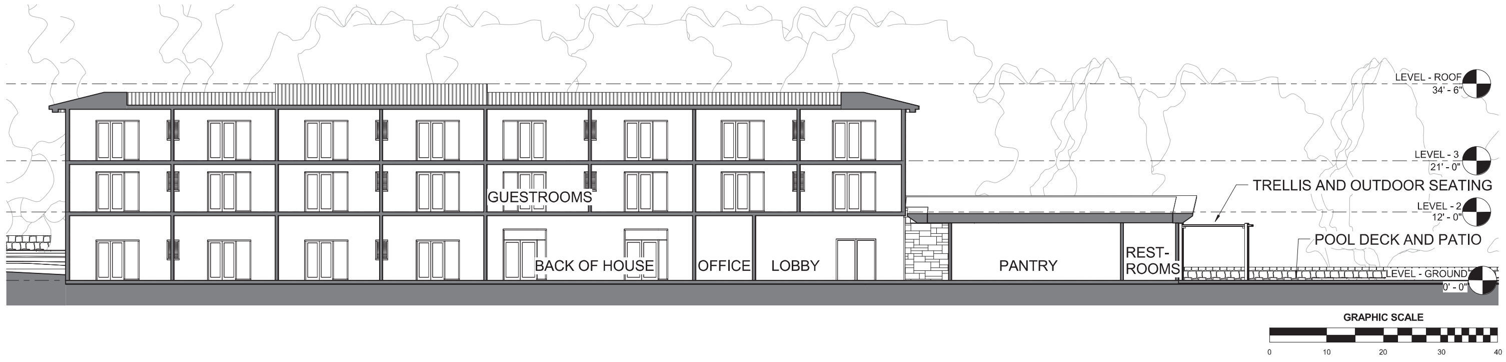
A-21



SECTION THROUGH HOTEL 4
1" = 10'-0"
3



SECTION THROUGH HOTEL 3
1" = 10'-0"
2



SECTION THROUGH HOTEL 2
1

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JULY 21ST, 2016

DRAWING TITLE
SECTIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-22

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DESTINO PASO RESUBMITTAL

JULY 21, 2016

Exhibit G

LANDSCAPE SITE PLAN

DRAWING TITLE

JOB NO.	2016-015
DRAWN BY	
SHEET NO.	

L-1

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HOTEL 1
LANDSCAPE SITE PLAN

DRAWING TITLE

JOB NO.	2016-015
DRAWN BY	
SHEET NO.	

L-2

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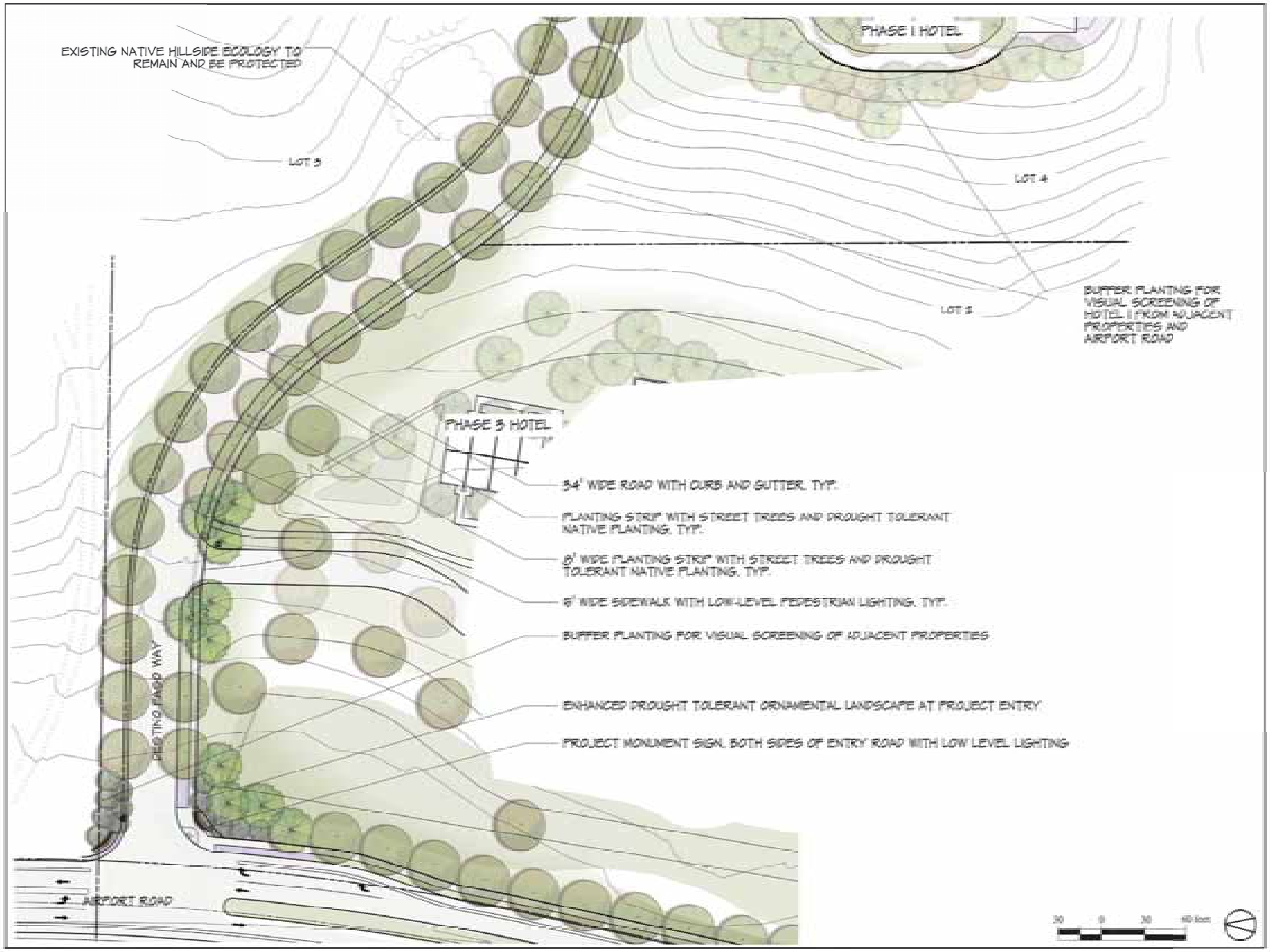
JULY 21, 2016

HOTEL 2
LANDSCAPE SITE PLAN

DRAWING TITLE

JOB NO.	2016-015
DRAWN BY	
SHEET NO.	

L-3



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LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21, 2016

DENSTINO PASO WAY
LANDSCAPE SITE PLAN

DRAWING TITLE

JOB NO. 2016-015
DRAWN BY
SHEET NO.

L-4

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DESTINO PASO RESUBMITTAL

JULY 21, 2016

HOTEL 3
LANDSCAPE SITE PLAN

DRAWING TITLE

JOB NO. 2016-015
DRAWN BY
SHEET NO.

L-5

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DESTINO PASO RESUBMITTAL

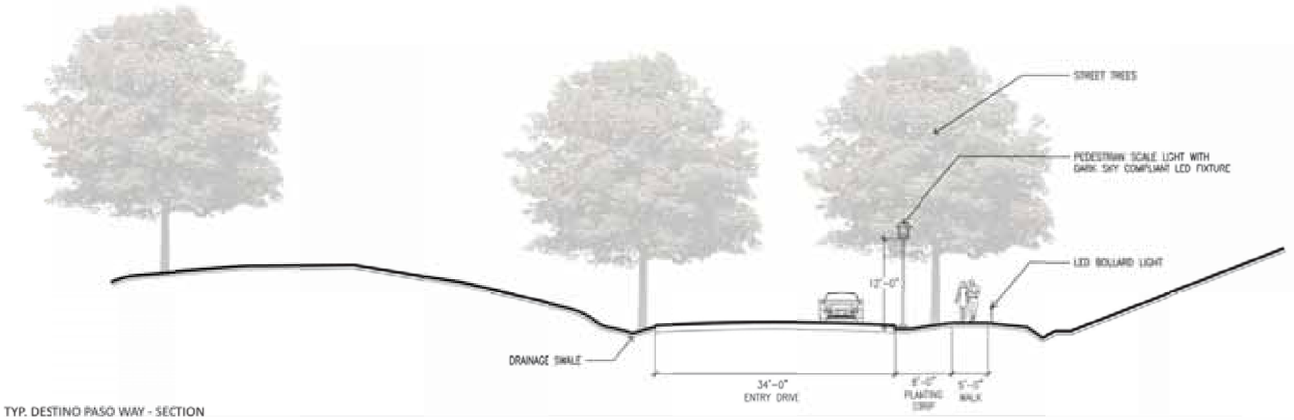
JULY 21, 2016

HOTEL 4
LANDSCAPE SITE PLAN

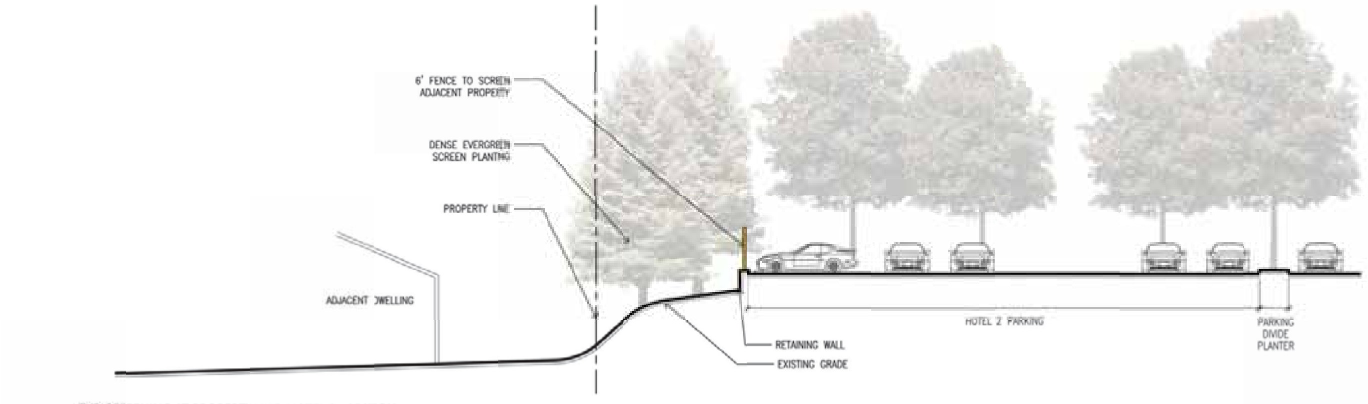
DRAWING TITLE

JOB NO. 2016-015
DRAWN BY
SHEET NO.

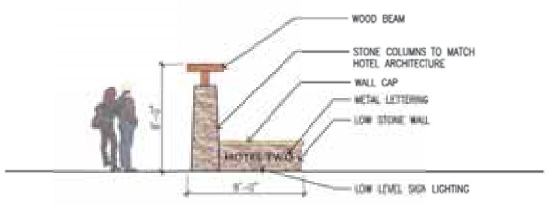
L-6



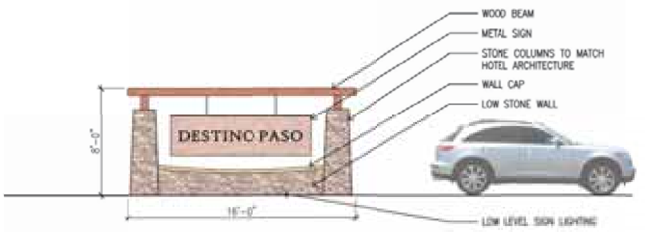
TYP. DESTINO PASO WAY - SECTION
1/8"=1'-0"



TYP. SCREENING AT PROPERTY LINE, HOTEL 2 - SECTION
1/8"=1'-0"



HOTEL SITE SIGNAGE
1/4"=1'-0"



MAIN PROJECT SIGNAGE

STANTONARCHITECTURE.COM

NCE

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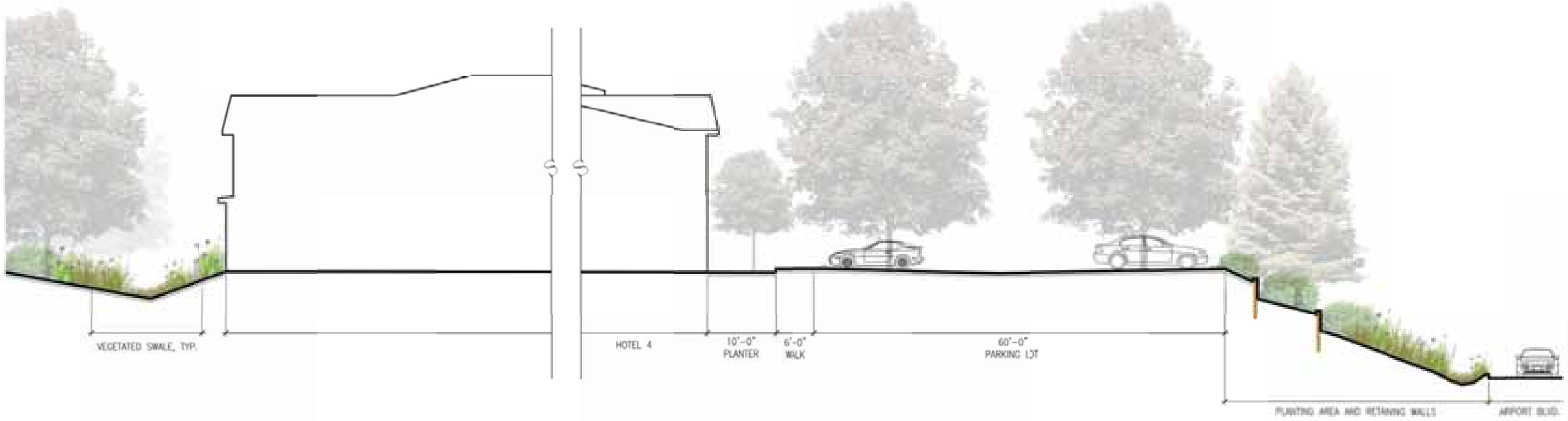
DESTINO PASO
RESUBMITTAL
JULY 21, 2016

SECTIONS &
MONUMENT SIGNAGE

DRAWING TITLE

JOB NO.	2016-015
DRAWN BY	
SHEET NO.	

L-7



HOTEL 4 SECTION
1/8"=1'-0"

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DESTINO PASO RESUBMITTAL

JULY 21, 2016

SECTIONS

DRAWING TITLE

JOB NO. 2016-015
DRAWN BY
SHEET NO.

L-7.1


LOBBY EXTENSION DECK OVERLOOK BAR RAIL


SPECIMEN TREE & FIRE RIBBON


FREE STANDING CABANAS


FORMAL GARDEN


DINING PATIO WITH CATENARY LIGHTING


RECIRCULATING WATER FEATURE


DINING PATIO WITH FIRE PIT & ARM CHAIR SEATING

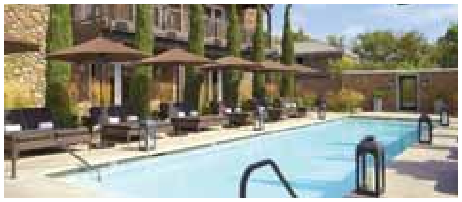

EVENT PATIO FIREPLACE


OLIVE TREE ALLEE


DINING DECK


EVENT LAWN & WATER FEATURE


TREE WELLS WITH IN-GROUND UPLIGHTING


POOL DECK PLAZA

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DESTINO PASO RESUBMITTAL

JULY 21, 2016

PRECEDENT IMAGES

DRAWING TITLE

JOB NO.	2016-015
DRAWN BY	
SHEET NO.	L-8


CATENARY LIGHTING


DRY-STACKED WALL


BUFFER PLANTING & DRYSTACK WALL


BOLLARD LIGHT -
LED ROUND PATH LIGHT


STABILIZED DECOMPOSED GRANITE


EVENT PAVILION


12' BLACK POLE LIGHT -
SELUX SATURN CUTOFF LE, DARK SKY COMPLIANT


PERMEABLE PAVING


GRAPE VINE COLONNADE WITH INTEGRATED LIGHTING


IN-GROUND UPLIGHT

STANTONARCHITECTURE.COM

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DESTINO PASO RESUBMITTAL

JULY 21, 2016

MATERIALS &
LIGHT FIXTURES

DRAWING TITLE

JOB NO. 2016-015
DRAWN BY
SHEET NO.

L-9

PLANT MATERIAL

	Botanical Name	Common Name	Notes
	Trees		
A	Arbutus 'marina'	NCN	Medium evergreen tree
B	Lagerstroemia indica	Crepe Myrtle	Medium deciduous flowering tree
C	Cercis 'Forest pansy'	Forest Pansy Redbud	Small deciduous tree for dappled shade and color
D	Chitalpa tashkentensis	Chitalpa	Pink flowers, deciduous
E	Cupressus sempervirens	Italian Cypress	Conifer classic specimen
F	Fraxinus oxycarpa 'Raywood'	Raywood Ash	Medium, deciduous, vigorous grower
G	Olea europea 'Swan Hill'	Fruitless Olive	Medium evergreen tree (fruitless variety)
H	Pinus sabiana	Grey Pine	Large, fast-growing, coniferous tree
I	Pistache chinensis	Chinese Pistache	Medium, deciduous tree
J	Platanus acerifolia	London Plane Tree	Large deciduous tree for parking lot shade
K	Platanus racemosa	California Sycamore	Large deciduous
L	Quercus agrifolia	California Live Oak	Evergreen native oak
M	Quercus lobata	Valley Oak	Deciduous native oak
N	Robina ambigua 'Purple Robe'	Purple Robe Locust	Medium, deciduous, purple flowers
	Shrubs		
A	Artemesia 'Powis Castle'	Wormwood	Evergreen low shrub
B	Buxus sempervirens	Boxwood	Medium to low box hedge
C	Carpenteria californica	Bush Anemone	Medium, evergreen shrub
D	Cistus x purpureus	Rockrose	Tough, evergreen shrub
E	Heteromeles arbutifolia	Toyon	Large, evergreen shrub
F	Lavandula x ginginsii 'Goodwin Creek Gray'	Goodwin Creek Gray Lavender	Silver-grey foliage, perennial, purple flowers
G	Penstemon heterophyllus sps.	Foothill Penstemon	Pink & Purple Flowers
H	Photinia fraseri	Fraser's Photinia	Medium shrub. hedge or screen
I	Prunus ilicifolia	Holly-Leafed Cherry	14' evergreen shrub
J	Rhamnus californica	Coffeeberry	Large, evergreen shrub
K	Salvia sp.	Sage	Red / Pink / Purple flowers
L	Vitus vinifera	Grape vine (various species)	For display vineyard
M	Zauscheneria californica	California Fuchsia	low-growing perennial, red flowers
	Groundcovers:		
A	Baccharis pilularis	Dwarf Coyote Brush	1'x12' dark green groundcover
B	Cotoneaster 'Lowfast'	Barberry Cotoneaster	Large scale, red berries
C	Euonymus japonicus 'Aureomarginatus'	Golden Euonymus	Evergreen, upright growth, variegated foliage
D	Lonicera japonica 'Halliana'	Hall's Japanese Honeysuckle	Shrubby, semi-evergreen groundcover
E	Rosmarinus officinalis 'PROS'	Dwarf Trailing Rosemary	Large Scale, light purple flowers
F	Santolina chamaecyparissus	Lavender Cotton	Dense mound, yellow flowers, evergreen
G	Rosa 'Flower Carpet'	Flower Carpet Rose	Red / Pink / White Flowers
	Grasses:		
A	Festuca idahoensis 'Siskiyou Blue'	Blue Fescue Grass	Blue-green foliage
B	Calamagrostis 'Karl Forester'	Feather Reed Grass	Upright foliage
C	Pennisetum 'Fairy Tails'	Fairy Tails Fountain Grass	Bright green foliage
	Stormwater Basins:		
A	Juncus patens	California Grey Rush	Vertical growth
B	Leymus condensatus "canyon Prince'	Blue Foliage	Blue foliage
C	Muhlenbergia rigens	Deer Grass	Green foliage, cream flower stalks
D	Sisyrinchium bellum	Blue eyed grass	Seasonal flowering native

IRRIGATION NOTES

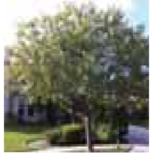
1. ALL NEW PLANTING AREAS TO BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM UTILIZING A WEATHER AND SOIL MOISTURE BASED CONTROLLER WITH LOW-FLOW EMITTER HEADS AND SHALL COMPLY WITH ALL LOCAL AND STATE WATER REGULATIONS.
2. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE THE MINIMUM AMOUNT OF WATER REQUIRED TO SUSTAIN GOOD PLANT HEALTH AND GROWTH.
3. IRRIGATION CONTROLLER SHALL BE PROGRAMMED TO COMPENSATE FOR SEASONAL WEATHER CHANGES, PLANT MATERIAL, WATER REQUIREMENTS, MOUNDS, SLOPES, SUN, SHADE AND WIND EXPOSURE.
4. CALIFORNIA NATIVES SHALL BE PLACED ON STATIONS DESIGNED TO PROVIDE MINIMAL/NO IRRIGATION DURING SUMMER (DRY) MONTHS.
5. FLUSH AND ADJUST IRRIGATION OUTLETS AND NOZZLES FOR OPTIMUM PERFORMANCE AND TO PREVENT OVER SPRAY ONTO WALKS, ROADWAYS, AND/OR BUILDINGS. SELECT THE BEST DEGREE OF THE ARC AND RADIUS TO FIT THE EXISTING SITE CONDITIONS AND THROTTLE THE FLOW CONTROL AT EACH VALVE TO OBTAIN THE OPTIMUM OPERATING PRESSURE FOR EACH CONTROL ZONE.
6. SET IRRIGATION HEADS PERPENDICULAR TO FINISH GRADE AND SLOPES; LOCATE EMITTER OUTLETS ON UPHILL SIDE OF PLANT OR TREE.

TREES


A


B


C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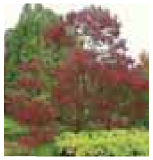
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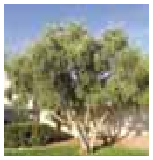
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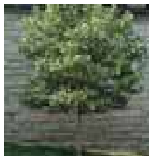
I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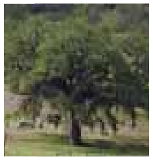
L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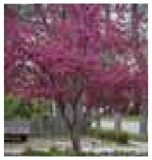
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SHRUBS


A


B


C


D


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F


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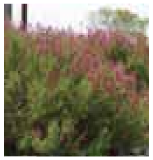
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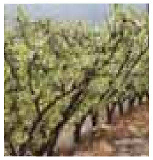
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M

GROUNDCOVERS

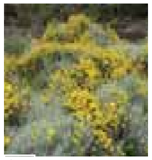

A


B


C


D


E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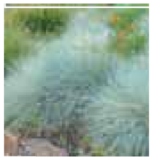
G

GRASSES


A


B


C

STORMWATER BASIN


A


B


C

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DESTINO PASO RESUBMITTAL

JULY 21, 2016

PLANT LIST &
IRRIGATION NOTES

DRAWING TITLE

JOB NO. 2016-015
DRAWN BY
SHEET NO.

L-10

DEVELOPMENT PLAN
FOR

DESTINO PASO RESORT HOTEL

SITE STATISTICS - OVERVIEW

TOTAL GROSS AREA NET AREA	40.3 ACRES 37.1 ACRES
RECORD OWNERS:	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
	JERRY & KATHIE HANDLEY P.O. BOX 1011 PASO ROBLES, CA 93447
APPLICANT	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
ENGINEER	NORTH COAST ENGINEERING, INC. 725 CRESTON RD., STE. B, PASO ROBLES, CA 93446 CHRISTY GABLER R.C.E. 64821 EXP. 6/30/09
A.P.N.	025-436-029 & 030
EXISTING USE	VACANT / AG / RESIDENCE
EXISTING GENERAL PLAN DESIGNATION	POS
EXISTING ZONING	POS
PROPOSED USE	RESORT / EXISTING HOUSE

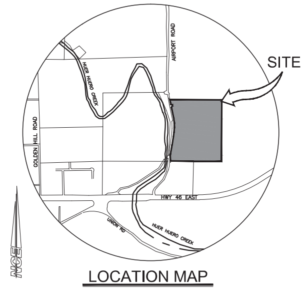
SHEET INDEX

1	COVER SHEET	
2	VESTING TENTATIVE MAP	
3	PRELIMINARY GRADING	WEST
4	PRELIMINARY GRADING	EAST
5	PRELIMINARY UNDERGROUND	WEST
6	PRELIMINARY UNDERGROUND	EAST
7	SITE CROSS SECTIONS	

Exhibit H

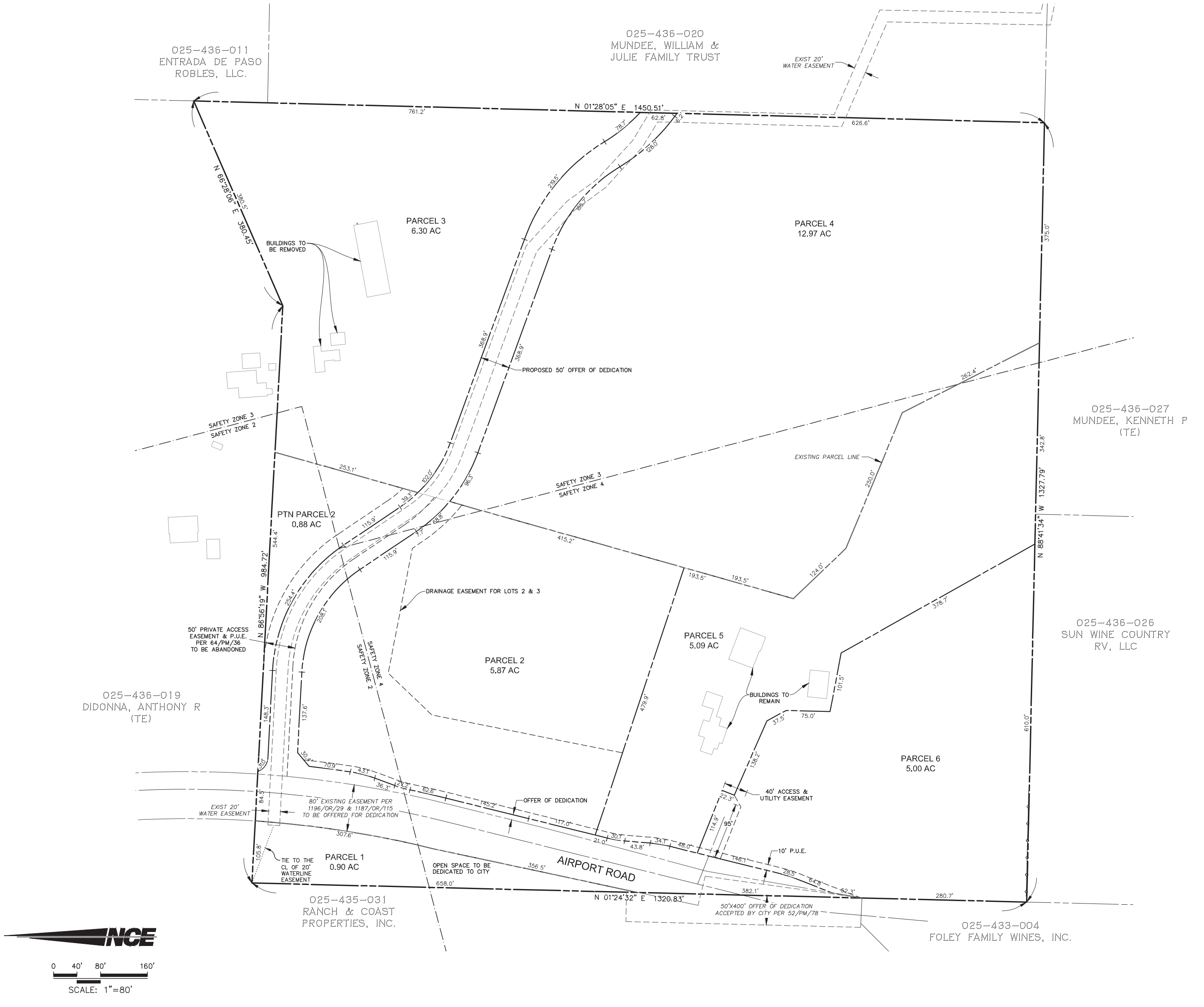
NCE

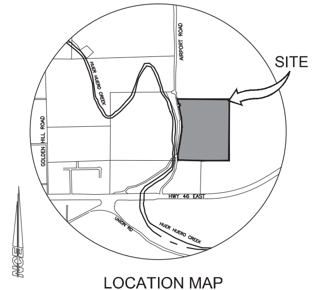
0 40' 80' 160'
SCALE: 1"=80'



LOCATION MAP
NO SCALE

DATE SUBMITTED: 06/03/2016





LOCATION MAP

NO SCALE

SITE STATISTICS - OVERVIEW

TOTAL GROSS AREA	40.3 ACRES
NET AREA	37.1 ACRES
RECORD OWNERS:	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
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A.P.N.	025-436-029 & 030
EXISTING USE	VACANT / AG / RESIDENCE
EXISTING GENERAL PLAN DESIGNATION	POS
EXISTING ZONING	POS
PROPOSED USE	RESORT / EXISTING HOUSE

CHRISTY A. GABLER

PRELIMINARY

R.C.E. 64821

LEGEND

- RIGHT-OF-WAY
- PROPERTY LINE
- AIRPORT SAFETY ZONE LINE
- EASEMENT LINE
- BOUNDARY LINE

DESTINO PASO RESORT HOTEL
VESTING TENTATIVE MAP
TRACT 2962

IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCELS 1 AND 2 OF PARCEL MAP PR 04-0133, ACCORDING TO THE MAP RECORDED IN BOOK 64 OF PARCEL MAPS, AT PAGES 36-37 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

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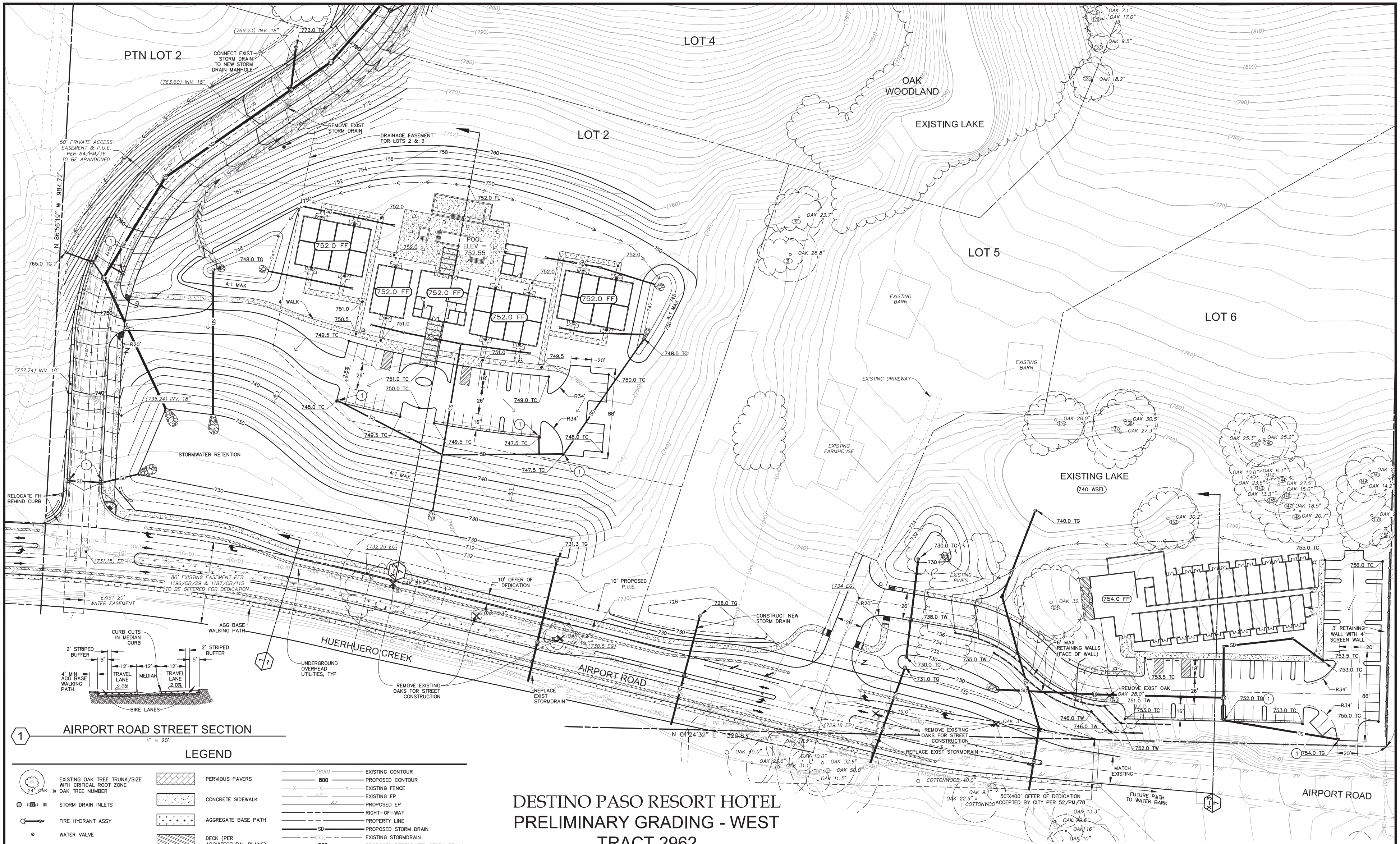

AIRPORT ROAD STREET SECTION

1" = 20'

LEGEND

- EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE
- OAK TREE NUMBER
- STORM DRAIN INLETS
- FIRE HYDRANT ASSY
- WATER VALVE
- WATER METER & LANDSCAPE METER
- SEWER MANHOLE
- FINISH FLOOR ELEVATION
- FINISH GRADE
- PERVIOUS PAVERS
- CONCRETE SIDEWALK
- AGGREGATE BASE PATH
- DECK (PER ARCHITECTURAL PLANS)
- RETAINING WALL
- RETAINING WALL WITH SCREEN WALL ATOP
- DRAINAGE DIRECTION
- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING FENCE
- EXISTING EP
- PROPOSED EP
- RIGHT-OF-WAY
- PROPERTY LINE
- PROPOSED STORM DRAIN
- EXISTING STORMDRAIN
- PROPOSED PERFORATED STORM DRAIN
- PROPOSED WATER
- EXISTING WATER
- PROPOSED FIRE WATER
- PROPOSED SEWER
- FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - WEST
TRACT 2962

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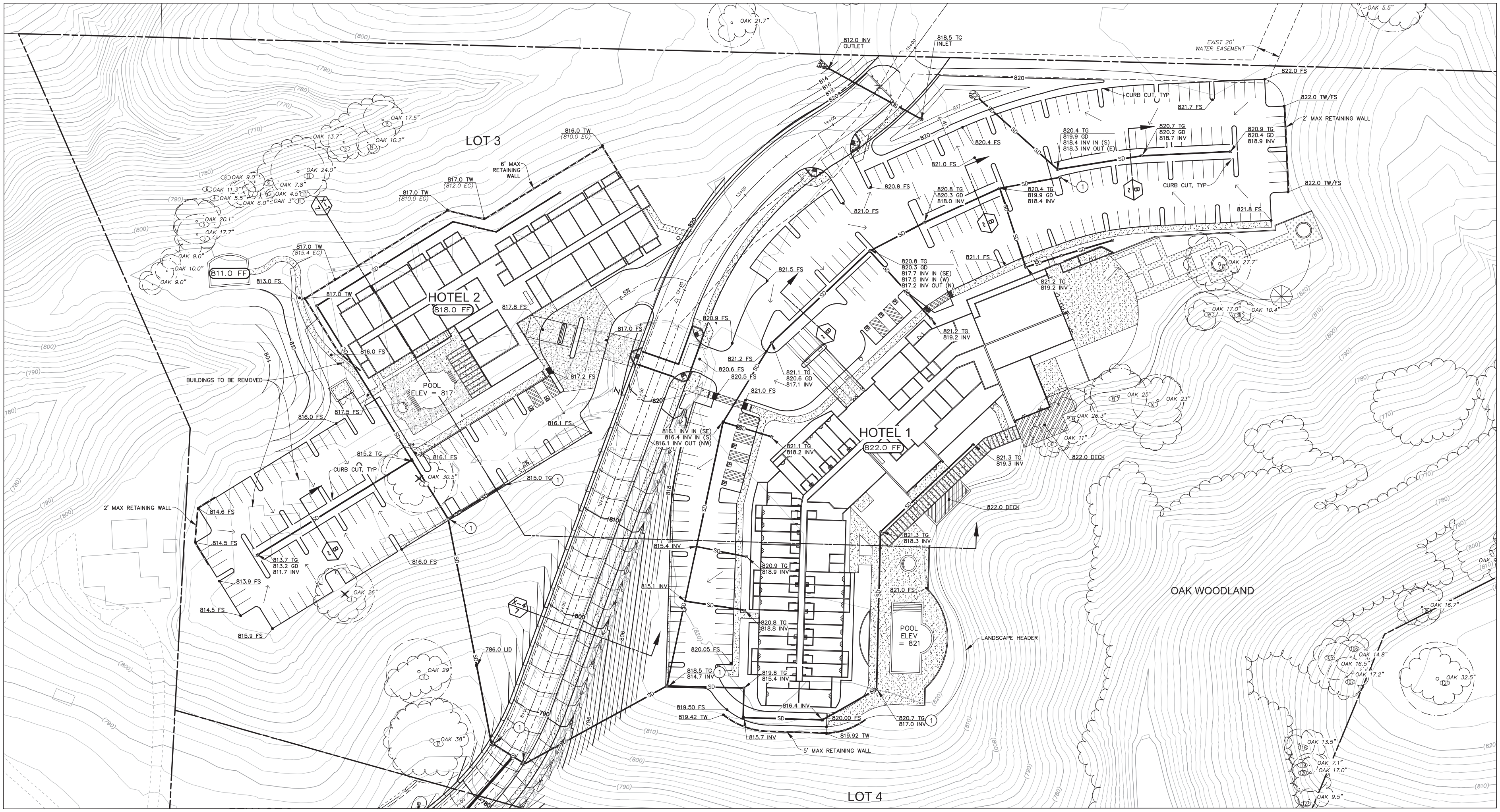
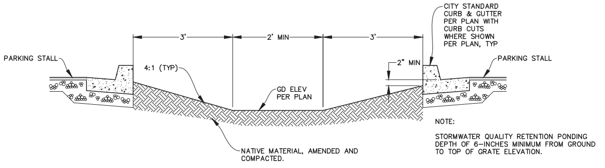
SCALE: 1"=40'

DATE SUBMITTED: 06/03/2016





NOTE:

STORMWATER QUALITY RETENTION PONDING DEPTH OF 6-INCHES MINIMUM FROM GROUND TO TOP OF GRATE ELEVATION.

B PARKING LOT VEGETATED SWALE

NOT TO SCALE

LEGEND

24" OAK	EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE OAK TREE NUMBER
	STORM DRAIN INLETS
	FIRE HYDRANT ASSY
⊗	WATER VALVE
	WATER METER & LANDSCAPE METER
Ⓢ	SEWER MANHOLE
744.0 FF	FINISH FLOOR ELEVATION
700.0	FINISH GRADE

▨	PERVIOUS PAVERS
░	CONCRETE SIDEWALK
+ + +	AGGREGATE BASE PATH
▧	DECK (PER ARCHITECTURAL PLANS)
	RETAINING WALL
	RETAINING WALL WITH SCREEN WALL ATOP
→	DRAINAGE DIRECTION

(800)	EXISTING CONTOUR
800	PROPOSED CONTOUR
X X X	EXISTING FENCE
//	EXISTING EP
//	PROPOSED EP
	RIGHT-OF-WAY
	PROPERTY LINE
SD	PROPOSED STORM DRAIN
(SD)	EXISTING STORMDRAIN
PSD	PROPOSED PERFORATED STORM DRAIN
W	PROPOSED WATER
(W)	EXISTING WATER
FW	PROPOSED FIRE WATER
S	PROPOSED SEWER
①	FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

0 20' 40' 80'

SCALE: 1"=40'

DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - EAST
TRACT 2962

NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

PAGE 4 OF 7

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LEGEND

24" OAK	EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE OAK TREE NUMBER
	STORM DRAIN INLETS
	FIRE HYDRANT ASSY
⊗	WATER VALVE
	WATER METER & LANDSCAPE METER
Ⓢ	SEWER MANHOLE
744.0 FF	FINISH FLOOR ELEVATION
700.0	FINISH GRADE
▨	PERVIOUS PAVERS
	CONCRETE SIDEWALK
	AGGREGATE BASE PATH
▨	DECK (PER ARCHITECTURAL PLANS)
	RETAINING WALL
	RETAINING WALL WITH SCREEN WALL ATOP
→	DRAINAGE DIRECTION
(800)	EXISTING CONTOUR
800	PROPOSED CONTOUR
X X X	EXISTING FENCE
	EXISTING EP
	PROPOSED EP
	RIGHT-OF-WAY
	PROPERTY LINE
SD	PROPOSED STORM DRAIN
(SD)	EXISTING STORMDRAIN
PSD	PROPOSED PERFORATED STORM DRAIN
W	PROPOSED WATER
(W)	EXISTING WATER
FW	PROPOSED FIRE WATER
S	PROPOSED SEWER
①	FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

DESTINO PASO RESORT HOTEL
PRELIMINARY UNDERGROUND - WEST
TRACT 2962

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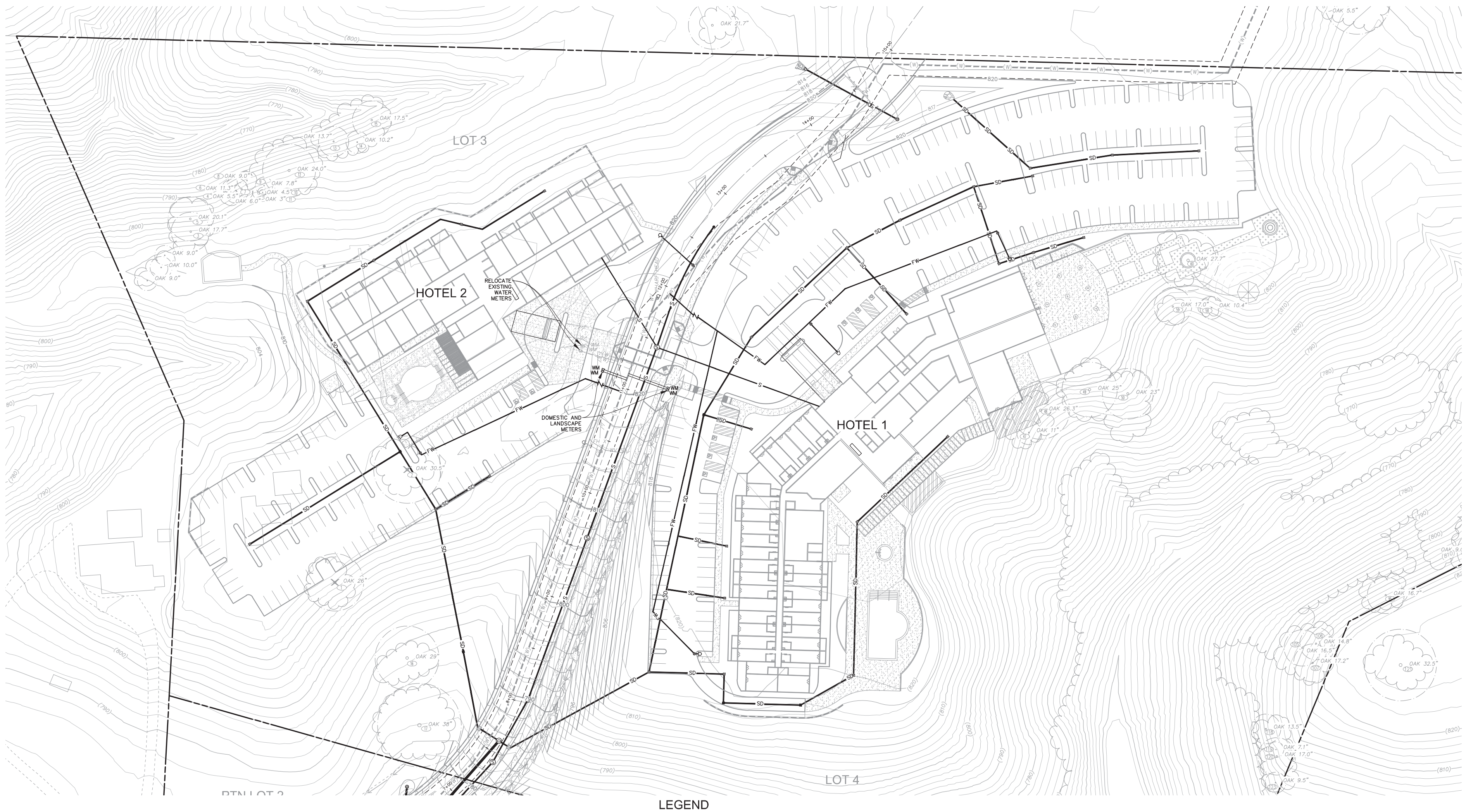
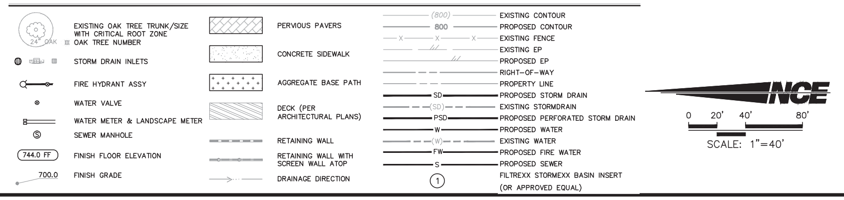
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

PAGE 5 OF 7



LEGEND



EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE OAK TREE NUMBER	PERVIOUS PAVERS	EXISTING CONTOUR
STORM DRAIN INLETS	CONCRETE SIDEWALK	PROPOSED CONTOUR
FIRE HYDRANT ASSY	AGGREGATE BASE PATH	EXISTING FENCE
WATER VALVE	DECK (PER ARCHITECTURAL PLANS)	EXISTING EP
WATER METER & LANDSCAPE METER	RETAINING WALL	PROPOSED EP
SEWER MANHOLE	RETAINING WALL WITH SCREEN WALL ATOP	RIGHT-OF-WAY
FINISH FLOOR ELEVATION	DRAINAGE DIRECTION	PROPERTY LINE
FINISH GRADE		PROPOSED STORM DRAIN
		EXISTING STORMDRAIN
		PROPOSED PERFORATED STORM DRAIN
		PROPOSED WATER
		EXISTING WATER
		PROPOSED FIRE WATER
		PROPOSED SEWER
		FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

DESTINO PASO RESORT HOTEL
PRELIMINARY UNDERGROUND - EAST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

PAGE 6 OF 7

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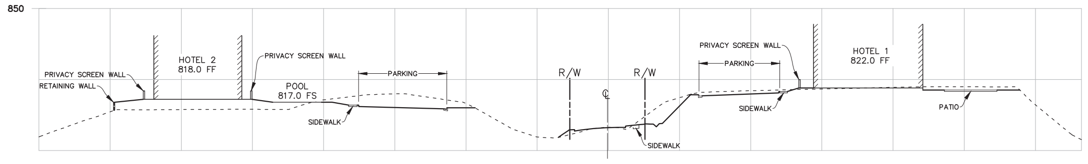
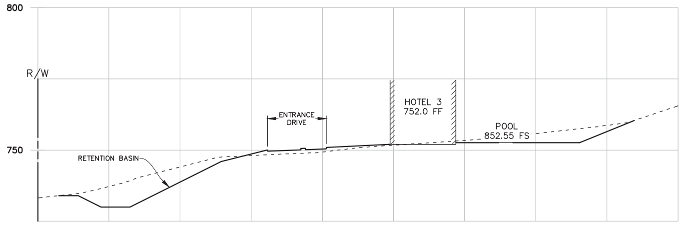


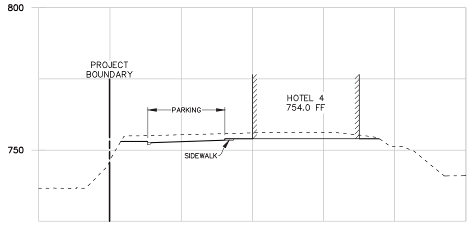
X-1 SITE CROSS SECTION

VERTICAL: 1" = 20
HORIZONTAL: 1" = 40



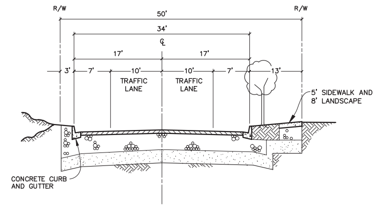
X-2 SITE CROSS SECTION

VERTICAL: 1" = 20
HORIZONTAL: 1" = 40



X-3 SITE CROSS SECTION

VERTICAL: 1" = 20
HORIZONTAL: 1" = 40



X-4 PUBLIC ROAD TYPICAL SECTION

NOT TO SCALE

DESTINO PASO RESORT HOTEL
SITE CROSS SECTIONS
TRACT 2962

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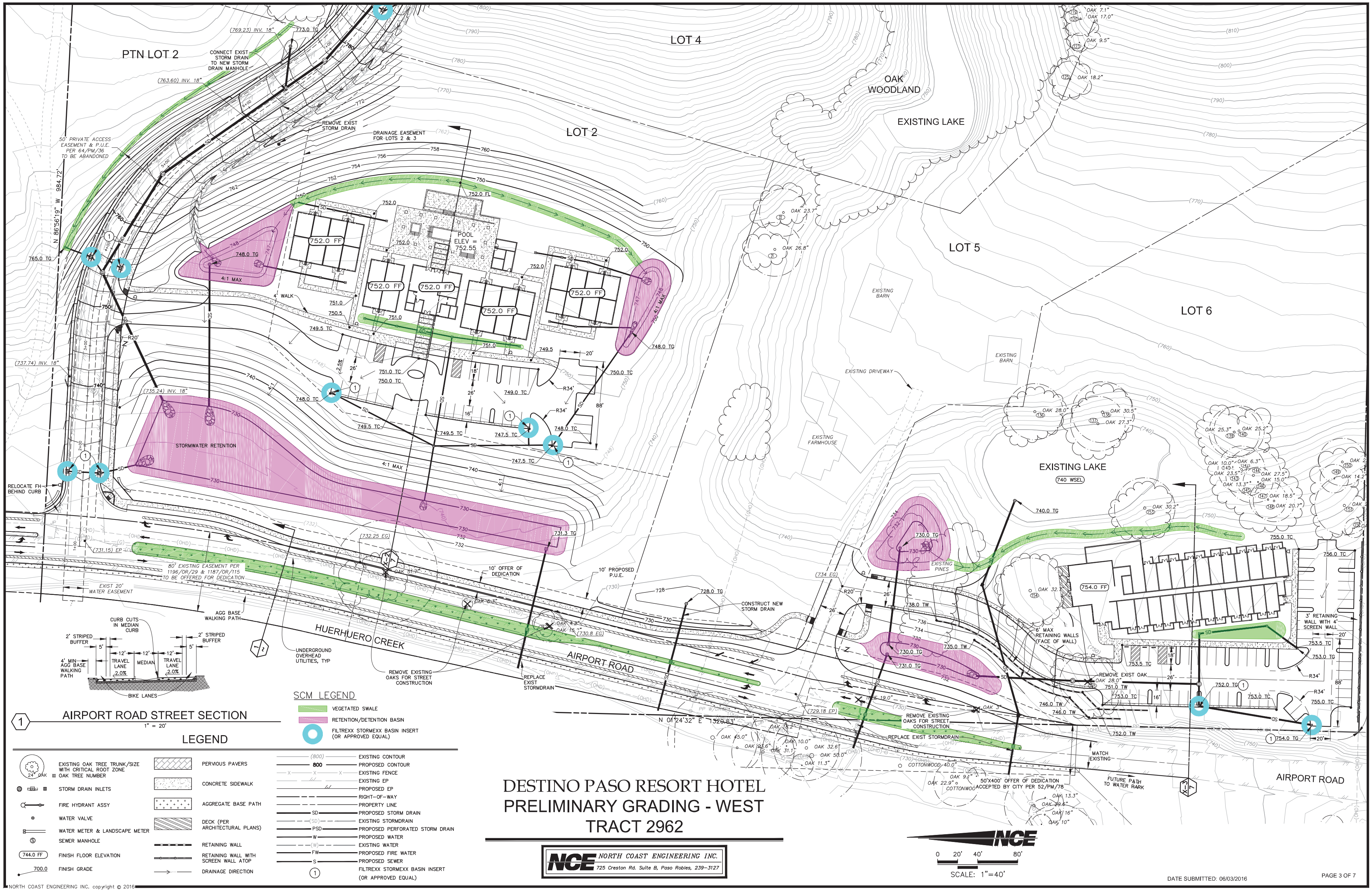
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

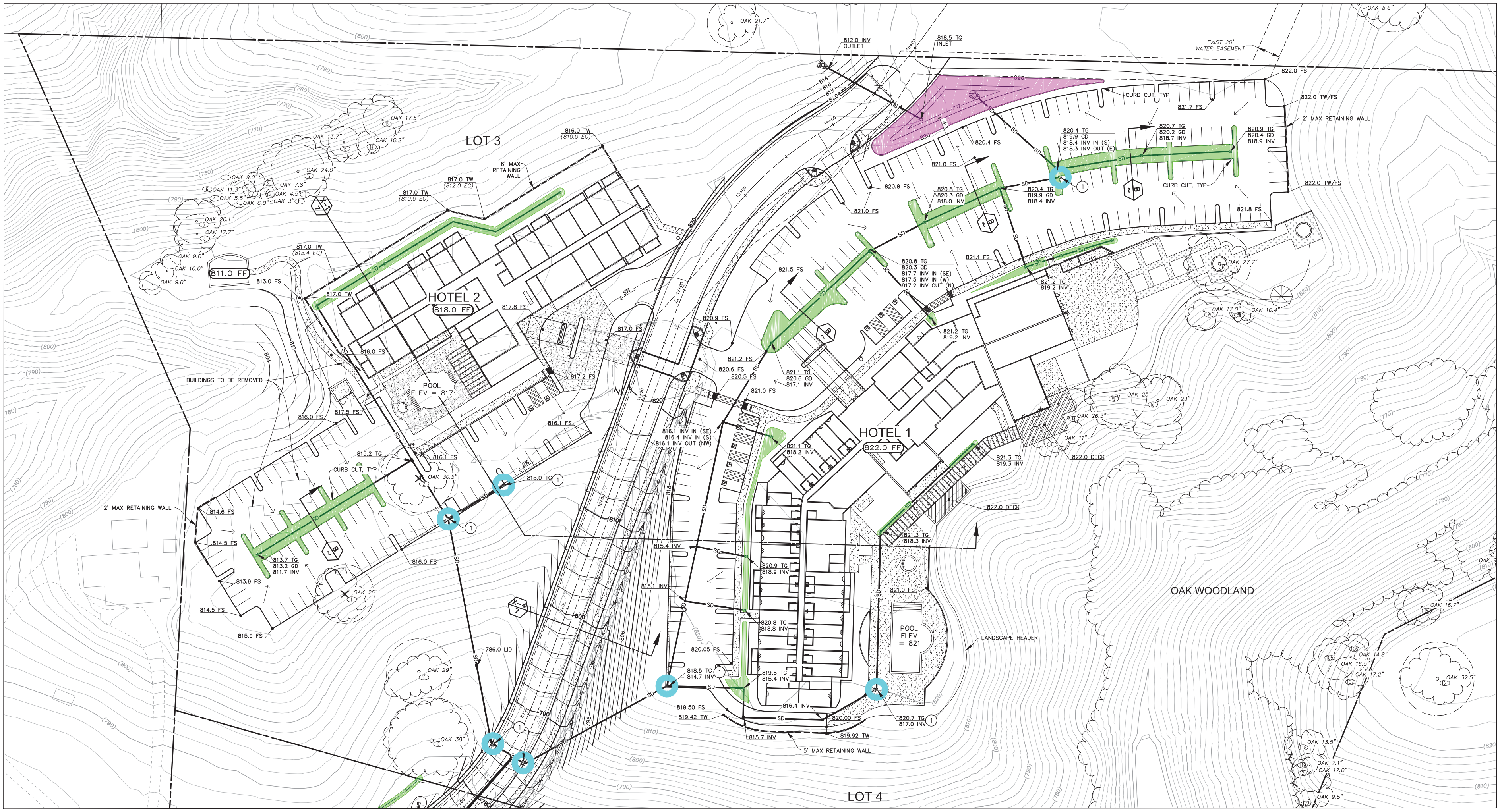


DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - WEST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

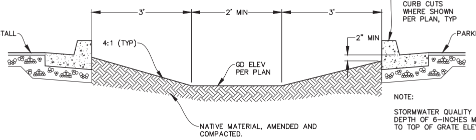
DATE SUBMITTED: 06/03/2016

PAGE 3 OF 7



LEGEND

24" OAK	EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE OAK TREE NUMBER
	STORM DRAIN INLETS
	FIRE HYDRANT ASSY
⊗	WATER VALVE
	WATER METER & LANDSCAPE METER
Ⓢ	SEWER MANHOLE
744.0 FF	FINISH FLOOR ELEVATION
700.0	FINISH GRADE
▨	PERVIOUS PAVERS
	CONCRETE SIDEWALK
	AGGREGATE BASE PATH
▨	DECK (PER ARCHITECTURAL PLANS)
	RETAINING WALL
	RETAINING WALL WITH SCREEN WALL ATOP
→	DRAINAGE DIRECTION
(800)	EXISTING CONTOUR
800	PROPOSED CONTOUR
X	EXISTING FENCE
	EXISTING EP
	PROPOSED EP
	RIGHT-OF-WAY
	PROPERTY LINE
SD	PROPOSED STORM DRAIN
(SD)	EXISTING STORMDRAIN
PSD	PROPOSED PERFORATED STORM DRAIN
W	PROPOSED WATER
(W)	EXISTING WATER
FW	PROPOSED FIRE WATER
S	PROPOSED SEWER
①	FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)



NOTE:

STORMWATER QUALITY RETENTION PONDING DEPTH OF 6-INCHES MINIMUM FROM GROUND TO TOP OF GRATE ELEVATION.

B PARKING LOT VEGETATED SWALE

NOT TO SCALE

0 20' 40' 80'

SCALE: 1"=40'

SCM LEGEND

🟩	VEGETATED SWALE
🟪	RETENTION/DETENTION BASIN
○	FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - EAST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

PAGE 4 OF 7

R:\PROJ\06162\Design\Exhibits\06162 Stormwater Control Measures.dwg, Grade-E, 7/13/2016 10:19:44 AM, 1:1, by HSO

Exhibit I

SITE PLAN - ONE-ACRE OVERLAY
1" = 100'-0"
1

PROJECT DESCRIPTION

The new owners are seeking to modify the approved project known as "Destino Paseo" located on Airport Road (Parcel Map PR 04-0133). As currently approved, "Destino Paso" is a phased development on two parcels that would, upon the completion of the eighth and final phase, consist of 291 visitor serving overnight accommodations and related support and recreational facilities. The new property owners are seeking to reallocate the approved 291 overnight accommodations onto three new parcels and keep the balance of the property in its current agricultural use. The site plan at the left indicates the proposed new parcels. The size and proposed development on each of these parcels will be

PARCEL 1:

TOTAL SIZE: 0.9 ACRES

PROPOSED LAND USE: EXISTING AGRICULTURAL OCCUPANCY TO REMAIN, NO CHANGE IN USE, NO NEW CONSTRUCTION

PARCEL 2:

TOTAL SIZE: 6.75 ACRES

PROPOSED LAND USE: LIMITED SERVICE HOTEL (KNOWN AS HOTEL #3)

PARCEL 3:

TOTAL SIZE: 6.3 ACRES

PROPOSED LAND USE: LIMITED SERVICE EXTENDED STAY HOTEL (KNOWN AS HOTEL #2)

PARCEL 4:

TOTAL SIZE: 12.97 ACRES

PROPOSED LAND USE: FULL SERVICE VISITOR SERVING HOTEL (KNOWN AS HOTEL #1)

PARCEL 5:

TOTAL SIZE: 5.09 ACRES

PROPOSED LAND USE: EXISTING AGRICULTURAL OCCUPANCY TO REMAIN, NO CHANGE IN USE, NO NEW CONSTRUCTION

PARCEL 6:

TOTAL SIZE: 5.00 ACRES

PROPOSED LAND USE: LIMITED SERVICE HOTEL (KNOWN AS HOTEL #4)

This submittal is intended to demonstrate that the proposed modification of the "Destino Paso" project will satisfy the requirements for maximum allowable non-residential land use densities and the minimum required open space as defined by the ***Airport Land Use Plan*** of 2007.

STANTONARCHITECTURE.COM

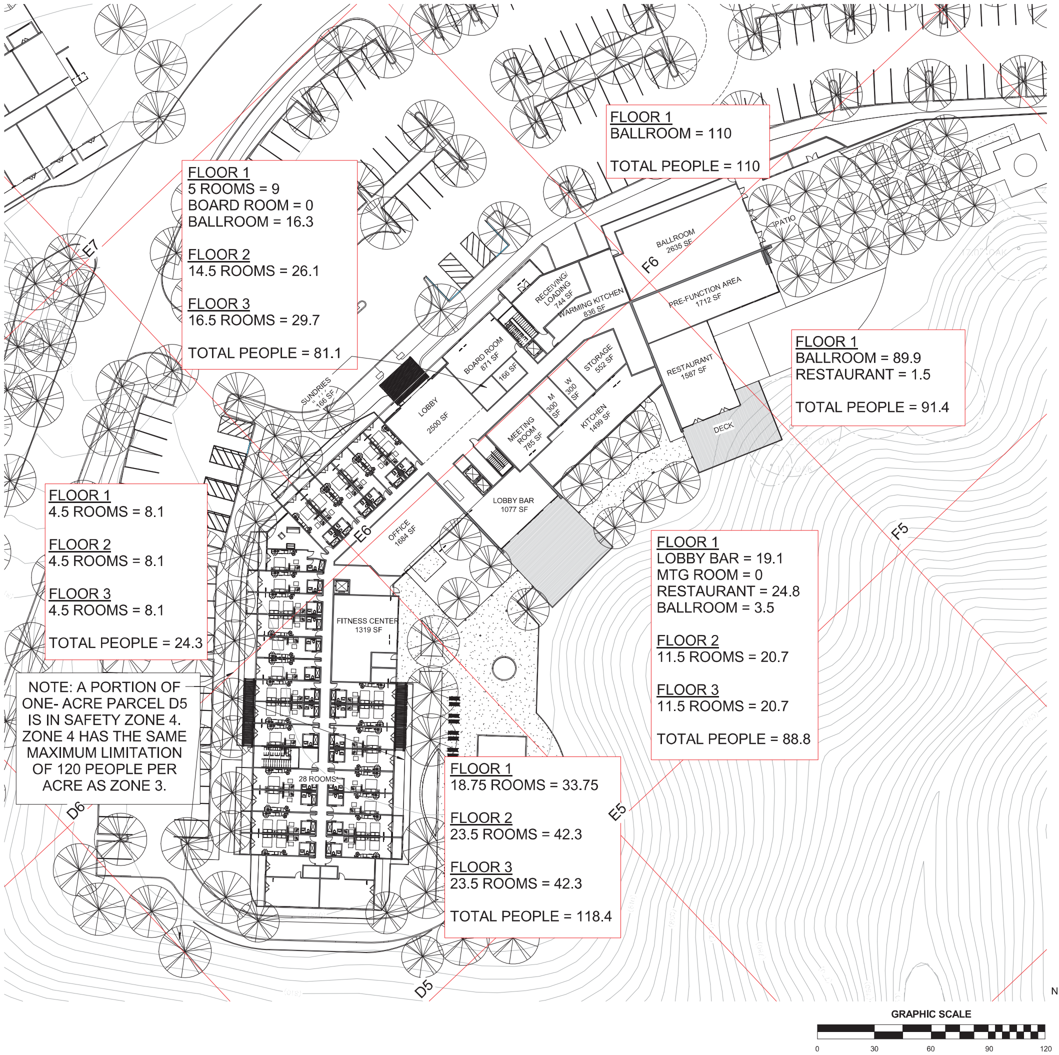
DESTINO PASO
RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-1



HOTEL 1 - ENLARGED PLAN
1" = 30'-0"
1

HOTEL #1
Analysis of Maximum Occupancy on One-Acre

This hotel will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as primarily in "Safety Zone 3 – Turning and Sideline Zones." The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 3. A hotel is a permitted use in Safety Zone 3 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre per Section 4.2.8 and Table 6.

The densities for hotel activities given in ***Appendix E- Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

- 1.8 persons per guestroom
- 1 person per 60 square feet of restaurant space
- 1 person per 60 square feet of bar space
- 1 person per every 12 square feet of public assembly

The diagram at the left indicates that the proposed hotel #1 does not result in the density limitation being exceeded on any one acre section of the proposed development.
In preparing this analysis, the following assumptions were made:

- The hotel was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, to the board room, or to the small meeting room because these rooms are not typically leased to the general public and are almost always reserved for use by the hotel guests.
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the junior ball room would be fully occupied by people not staying at the hotel.
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the lobby bar would be fully occupied by people not staying at the hotel.
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the restaurant would be fully occupied by people not staying at the hotel.

The last three assumptions listed above are very conservative way of estimated the total occupancy of this, or any other hotel. It is usually the case that at least fifty percent of the patrons in a hotel bar or restaurant would be staying at the hotel. Further, if the junior ball room was fully occupied as it would be for, say, a weekend wedding, it would normally be the case that a significant number of the patrons attending that function would also be staying at the hotel.

Even using the conservative interpretation of density by individual function discussed in the previous paragraph, the proposed new hotel provides densities that are less than or equal to the maximum densities for Safety Zone 3.

STANTONARCHITECTURE.COM

JETT
LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

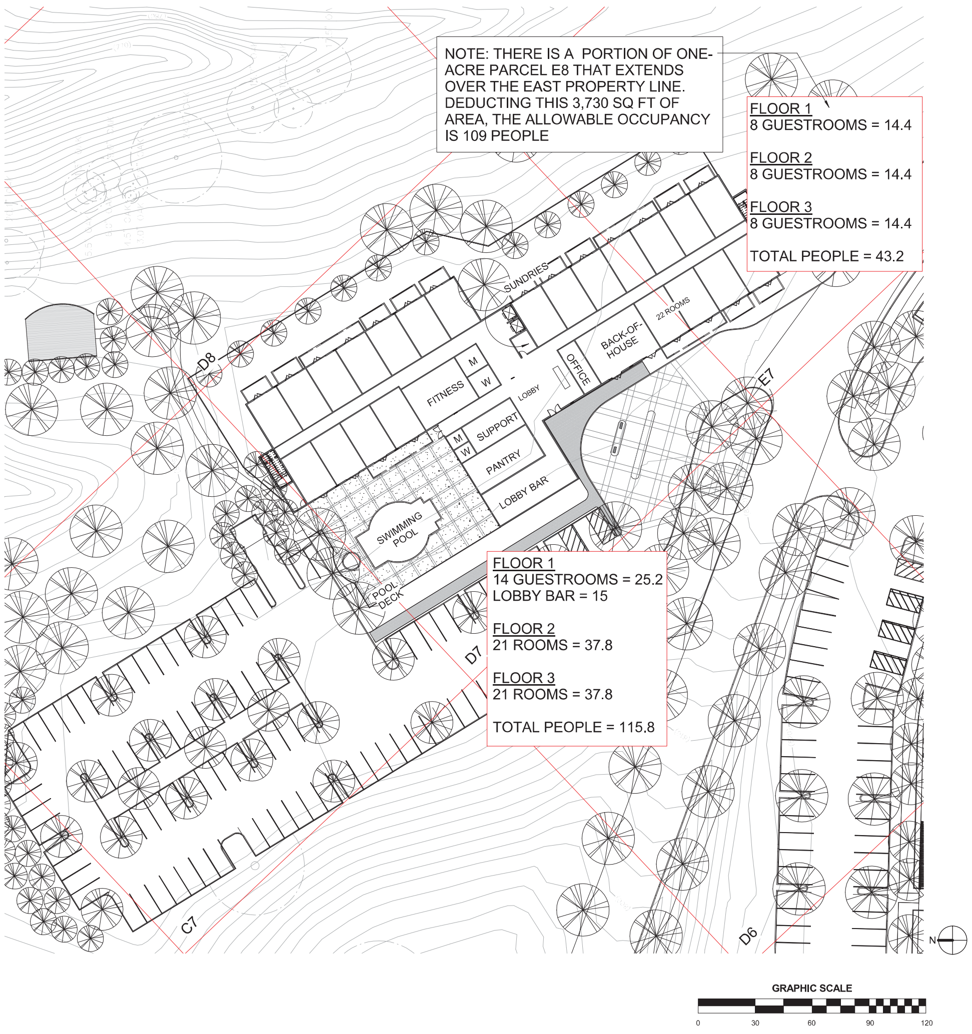
JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 1

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-2

STANTONARCHITECTURE.COM



NOTE: THERE IS A PORTION OF ONE-ACRE PARCEL E8 THAT EXTENDS OVER THE EAST PROPERTY LINE. DEDUCTING THIS 3,730 SQ FT OF AREA, THE ALLOWABLE OCCUPANCY IS 109 PEOPLE

FLOOR 1
8 GUESTROOMS = 14.4

FLOOR 2
8 GUESTROOMS = 14.4

FLOOR 3
8 GUESTROOMS = 14.4

TOTAL PEOPLE = 43.2

FLOOR 1
14 GUESTROOMS = 25.2
LOBBY BAR = 15

FLOOR 2
21 ROOMS = 37.8

FLOOR 3
21 ROOMS = 37.8

TOTAL PEOPLE = 115.8

CITY APP - AIRPORT OVERLAY - HOTEL 2
1" = 30'-0"
1

HOTEL #2
Analysis of Maximum Occupancy on One-Acre

This hotel will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as primarily in "Safety Zone 3 – Turning and Sideline Zones." The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 3. A hotel is a permitted use in Safety Zone 3 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre per Section 4.2.8 and Table 6.

The densities for hotel activities given in ***Appendix E-Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

- 1.8 persons per guestroom
- 1 person per 60 square feet of bar space

The diagram at the left indicates that the proposed hotel # 2 does not result in the density limitation being exceeded on any one acre section of the proposed development. In preparing this analysis, the following assumptions were made:

- The hotel was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, because this room is not typically leased to the general public and is always reserved for use by the hotel guests.
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the lobby bar would be fully occupied by people not staying at the hotel.

The last assumption listed above is a very conservative way of estimated the total occupancy of this, or any other hotel. It is usually the case that at least fifty percent of the patrons in a hotel bar would be staying at the hotel. Even using the conservative interpretation of density by individual function discussed in the previous paragraph, the proposed new hotel provides densities that are less than or equal to the maximum densities for Safety Zone 3.

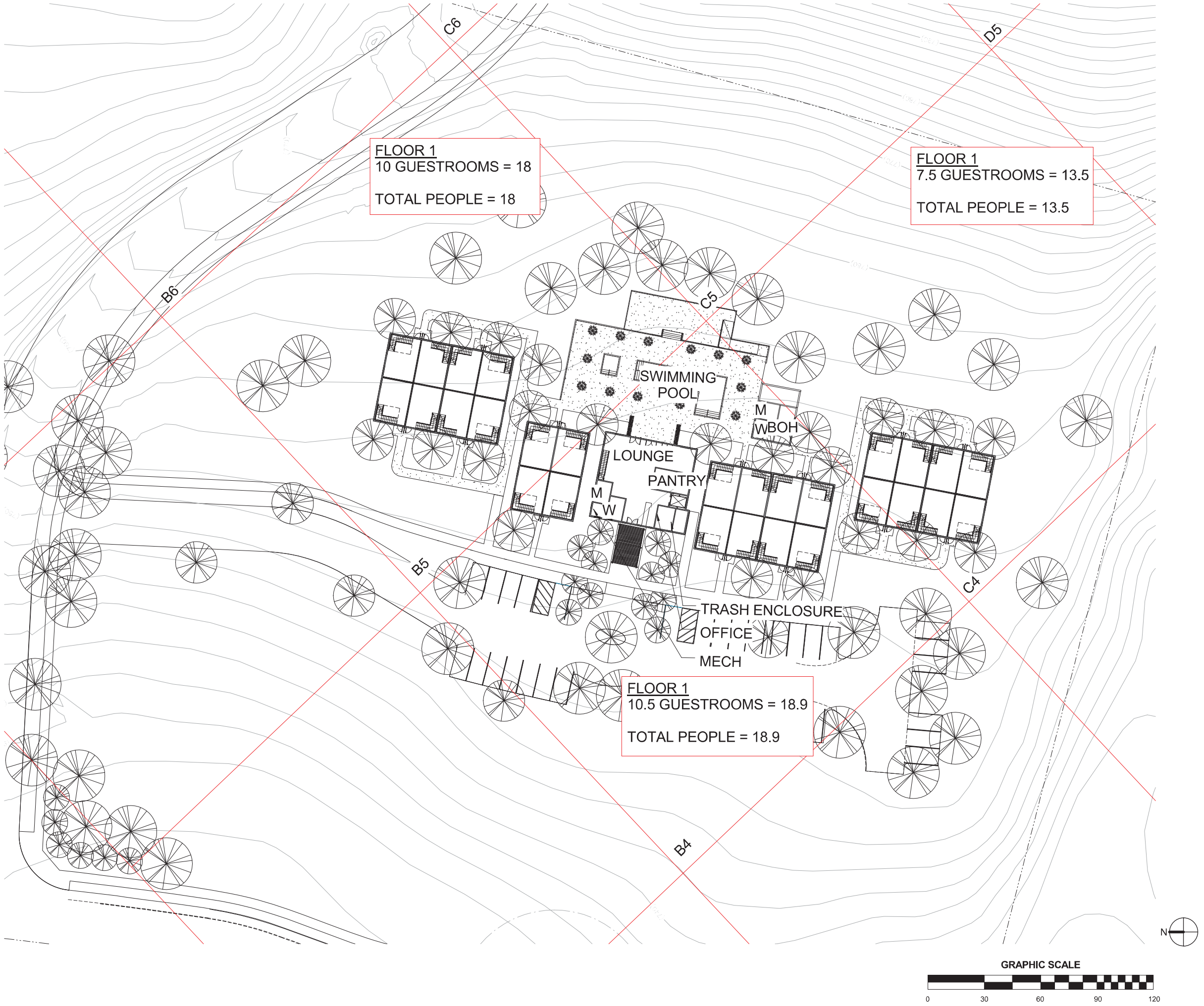
DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 2

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-3



HOTEL 3 - AIRPORT OVERLAY
1" = 30'-0"
1

HOTEL #3
Analysis of Maximum Occupancy on One-Acre

Hotel #3 will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as in "Safety Zone 4" The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 4.
A hotel is a permitted use in Safety Zone 4 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre.
The densities for hotel activities given in ***Appendix E-Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

- 1.8 persons per guestroom

The diagram at the left indicates that the proposed hotel does not result in the density limitation being exceeded on any one acre section of the proposed development.

In preparing this analysis, the following assumptions were made:

- The lodge was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, because this room is not typically leased to the general public and is always reserved for use by the hotel guests.

The proposed new hotel provides densities that are less than the maximum densities for Safety Zone 4.

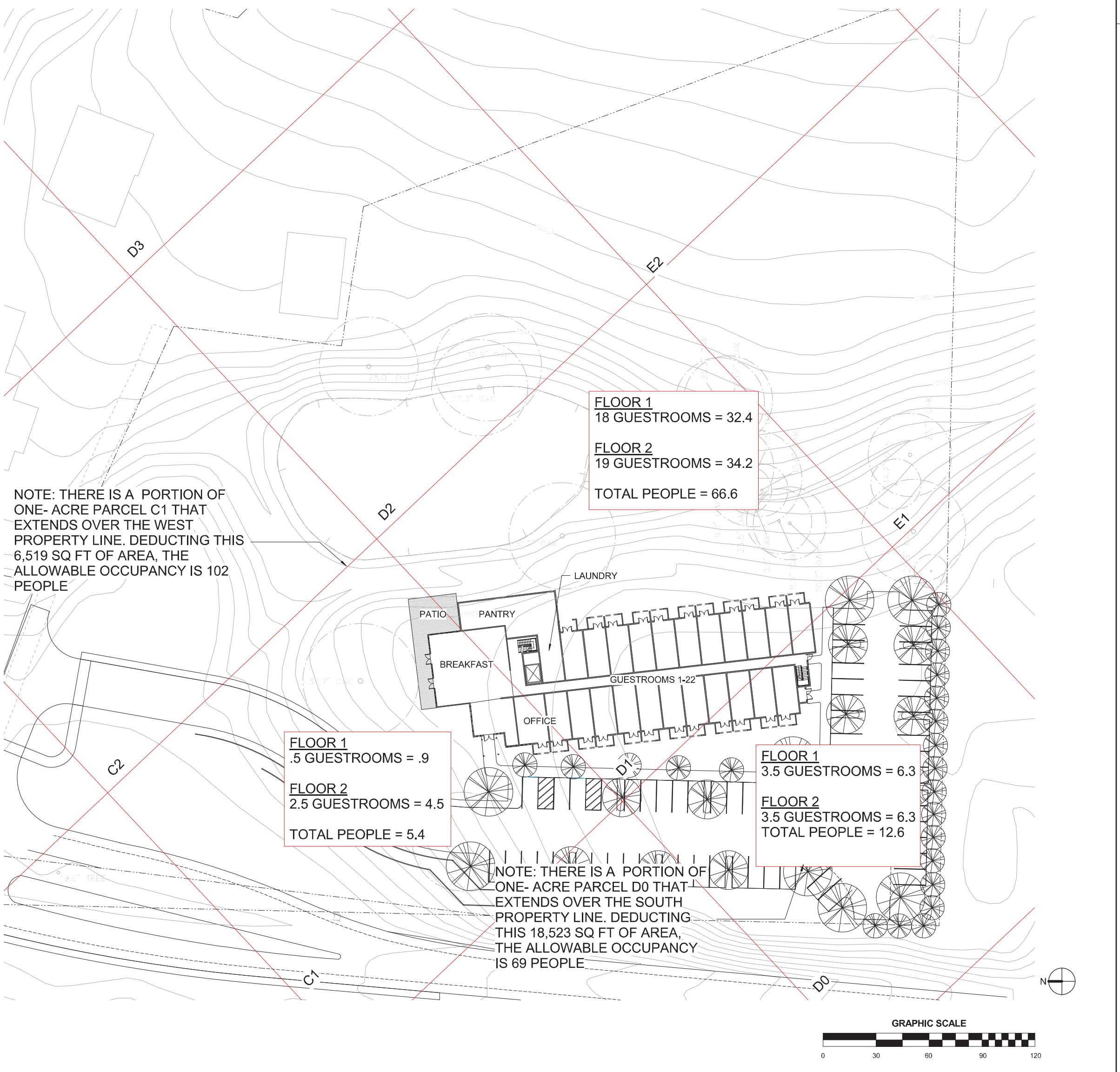
DESTINO PASO
RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 3

JOB NO. 15029
DRAWN BY Author
SHEET NO.

AO-4



HOTEL 4 - AIRPORT OVERLAY
1" = 30'-0"
1

HOTEL #3
Analysis of Maximum Occupancy on One-Acre

Hotel #4 will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as in "Safety Zone 4" The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 4. A hotel is a permitted use in Safety Zone 4 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre.
The densities for hotel activities given in ***Appendix E-Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

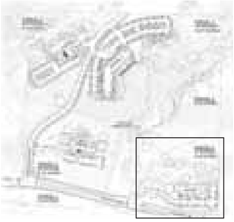
- 1.8 persons per guestroom

The diagram at the left indicates that the proposed hotel does not result in the density limitation being exceeded on any one acre section of the proposed development.

In preparing this analysis, the following assumptions were made:

- The lodge was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, because this room is not typically leased to the general public and is always reserved for use by the hotel guests.

The proposed new hotel provides densities that are less than the maximum densities for Safety Zone 4.



STANTONARCHITECTURE.COM

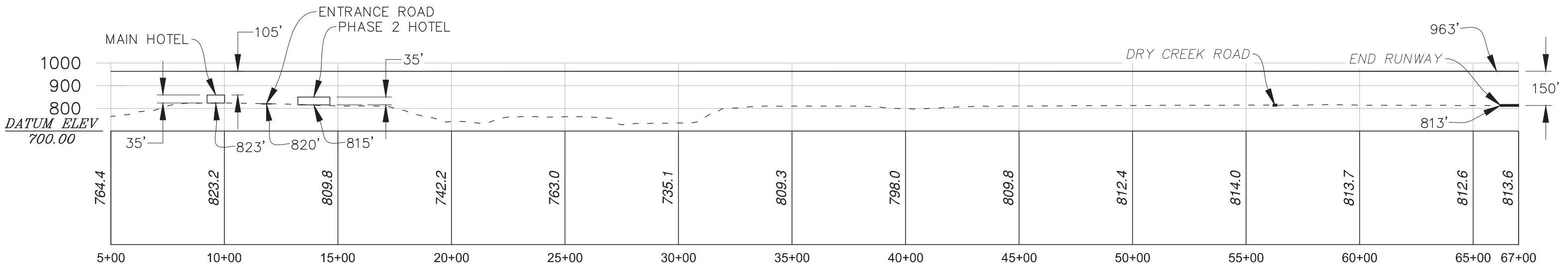
DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 4

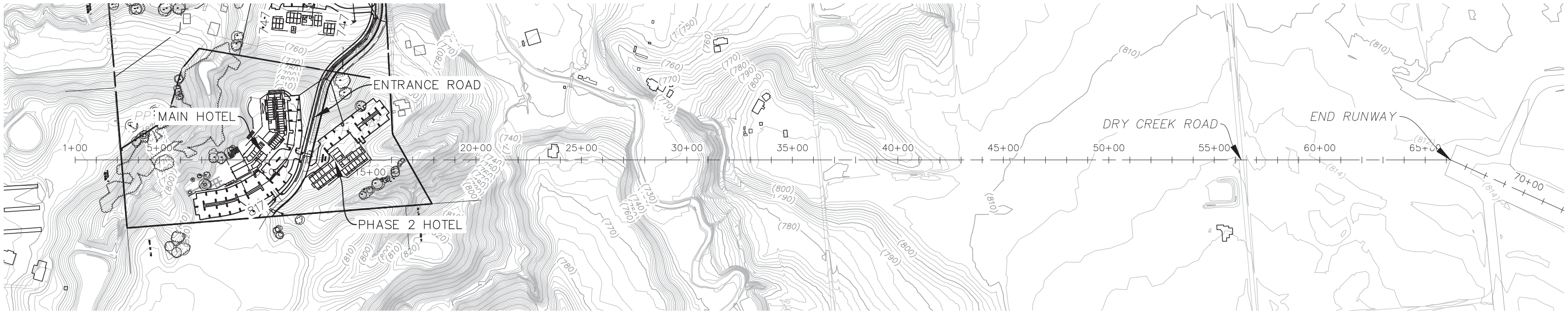
JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-5



PROFILE

VERTICAL 1" = 500'
HORIZONTAL 1" = 500'



0 250' 500' 1000'
SCALE: 1"=500'

AIRPORT APPROACH ANALYSIS
DESTINO RESORT

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

SHEET 1 OF 2

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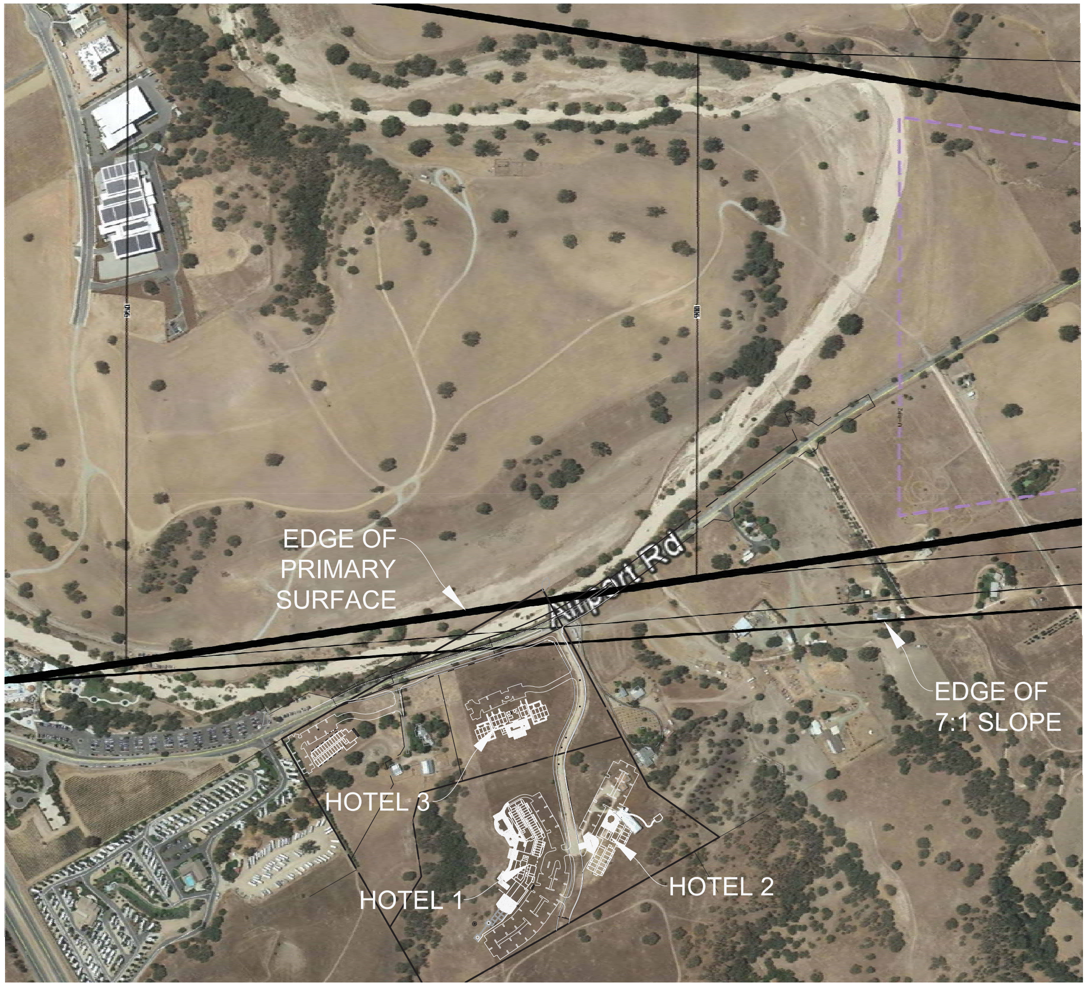
BASED ON INFORMATION PROVIDED BY THE AIRPORT MANAGER AND TARTAGULIA ENGINEERING. THE PROPOSED PROJECT IS NOT WITHIN THE APPROACH ZONE. IN THE AREA WHERE THE HOTELS ARE PROPOSED, THE ELEVATION WHERE VERTICAL OBSTRUCTIONS ARE LIMITED IS 150' ABOVE THE ELEVATION OF THE RUNWAY. THE PROPOSED HOTEL MAXIMUM HEIGHT IS APPROX. 45' ABOVE THE ELEVATION OF THE RUNWAY.



0 250' 500' 1000'

SCALE: 1"=500'

DESTINO PASO APPROACH ZONE DETAIL

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

SHEET 2 OF 2

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Exhibit J

STANTON ARCHITECTURE

MEMORANDUM

TO: City of El Paso de Robles

FROM: Michael Stanton FAIA, Stanton Architecture

DATE: 28 September 2016

PROJECT: Destino Paso, Destino Paso Way, Paso Robles

REFERENCE: Proposed Density - Destino Paso

Subject:
The following memo and supporting reports summarizes the proposed density of the Destino Paso Resort for the review by City Staff for the proposed project's Development Plan entitlement.

Brand Introduction:
The Radisson Paso Robles by Carlson Rezidor will provide the ideal setting for business and leisure travelers to Paso Robles. Guests of Destino Paso will typically stay 2-4 nights, and will range from 'weekend getaways', to extended celebrations such as weddings, parties and events. The Destino Paso aims to attract travelers looking for leisure both at the hotel and the greater Paso Robles area. The hotel has been designed to accommodate the prospective guests with extensive grounds amenities as well as a bar, restaurant and event wing. It is located a short drive to downtown Paso Robles and various wineries, allowing guests to enjoy what the City of El Paso De Robles has to offer.

Density:
The project's overall density has been carefully planned in accordance with the Paso Robles Airport Land Use Plan (ALUP), which indicates as follow:

1. The maximum number of persons shall not exceed an average of 40 persons per gross acre and;

2. The maximum number of persons shall not exceed 120 per single acre.

As suggested by City Staff, we used the following approach so determine the maximum density per single acre.

Allowable Maximum Density:
37.1 acres (Gross Site Area) x 40 (persons per acres) = 1,480.4 persons total.

Allowable Maximum Density per Safety Zone:
Zone 3: 17.8 Acres x 40 (persons per acres) = 712 Persons total.
Zone 4: 19.2 Acres x 40 (person per acres) = 768 Persons total.
Safety Zone 2 has been omitted from calculation as there is no calculated occupied density for this zone.

	Parcel	Acre	Calculated Occupancy
Safety Zone 3	3	D7	115.9
	3	E7	43.2
	4	D5	118.4
	4	D6	24.3
	4	E5	87.7
	4	E6	81.1
	4	F5	91.5
	4	F6	110
		Total:	672.1

	Parcel	Acre	Calculated Occupancy
Safety Zone 4	2	B4	18.9
	2	B5	18
	2	C4	13.5
	6	C1	5.4
	6	D0	12.6
	6	D1	66.6
		Total:	135

As illustrated in the tables above, the occupants per gross acres within each safety zone are well below the allowable maximum density per zone. Please note that the calculated occupancy was derived from the provided Occupant Load Data Table, which breaks down the occupiable space and corresponding occupancy load per acre.

Allowable Density per Single Acre: See Airport Analysis Diagram

Land Use Intensity Factors:

1. 1.8 Persons per room or group of rooms to be occupied as a suite.

2. 1 Person per 60 sq. ft. of floor area of any restaurants, coffee shops, bars, or night clubs

3. 1 Person per 12 sq. ft. of floor area of public assembly

Proposed maximum Density:

Parcel 1: No development proposed on this parcel

Parcel 2:

- Acre B4: 1.8 persons per room x 10.5 Rooms = 18.9 Persons
- Acre B5: 1.8 persons per room x 10 Rooms = 18 Persons
- Acre C4: 1.8 persons per room x 7.8 Rooms = 13.5 Persons

Each defined acre below 120 persons per acre.

Parcel 3:

- Acre D7*: 1.8 persons per room x 56 (Levels 1-3) Rooms = 100.8 Persons
- Acre E7: 1.8 persons per room x 24 (Levels 1-3) Rooms = 43.2 Persons

Each defined acre below 120 persons per acre.

Parcel 4:

- Acre D5: 1.8 persons per room x 65.75 (Levels 1-3) Rooms = 118.4 Persons
- Acre D6: 1.8 persons per room x 13.5 (Levels 1-3) Rooms = 24.3 Persons
- Acre E5*: 1.8 persons per room x 23 (Levels 1-2) Rooms = 41.4 Persons
- Acre E6*: 1.8 persons per room x 31 (Levels 1-2) Rooms = 55.8 Persons
- Acre F5*: No Guestrooms.
- Acre F6*: No Guestrooms.

Each defined acre below 120 persons per acre.

Parcel 5: No development proposed on this parcel

Parcel 6:

- Acre C1: 1.8 Persons per room x 3 (Levels 1-2) Rooms = 5.4 Persons
- Acre D0: 1.8 Persons per room x 7 (Levels 1-2) Rooms = 12.6 Persons
- Acre D1: 1.8 Persons per room x 37 (Levels 1-2) Rooms = 66.6 Persons

Each defined acre below 120 persons per acre

**This defined acre has occupiable space that includes a restaurant, coffee shop, bar or night club with a defined occupancy of one person per 60 sq. ft. of floor area. Please see attached "Occupant Load Data Table" for the complete breakdown of each defined acre for both guestroom occupancy and common area occupancy.*

Density of Common Areas: Due to the unique function of the hotel as both a business/leisure destination and an event destination, the hotel has been carefully planned to provide ample space for hotel and function guests for both privacy, enjoyment, and safety. Considering the hotel will both accommodate hotel guests as well as a small portion of the general public visiting the site for dining or special functions, the hotel takes advantage of the natural mesa that occurs at the top of the oak tree ravine on the proposed Parcel 4. It mediates the large density of persons by amassing the majority of the guestrooms at the north end of the mesa, while the event space and restaurant are grouped at the south end of the mesa, distributing the density through a number of acres.

Common areas include the following:
Parcel 1:
- No proposed common areas.
- No proposed guestrooms.

Parcel 2:
- A lobby/reception for use by hotel guests
- A breakfast area, continental breakfast and seating area for use by hotel guests
- 28 proposed guestrooms distributed across 3 acres

Parcel 3:
- A lobby/reception for use by hotel guests
- A fitness center for use by hotel guests
- A lobby bar for use by both hotel guests and the general public (904 sf. ft.)
- 80 proposed guestrooms distributed across 2 acres

Parcel 4:
- A lobby/reception for use by hotel guests
- A board room for use by hotel guests
- A function room for use by special event guests, consisting of both hotel guests and the general public (2,635 sq. ft.)
- A pre-function space for use by special event guests prior to events in the ballroom. The ballroom and pre-function will not be occupied simultaneously, so the pre-function space is omitted from our calculations.
- A restaurant for use by hotel guests and the general public (1,587 sq. ft.)
- A meeting room for use by hotel guests
- A lobby bar for use by hotel guests and the general public (1,077 sq. ft.)
- 136 proposed guestrooms distributed across 4 acres

Parcel 5:
- No proposed common areas.
- No proposed guestrooms.

Parcel 6:
- A lobby/reception for use by hotel guests
- A breakfast area, continental breakfast and seating area for use by hotel guests
- 47 proposed guestrooms distributed across 3 acres

Common Area Total:
Parcel 1: No development proposed on this parcel
Parcel 2: No common areas open to the general public.
Parcel 3: 904 sq. ft. of common area on one acre
Parcel 4: 5,299 sq. ft. of common area distributed over 4 acres
Parcel 5: No development proposed on this parcel
Parcel 6: No common areas open to the general public

Please note the following:

- The areas specified above as designated 'for use by hotel guests' only have been omitted from our common space calculations. The spaces designated as such are reserved for exclusive use by hotel guests and are not generally leased to the public so the occupants of these are accounted for in the 1.8 occupants assumed for each guestroom.
- For occupancy calculation purposes, all hotels are assumed to have 100 percent occupancy.
- For the purposes of determining maximum occupancy, the areas listed above as available for use by the general public are calculated as 100 percent occupied by non-hotel guest patrons. Since these types are areas open to the public (such as the bar, restaurant and function room), will normally be occupied by a mix of hotel guests and the general public, this assumption is very conservative.

Occupant Load Data Table:

Included with this memo is an **Occupant Load Data Table** describing the proposed spaces and breaks down both the guestroom occupancy and common space occupancy for each defined acre. As is clearly indicated in this enclosure, all occupied acres have a calculated density below the maximum occupancy of 120 persons per acre.

Parking:

We have also looked into the limiting factor that parking may have on our site. The number of parking spaces provided also indicates that the occupancy of this project will be far below the allowable maximums. The project is proposing a total of approximately 388 parking spaces distributed across two Airport Safety Zones. Using an assumed occupancy of 1.5 people per car, the following total site occupancy results:

290 parking spaces in Safety Zone 3 x 1.5 persons/parking space** = 435 Persons
98 parking spaces in Safety Zone 4 x 1.5 person/parking spaces**= 147 Persons

***The assumption regarding the number of people per vehicle is based on the methodology recently presented to Paso Robles for the Residence Inn Project on Union Road that was, in turn, based on the parking requirements in the "Riverside County Airport Land Use Compatibility Plan - Appendix C: Methods for Determining Concentrations of People."*

This total occupancy based on parking spaces is 277 persons below the maximum occupancy of 712 persons based on the gross site area in Safety Zone 3 and 621 persons below the maximum occupancy of 768 persons based on the gross site area in Safety Zone 4.

In summary, our conservative approach to accounting for the various occupancies on the both guestrooms and public area indicates the proposed development will be well below the maximum gross site density and within the 120 persons per single acre.

We thank you for your time and help with this matter.

Michael Stanton FAIA, Principal
Stanton Architecture

LICENSED ARCHITECT
MICHAEL STANTON
C-11562
1/31/17
STATE OF CALIFORNIA

Destino Paso Resort
Destino Paso Way, Paso Robles

9/28/2016

Occupant Load Data Table

Per the ALUP Appendix E "Non-Residential Land Use Densities, the occupancy calculations have been defined using the following use and density definitions:

1.8 persons per room or group of rooms to be occupied as a suite
one person per 60 sq. ft. floor area of any restaurants, coffee shops, bars, or night clubs
one person per 12 sq. ft. of gross floor area of any public assembly (ballroom/event space)

Parcel #	Acre	Area Type	Area Description	Area (sf) of Common Space	Number of Rooms	Load Factor (sf/Occ)	Load Factor (1.8 Occ per Room)	Number of Occupants	Total Occupants per Acre
Parcel 1	N/A							N/A	N/A
Parcel 2	B4	Guestroom	Guestroom		10.5		1.8	18.9	**18.9 - B4**
	B5	Guestroom	Guestroom		10		1.8	18	**18 - B5**
	C4	Guestroom	Guestroom		7.5		1.8	13.5	**13.5 - C4**
Parcel 3	D7	Guestroom	Guestroom		56		1.8	100.8	100.8
	D7	Common Area	Lobby Bar	904		60		15.1	15.1
									115.9 - D7
	E7	Guestroom	Guestroom		24		1.8	43.2	**43.2 - E7**
Parcel 4	D5	Guestroom	Guestroom		65.75		1.8	118.4	**118.4 - D5**
	D6	Guestroom	Guestroom		13.5		1.8	24.3	**24.3 - D6**
	E5	Guestroom	Guestroom		23		1.8	41.4	41.4
	E5	Common Area	Lobby Bar	1077		60		18.0	18.0
	E5	Common Area	Restaurant	1488		60		24.8	24.8
	E5	Common Area	Ballroom	42		12		3.5	3.5
									87.7 - E5
	E6	Guestroom	Guestroom		36		1.8	64.8	64.8
	E6	Common Area	Ballroom	195		12		16.3	16.3
									81.1 - E6
	F5	Common Area	Restaurant	99		60		1.65	1.65
	F5	Common Area	Ballroom	1078		12		89.8	89.8
									91.5 - F5
	F6	Common Area	Ballroom	1320		12		110	**110 - F6**
Parcel 5	N/A							N/A	N/A
Parcel 6	C1	Guestroom	Guestroom		3		1.8	5.4	**5.4 - C1**
	D0	Guestroom	Guestroom		7		1.8	12.6	**12.6 - D0**
	D1	Guestroom	Guestroom		37		1.8	66.6	**66.6 - D1**

SITE PLAN - ONE-ACRE OVERLAY 1
1" = 100'-0"

PROJECT DESCRIPTION

The new owners are seeking to modify the approved project known as “Destino Paseo” located on Airport Road (Parcel Map PR 04-0133). As currently approved, “Destino Paso” is a phased development on two parcels that would, upon the completion of the eighth and final phase, consist of 291 visitor serving overnight accommodations and related support and recreational facilities. The new property owners are seeking to reallocate the approved 291 overnight accommodations onto three new parcels and keep the balance of the property in its current agricultural use. The site plan at the left indicates the proposed new parcels. The size and proposed development on each of these parcels will be

PARCEL 1:

TOTAL SIZE: 0.9 ACRES

PROPOSED LAND USE: EXISTING AGRICULTURAL OCCUPANCY TO REMAIN, NO CHANGE IN USE, NO NEW CONSTRUCTION

PARCEL 2:

TOTAL SIZE: 6.75 ACRES

PROPOSED LAND USE: LIMITED SERVICE HOTEL (KNOWN AS HOTEL #3)

PARCEL 3:

TOTAL SIZE: 6.3 ACRES

PROPOSED LAND USE: LIMITED SERVICE EXTENDED STAY HOTEL (KNOWN AS HOTEL #2)

PARCEL 4:

TOTAL SIZE: 12.97 ACRES

PROPOSED LAND USE: FULL SERVICE VISITOR SERVING HOTEL (KNOWN AS HOTEL #1)

PARCEL 5:

TOTAL SIZE: 5.09 ACRES

PROPOSED LAND USE: EXISTING AGRICULTURAL OCCUPANCY TO REMAIN, NO CHANGE IN USE, NO NEW CONSTRUCTION

PARCEL 6:

TOTAL SIZE: 5.00 ACRES

PROPOSED LAND USE: LIMITED SERVICE HOTEL (KNOWN AS HOTEL #4)

This submittal is intended to demonstrate that the proposed modification of the “Destino Paso” project will satisfy the requirements for maximum allowable non-residential land use densities and the minimum required open space as defined by the ***Airport Land Use Plan*** of 2007.

STANTONARCHITECTURE.COM

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-1

Attachment 10

DRAFT RESOLUTION C

A RESOLUTION OF
THE PLANNING COMMISSION OF THE CITY OF EL PASO DE ROBLES
RECOMMENDING APPROVAL OF DESTINO PASO RESORT
TO THE PASO ROBLES CITY COUNCIL OF
VESTING TENTATIVE TRACT MAP 2692
3350 AIRPORT ROAD, APN: 025-436-029 & 025-346-030
APPLICANT – KAREN STIER

WHEREAS, in conjunction with applications filed for Planned Development 08-002 and Conditional Use Permit 08-002 for development of a resort with four (4) hotels, Vesting Tentative Tract Map (VTTM) 2692 has been filed by Karen Stier to subdivide an approximately 40-acre property into six (6) parcels, ranging in size, as follows:

Lot 1 – 0.9 acres	Lot 4 – 12.97 acres
Lot 2 – 6.75 acres	Lot 5 – 5.09 acres
Lot 3 – 6.3 acres	Lot 6 – 5.00 acres

WHEREAS, the subject property is designated in the General Plan, Land Use Element as Parks and Open Space with Resort Lodging/Airport Overlays (POS/RL/AP), and the proposed VTTM 2692 is consistent with the intent of the land use designation since the project would provide areas for development of "… hotels in close proximity to golf courses and commercial recreation…and provide resorts, lodging and related ancillary land uses…"; and

WHEREAS, the proposed Vesting Tentative Tract Map 2962 is consistent with applicable new lot development standards in the Parks and Open Space zoning district with Resort Lodging/Airport Overlays (POS/RL/AP), and includes access to each parcel proposed for development and maintains access to the existing farmhouse, as identified in Exhibit B; and

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

WHEREAS, based on the information and analysis contained in the Initial Study, staff determined that the proposed project as designed, and with appropriate mitigation measures added as conditions of approval, will not result in significant environmental impacts, and a Mitigated Negative Declaration was prepared and circulated for public review and comment in full compliance with CEQA; and

WHEREAS, a duly noticed public hearing was conducted by the Planning Commission on October 11, 2016 on this project to accept public testimony on the Mitigated Negative Declaration and the proposed project; and

WHEREAS, based upon the facts and analysis presented in the staff report, public testimony received and subject to the conditions of approval listed below, the Planning Commission makes the following findings as required by Government Code Section 66474:

1. As conditioned, the proposed tentative subdivision map is consistent with the adopted General Plan for the City of El Paso de Robles by providing areas for commercial recreation and tourism related development.

2. As conditioned, the design of lots, streets, open space, drainage, sewers, water and other improvements is consistent with the General Plan and Zoning Ordinance.

3. The site is physically suitable for the type and density of development proposed.

4. The design of the subdivision is not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.

6. The design of the subdivision and types of improvements proposed are not likely to cause serious public health problems.

7. The design of the subdivision and the type of improvements proposed will not conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby grant tentative map approval VTTM 2692 subject to the following conditions of this resolution:

STANDARD CONDITIONS:

1. The applicant/developer shall comply with those standard conditions which are indicated as applicable in "Exhibit A" to this resolution. When future applications are submitted to the City for development of the newly created lots, additional site specific conditions will apply. Note: All checked standard conditions shall apply unless superseded by a site specific condition.

COMMUNITY DEVELOPMENT 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 so as to substantially conform with the following listed exhibits and conditions established by this resolution:

EXHIBIT	**DESCRIPTION**
A.	Standard Conditions
B.	Vesting Tentative Tract Map 2692
C.	Preliminary Grading and Drainage

3. Vesting Tentative Tract Map 2692 authorizes the subdivision of approximately 40 acres into six (6) lots ranging in size as follows: Lot 1 – 0.9 acres, Lot 4 – 12.97 acres, Lot 2 – 6.75 acres, Lot 5 – 5.09 acres, Lot 3 – 6.3 acres, Lot 6 – 5.00 acres

4. The Final Subdivision Map shall be in substantial compliance with the tentative subdivision map, and preliminary grading plan (Exhibits B & C), reductions attached; full size copies are on file in the Community Development Department) and as amended by site specific and standard conditions contained in this resolution.

5. Grading of the tract shall be consistent with City's applicable Grading Regulations.

ENGINEERING SITE SPECIFIC CONDITIONS

6. The Final Tract Map shall include an easement between the newly dedicated road and the property to the north precluding the need for the driveway on Airport Road directly to the north.

7. Prior to recordation of the Final Map, and in conjunction with construction of the newly dedicated road, rough grade the easement to the north. The applicant shall work with the property owner to the north to complete the connection to eliminate, or at least provide an alternative to their existing driveway.

PASSED AND ADOPTED THIS 11th day of October, 2016 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

____
Bob Rollins, Chairman

ATTEST:

____
Warren Frace, Secretary of the Planning Commission

EXHIBIT A OF RESOLUTION

CITY OF EL PASO DE ROBLES
STANDARD DEVELOPMENT CONDITIONS

☐ Planned Development

☐ Conditional Use Permit

☒ Tentative Tract Map

Approval Body: Planning Commission

Date of Approval: October 11, 2016

Applicant: Destino Paso Resort

Location: 3350 Airport Road

APN: 025-436-029 & 025-346-030

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 October 11, 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. It is the property owner's responsibility to insure that all construction of private property improvements occur on private property. It is the owner's responsibility to identify the property lines and insure compliance by the owner's agents.

☐ 16. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No.835 N.S., Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to removal.

☐ 17. No storage of trash cans or recycling bins shall be permitted within the public right-of-way.

☐ 18. Prior to recordation of the map or prior to occupancy of a project, all conditions of approval shall be completed to the satisfaction of the City Engineer and Community Developer Director or his designee.

☐ 19. Two sets of the revised Planning Commission approved plans incorporating all Conditions of Approval, standard and site specific, shall be submitted to the Community Development Department prior to the issuance of building permits.

☐ 20. Prior to the issuance of building permits, the
  ☐ Development Review Committee shall approve the following:
  ☐ Planning Division Staff shall approve the following:

    ☐ 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: grading plan review

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:

Destino Paso Way____

****

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 Strom 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.
Destino Paso Way		

☒ 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 Airport Road along the frontage of the project.

(Adopted by Planning Commission Resolution _________)

☒ 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.

(Adopted by Planning Commission Resolution _________)

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.

DEVELOPMENT PLAN
FOR

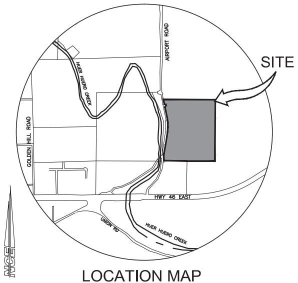
DESTINO PASO RESORT HOTEL

SITE STATISTICS - OVERVIEW

TOTAL GROSS AREA	40.3 ACRES
NET AREA	37.1 ACRES
RECORD OWNERS:	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
	JERRY & KATHIE HANDLEY P.O. BOX 1011 PASO ROBLES, CA 93447
APPLICANT	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
ENGINEER	NORTH COAST ENGINEERING, INC. 725 CRESTON RD., STE. B, PASO ROBLES, CA 93446 CHRISTY GABLER R.C.E. 64821 EXP. 6/30/09
A.P.N.	025-436-029 & 030
EXISTING USE	VACANT / AG / RESIDENCE
EXISTING GENERAL PLAN DESIGNATION	POS
EXISTING ZONING	POS
PROPOSED USE	RESORT / EXISTING HOUSE

SHEET INDEX

1	COVER SHEET	
2	VESTING TENTATIVE MAP	
3	PRELIMINARY GRADING	WEST
4	PRELIMINARY GRADING	EAST
5	PRELIMINARY UNDERGROUND	WEST
6	PRELIMINARY UNDERGROUND	EAST
7	SITE CROSS SECTIONS	



LOCATION MAP
NO SCALE

NCE

0 40' 80' 160'
SCALE: 1"=80'

Exhibit B

DATE SUBMITTED: 06/03/2016

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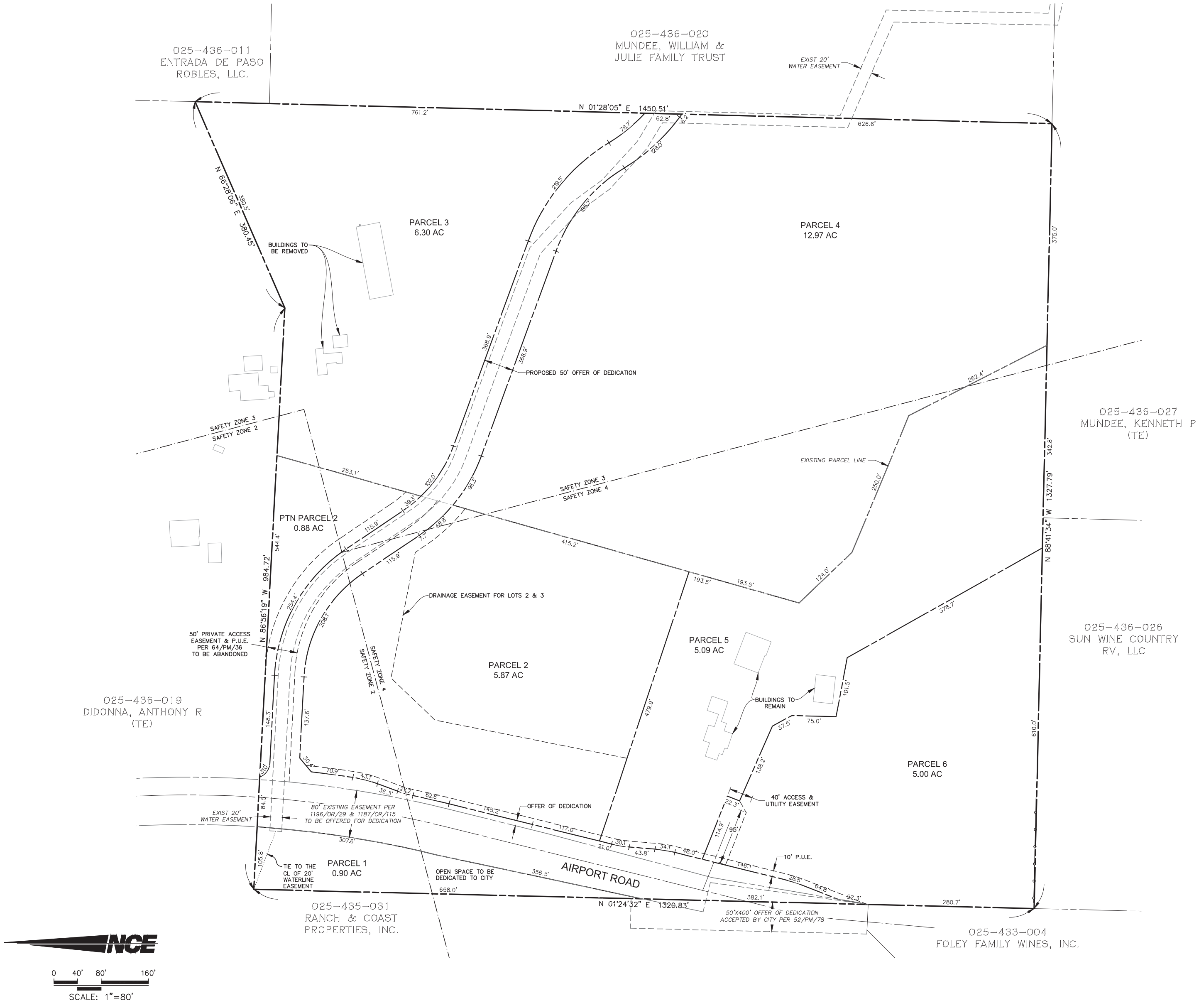
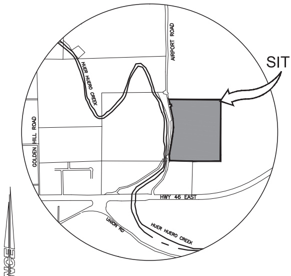




LOCATION MAP

NO SCALE

SITE STATISTICS - OVERVIEW

TOTAL GROSS AREA	40.3 ACRES
NET AREA	37.1 ACRES
RECORD OWNERS:	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436 JERRY & KATHIE HANDLEY P.O. BOX 1011 PASO ROBLES, CA 93447
APPLICANT	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
ENGINEER	NORTH COAST ENGINEERING, INC. 725 CRESTON RD., STE. B, PASO ROBLES, CA 93446 CHRISTY GABLER R.C.E. 64821 EXP. 6/30/09
A.P.N.	025-436-029 & 030
EXISTING USE	VACANT / AG / RESIDENCE
EXISTING GENERAL PLAN DESIGNATION	POS
EXISTING ZONING	POS
PROPOSED USE	RESORT / EXISTING HOUSE

CHRISTY A. GABLER

PRELIMINARY

R.C.E. 64821

LEGEND

———— — — ————	RIGHT-OF-WAY
———— — — ————	PROPERTY LINE
—— · —— · —— · ——	AIRPORT SAFETY ZONE LINE
— — — — — — — —	EASEMENT LINE
———— — — ————	BOUNDARY LINE

DESTINO PASO RESORT HOTEL
VESTING TENTATIVE MAP
TRACT 2962

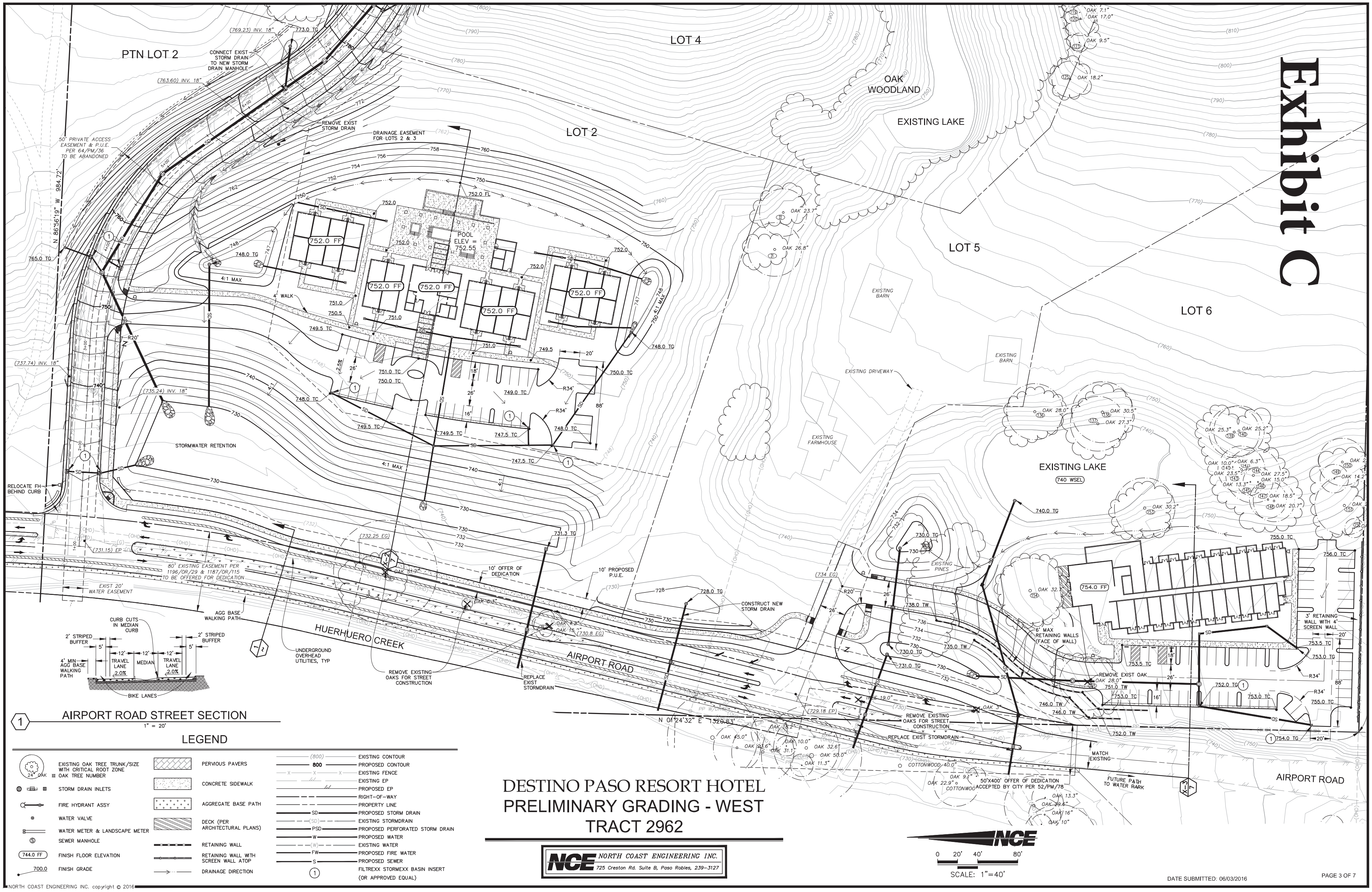
IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCELS 1 AND 2 OF PARCEL MAP PR 04-0133, ACCORDING TO THE MAP RECORDED IN BOOK 64 OF PARCEL MAPS, AT PAGES 36-37 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

Exhibit C



AIRPORT ROAD STREET SECTION

1" = 20'

LEGEND

EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE 24" OAK OAK TREE NUMBER	PERVIOUS PAVERS
STORM DRAIN INLETS	CONCRETE SIDEWALK
FIRE HYDRANT ASSY	AGGREGATE BASE PATH
WATER VALVE	DECK (PER ARCHITECTURAL PLANS)
WATER METER & LANDSCAPE METER	RETAINING WALL
SEWER MANHOLE	RETAINING WALL WITH SCREEN WALL ATOP
744.0 FF FINISH FLOOR ELEVATION	DRAINAGE DIRECTION
700.0 FINISH GRADE	

(800)	EXISTING CONTOUR
800	PROPOSED CONTOUR
X	EXISTING FENCE
	EXISTING EP
	PROPOSED EP
	RIGHT-OF-WAY
	PROPERTY LINE
SD	PROPOSED STORM DRAIN
(SD)	EXISTING STORMDRAIN
PSD	PROPOSED PERFORATED STORM DRAIN
W	PROPOSED WATER
(W)	EXISTING WATER
FW	PROPOSED FIRE WATER
S	PROPOSED SEWER
①	FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - WEST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

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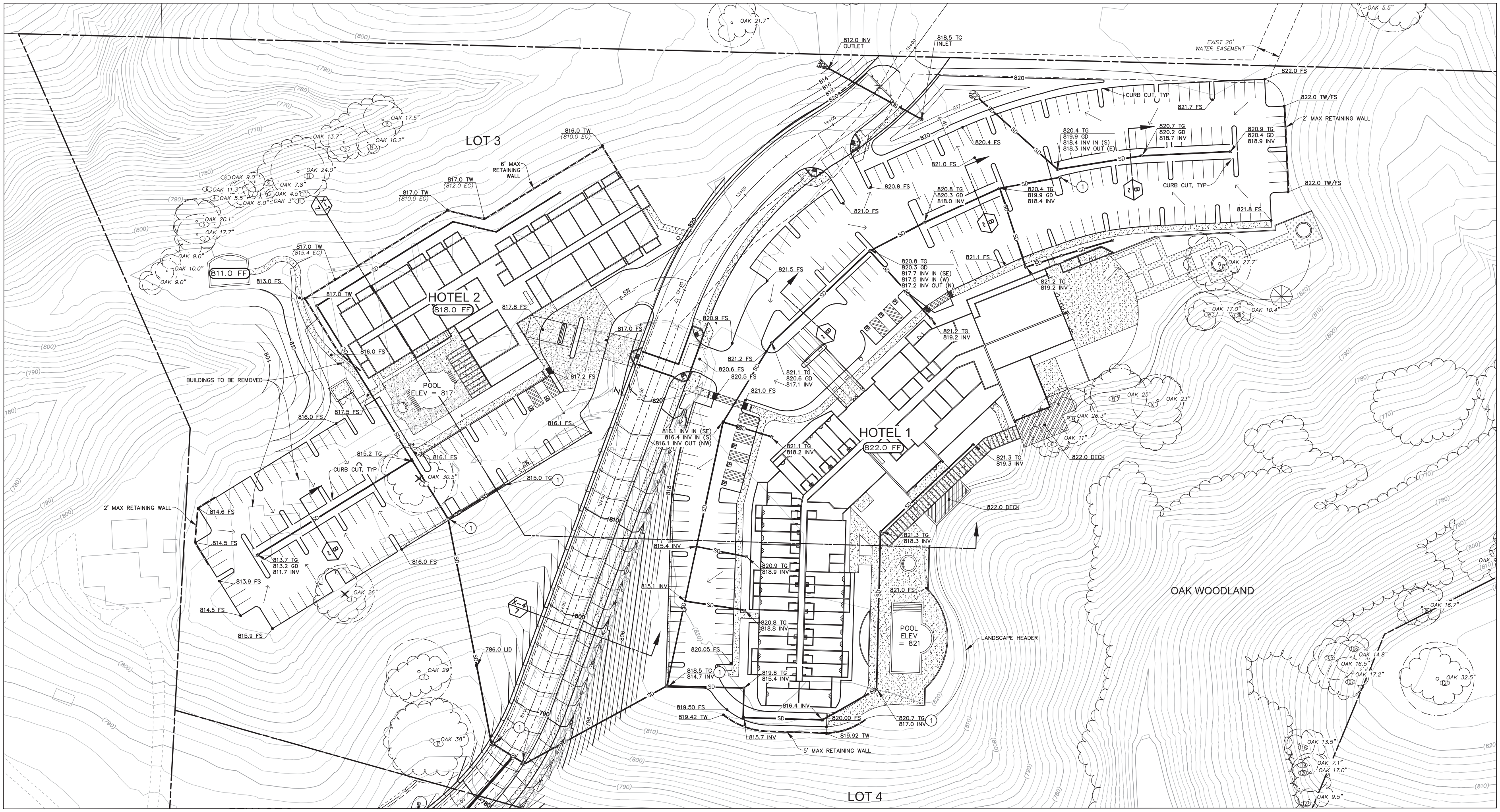

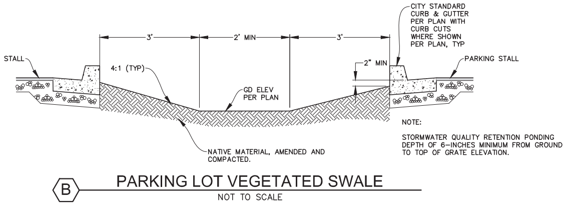

NOTE:

STORMWATER QUALITY RETENTION PONDING DEPTH OF 6-INCHES MINIMUM FROM GROUND TO TOP OF GRATE ELEVATION.

B PARKING LOT VEGETATED SWALE

NOT TO SCALE

LEGEND

- EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE (24" OAK)
- OAK TREE NUMBER
- STORM DRAIN INLETS
- FIRE HYDRANT ASSY
- ⊗ WATER VALVE
- WATER METER & LANDSCAPE METER
- Ⓢ SEWER MANHOLE
- 744.0 FF FINISH FLOOR ELEVATION
- 700.0 FINISH GRADE
- ▨ PERVIOUS PAVERS
- CONCRETE SIDEWALK
- AGGREGATE BASE PATH
- ▨ DECK (PER ARCHITECTURAL PLANS)
- RETAINING WALL
- RETAINING WALL WITH SCREEN WALL ATOP
- → DRAINAGE DIRECTION
- (800) EXISTING CONTOUR
- 800 PROPOSED CONTOUR
- X X X EXISTING FENCE
- EXISTING EP
- PROPOSED EP
- RIGHT-OF-WAY
- PROPERTY LINE
- SD PROPOSED STORM DRAIN
- (SD) EXISTING STORMDRAIN
- PSD PROPOSED PERFORATED STORM DRAIN
- W PROPOSED WATER
- (W) EXISTING WATER
- FW PROPOSED FIRE WATER
- S PROPOSED SEWER
- ① FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

NCE

0 20' 40' 80'
SCALE: 1"=40'

DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - EAST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

LEGEND

24" OAK	EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE OAK TREE NUMBER
	STORM DRAIN INLETS
	FIRE HYDRANT ASSY
⊗	WATER VALVE
	WATER METER & LANDSCAPE METER
Ⓢ	SEWER MANHOLE
744.0 FF	FINISH FLOOR ELEVATION
700.0	FINISH GRADE
▨	PERVIOUS PAVERS
	CONCRETE SIDEWALK
	AGGREGATE BASE PATH
▨	DECK (PER ARCHITECTURAL PLANS)
	RETAINING WALL
	RETAINING WALL WITH SCREEN WALL ATOP
→	DRAINAGE DIRECTION
(800)	EXISTING CONTOUR
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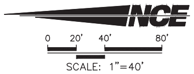
	EXISTING EP
	PROPOSED EP
	RIGHT-OF-WAY
	PROPERTY LINE
SD	PROPOSED STORM DRAIN
(SD)	EXISTING STORMDRAIN
PSD	PROPOSED PERFORATED STORM DRAIN
W	PROPOSED WATER
(W)	EXISTING WATER
FW	PROPOSED FIRE WATER
S	PROPOSED SEWER
①	FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)



SCALE: 1"=40'

DESTINO PASO RESORT HOTEL
PRELIMINARY UNDERGROUND - WEST
TRACT 2962

NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

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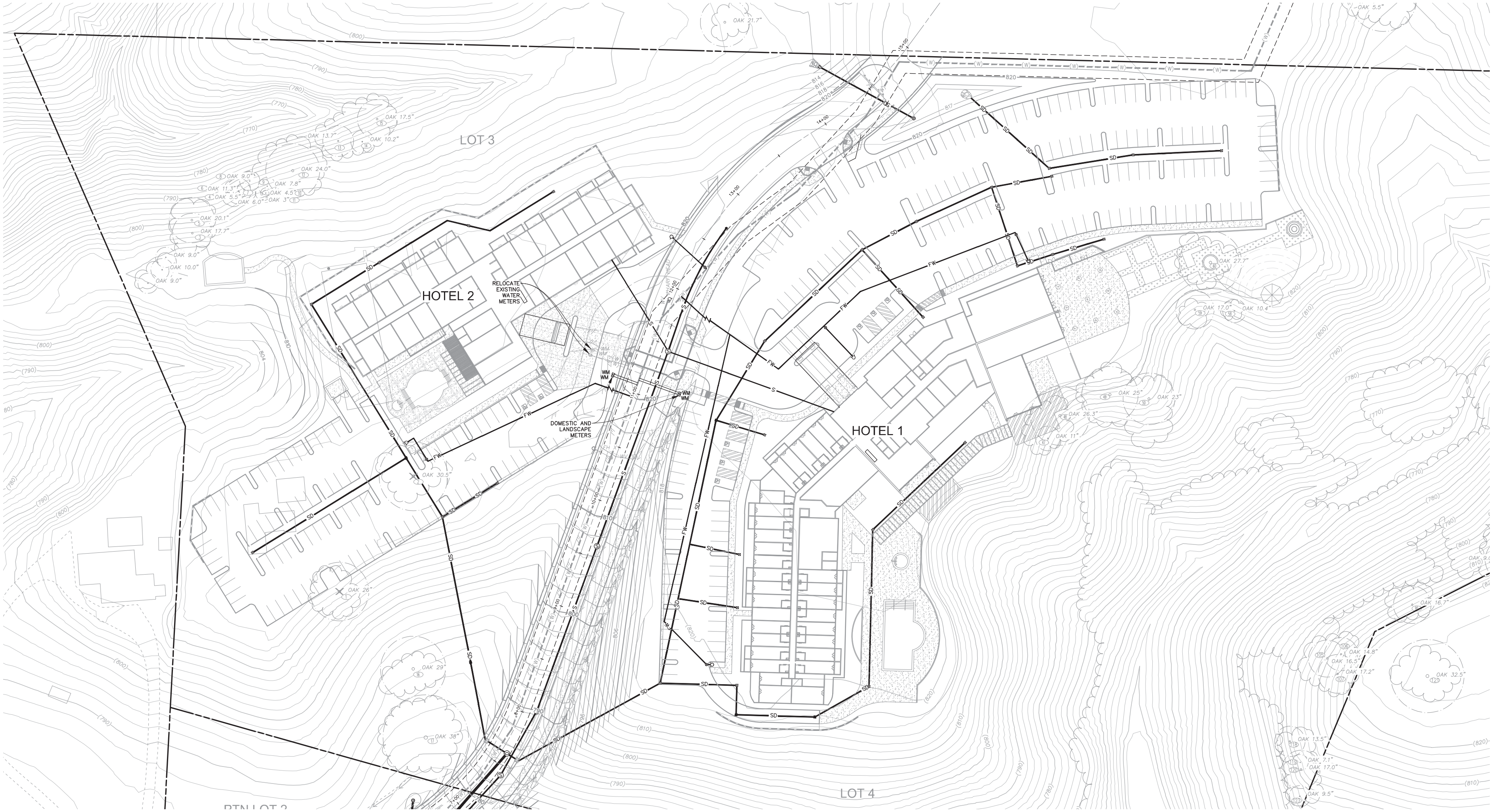

LEGEND

24" OAK	EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE OAK TREE NUMBER
	STORM DRAIN INLETS
	FIRE HYDRANT ASSY
⊗	WATER VALVE
	WATER METER & LANDSCAPE METER
Ⓢ	SEWER MANHOLE
744.0 FF	FINISH FLOOR ELEVATION
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	RETAINING WALL
	RETAINING WALL WITH SCREEN WALL ATOP
	DRAINAGE DIRECTION
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	PROPOSED EP
	RIGHT-OF-WAY
	PROPERTY LINE
SD	PROPOSED STORM DRAIN
(SD)	EXISTING STORMDRAIN
PSD	PROPOSED PERFORATED STORM DRAIN
W	PROPOSED WATER
(W)	EXISTING WATER
FW	PROPOSED FIRE WATER
S	PROPOSED SEWER
①	FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

0 20' 40' 80'
SCALE: 1"=40'

DESTINO PASO RESORT HOTEL
PRELIMINARY UNDERGROUND - EAST
TRACT 2962

NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

PAGE 6 OF 7

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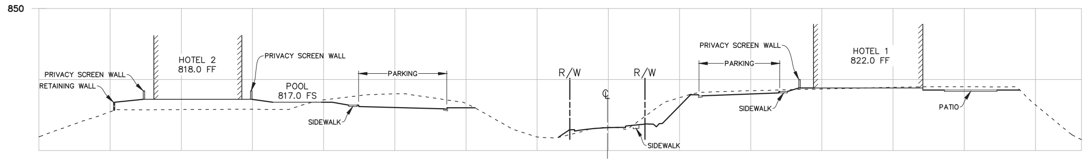
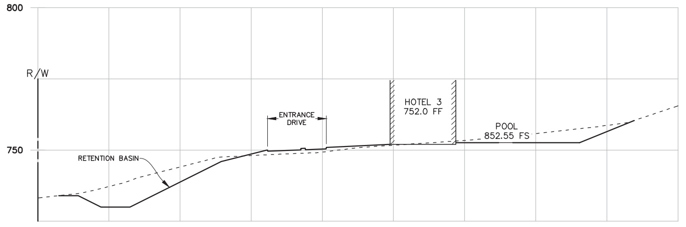


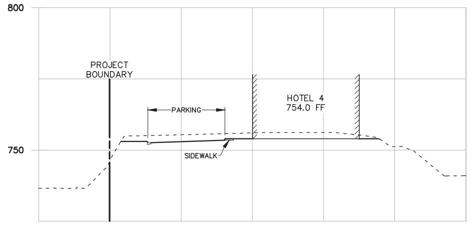
X-1 SITE CROSS SECTION

VERTICAL: 1" = 20
HORIZONTAL: 1" = 40



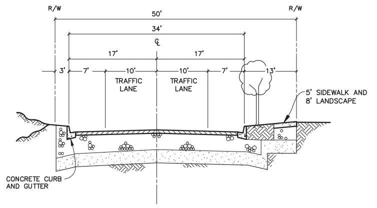
X-2 SITE CROSS SECTION

VERTICAL: 1" = 20
HORIZONTAL: 1" = 40



X-3 SITE CROSS SECTION

VERTICAL: 1" = 20
HORIZONTAL: 1" = 40



X-4 PUBLIC ROAD TYPICAL SECTION

NOT TO SCALE

DESTINO PASO RESORT HOTEL
SITE CROSS SECTIONS
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

AIRPORT ROAD STREET SECTION

1" = 20'

SCM LEGEND

- 🟩 VEGETATED SWALE
- 🟥 RETENTION/DETENTION BASIN
- ○ FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

LEGEND

- EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE
- 24" OAK / OAK TREE NUMBER
- STORM DRAIN INLETS
- FIRE HYDRANT ASSY
- WATER VALVE
- WATER METER & LANDSCAPE METER
- SEWER MANHOLE
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DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - WEST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

NCE

0 20' 40' 80'
SCALE: 1"=40'

DATE SUBMITTED: 06/03/2016

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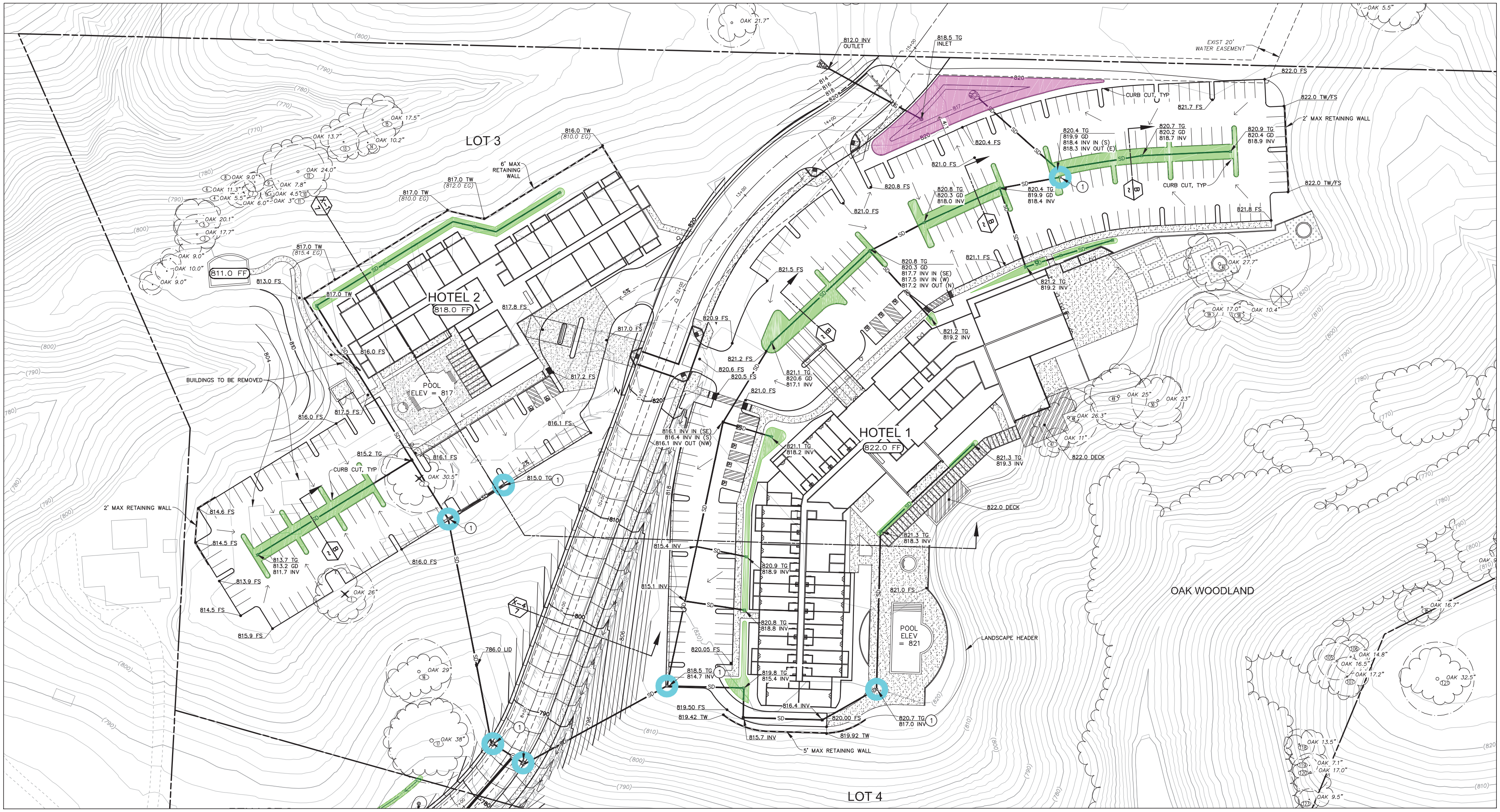

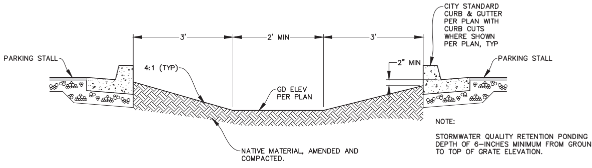

NOTE:

STORMWATER QUALITY RETENTION PONDING DEPTH OF 6-INCHES MINIMUM FROM GROUND TO TOP OF GRATE ELEVATION.

B PARKING LOT VEGETATED SWALE

NOT TO SCALE

LEGEND

24" OAK ⑪ EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE OAK TREE NUMBER
STORM DRAIN INLETS
FIRE HYDRANT ASSY
⊗ WATER VALVE
WATER METER & LANDSCAPE METER
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FW PROPOSED FIRE WATER
S PROPOSED SEWER
① FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

0 20' 40' 80'

SCALE: 1"=40'

SCM LEGEND

🟩 VEGETATED SWALE
🟪 RETENTION/DETENTION BASIN
○ FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)

DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - EAST
TRACT 2962

NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

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Attachment 11

DRAFT RESOLUTION D

A RESOLUTION OF
THE PLANNING COMMISSION OF THE CITY OF EL PASO DE ROBLES
RECOMMENDING APPROVAL OF AN OAK TREE REMOVAL (OTR 16-009)
3350 AIRPORT ROAD, APN'S: 025-436-029 & 025-436-030
APPLICANT – KAREN STIER
DESTINO PASO RESORT

WHEREAS, in conjunction with Planned Development Amendment 08-002, Conditional Use Permit Amendment 08-002, and Vesting Tentative Tract Map 2962, an Oak Tree Removal (OTR 16-009) application has been filed by Karen Stier for the Destino Paso Resort, with four (4) hotels and up to 291 rooms and ancillary site improvements; and

WHEREAS, the application for OTR 16-009 includes a request to remove seven (7) oak trees; and

WHEREAS, the applicant submitted an Arborist Report and Oak Tree Protection Plan (Exhibit A) for the project, which includes an inventory of 156 oak trees on the project site. The report indicates that the majority of oak trees (which are included in an oak woodland area would not be impacted by the project, but that the proposed oak tree removals are necessary to facilitate property frontage improvements and parking lots; and

WHEREAS, the Arborist Report indicates that the condition of the oak trees proposed for removal range between poor = 1, to good = 9 as follows:

Tree Number	Size (inches at dbh)	Rank/Tree Condition
1	30"	1 - poor
2	30"	2 - poor
18	46"	2 - poor
19	18"	5 - average
20	6"	9 - good
155	39"	6 - average
156	7"	5 - average

WHEREAS, oak tree protection measures are also incorporated into the plan to reduce potential impacts to oak trees that are located near areas proposed for development; and

WHEREAS, the Arborist Report also includes oak tree replacement mitigation measures in compliance with the City's adopted Oak Tree Protection Ordinance (Ordinance No. 835 N.S.); and

WHEREAS, the City's Oak Tree Preservation Ordinance establishes factors to consider for requests to remove healthy oak trees, and compensatory mitigation, should oak trees be approved for removal, which includes the following:

1. *The condition of the oak tree(s) with respect to its general health, status as a public nuisance, danger of falling, proximity to existing or proposed structures, interference with utility services, and its status as host for a plant, pest or disease endangering other species of trees or plants with infection or infestation;*

Trees #1, #2, #18, #19, #155 & #156 are in poor to average condition of health, and tree #20 is in good condition.

2. *The necessity of the requested action to allow construction of improvements or otherwise allow reasonable use of the property for the purpose for which it has been zoned. In this context, it shall be the burden of the person seeking the permit to demonstrate to the satisfaction of the director that there are no reasonable alternatives to the proposed design and use of the property. Every reasonable effort shall be made to avoid impacting oak trees, including but not limited to use of custom building design and incurring extraordinary costs to save oak trees;*

   The location of the trees conflict with the ability to complete street frontage improvements on Airport Road, and/or are located in areas proposed proposed for hotel parking lots. The trees in the parking lots are in average condition, and the tree in good health (#20) is within the public right-of-way necessary for frontage improvements on Airport Road.

3. *The topography of land, and the potential effect of the requested tree removal on soil retention, water retention, and diversion or increased flow of surface waters. The director shall consider how either the preservation or removal of the oak tree(s) would relate to grading and drainage. Except as specifically authorized by the planning commission and city council, ravines, stream beds and other natural watercourses that provide a habitat for oak trees shall not be disturbed:*

   There are no water features, soil conditions or drainage patterns on the site that would be disrupted by the removal of the oak trees.

4. *The number, species, size and location of existing trees in the area and the effect of the requested action on shade areas, air pollution, historic values, scenic beauty and the general welfare of the city as a whole;*

   The quality of the oak trees proposed for removal are mostly poor to average, and would not significantly impact scenic values to the general welfare of the City.

5. *Good forestry practices such as, but not limited to, the number of healthy trees the subject parcel of land will support.*

   The other existing oak trees located on the site will be preserved with development of the property. The landscape plan includes planting oak tree replacements on the site.

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

WHEREAS, based on the information and analysis contained in the Initial Study, staff determined that the proposed project as designed, and with appropriate mitigation measures added as conditions of approval, will not result in significant environmental impacts, and a Mitigated Negative Declaration was prepared and circulated for public review and comment in full compliance with CEQA; and

WHEREAS, a duly noticed public hearing was conducted by the Planning Commission on October 11, 2016 on this project to accept public testimony on the Mitigated Negative Declaration and the project; and

WHEREAS, at the conclusion of the October 11, 2016 Planning Commission meeting, the Commission recommended that the City Council adopt the Mitigated Negative Declaration, and approve Planned Development Amendment 08-002, Conditional Use Permit Amendment 08-002, Vesting Tentative Tract Map 2962, and Oak Tree Removal 16-009; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby recommend approval of OTR 16-009 to the City Council.

PASSED AND ADOPTED THIS 11th day of October, 2016 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Bob Rollins, Chairperson

ATTEST:

Warren Frace, Secretary of the Planning Commission

Exhibits

A. 6/2/16 A&T Arborist Oak Tree Protection Plan

Exhibit A

Oak Tree Protection Plan

Destino Paso Resort Hotel, Airport Road

Prepared By

Chip Tamagni
Certified Arborist #WE 6436-A
Certified Hazard Risk Assessor #1209

Steven Alvarez
Certified Arborist #WE 0511-A

P.O. Box 1311
Templeton, CA 93465
(805) 434-0131

As consulting arborists, we have been hired to inform and educate how to protect trees both during the design phase and construction. Different species can adapt to more impacts than others just as young trees can sustain more root disturbance that older trees. All individuals and firms involved in the planning stages should be made completely aware of the limitations regarding setbacks from critical root zones that are recommended to protect the trees. When we are given a plan, it should show **all** possible disturbances within the critical root zone areas. This includes all cuts, fills, over-excavation limits, building clearances, and all utilities. We will suggest changes if we feel the impacts are too great and it is up to the owner or their designee to follow our recommendations. If the plan we receive is not complete with potential impacts, we will fairly assume any additions will fall completely out of the critical root zone areas. It is the burden of the property owner or their designee to inform us of any changes, omissions, or deletions that may impact the critical root zone area of the trees in any way.

It is the responsibility of the **owner** to provide a copy of this tree protection plan to any and all contractors and subs that work within the critical root zone of any native tree. We recommend making it mandatory that the grading/trenching operator have all of his/her employees sign that they have read this plan plans. It is highly recommended that all other contractors sign and acknowledge this tree protection plan as well. In addition, each their respective employees shall be made aware of this tree plan.

The term "critical root zone" is often referred to in this report. The CRZ is an imaginary circle around the trunk of the tree with a radius in feet equal to the tree's diameter in inches. Therefore, a 10 inch diameter tree would have a critical root zone with a 10 foot radius.

This tree evaluation and protection plan is in regard to Destino Paso on Airport Road. Plans are to construct four new hotels with parking. During the original tree inventory for a previous project, we inventoried 155 oak trees that may have had the potential to be impacted during construction. The species on site include both blue oaks (*Quercus douglasii*) and valley oaks (*Quercus lobata*). There are literally twice that many trees on the property with the majority being completely out of the impact areas. There are seven trees being proposed for removal at this time. Tree #1 is a 30" blue oak that is in major decline. It is located at the edge of the planned parking lot for one of the hotels. In the last 8 years, this tree has steadily declined to a point where only about 10% of its live canopy remains. The plans originally called for this tree to be saved, however, its useful life expectancy is probably less than three years at best. Tree #2 is located in the middle of the same parking lot. This tree is also a 30" blue oak. It is also showing signs of decline such as excessive dieback. Trees #18 (46"), #19 (18"), #20 (9"), and tree #156 (7") are all valley oaks located directly adjacent to Airport Road and will be in the way of improvements in that area. The large tree in this section is in poor condition with major deadwood beginning to fail from the upper canopy. Tree #155 (39") blue oak is located directly in the roadway to the hotel on the south side. Unfortunately, this tree is one of the better trees on the property. We would like to see this tree saved. It is a focal tree directly off of Airport Road and it would be a shame to remove it. The other issue we have in this area is tree #154 (31”) is slated to have soil cut away from the critical root zone on the downslope side and cut for over-excavation on the south side to accommodate the hotel. We strongly feel this tree will not survive these impacts. We feel that the road could be re-oriented in addition to the parking lot and hotel being built a little smaller to accommodate these two trees. We also noticed there is ample space higher up in the property that could potentially be used for the hotel site and not impact any trees at all. Some decisions need to be made with regard to these two trees as removing them does not follow the spirit of the Paso Robles Oak Tree Ordinance.

In addition to the standard mitigation measures listed later in this report, the following items are of significant importance. There is a planned deck that will encroach into the CRZ of tree #48. Due to the ideal shape of the canopy, very minor trimming will have to occur to accommodate the deck. Deck shall be constructed using pier/post or similar to minimize impacts to the CRZ of this tree. Tree #60 has some simple dg paths passing through the CRZ which should pose no problem. Other than the previous concerns regarding trees #154 and #155, there do no appear to be any other impacts to the trees.

Projects usually require an on-site pre-construction meeting with the city, owner, grading contractor and the arborist. Topics will include fencing, monitoring and requirements for a positive final occupancy letter. It is the owner’s responsibility to adequately inform us prior to any meetings where we need to be present.

All trees potentially impacted by this project are numbered and identified on both the grading plan and the spreadsheet. Trees whose CRZ edges are greater than 50 feet from site disturbance will generally not be tagged and inventoried. Trees that are inherently protected by other saved trees will also not be tagged. Trees are numbered on the grading plans and in the field with an aluminum tag. Tree protection fencing is shown on the grading plan.

Tree Rating System

A rating system of 1-10 was used for visually establishing the overall condition of each tree on the spreadsheet.

Determining factors include:

- Previous impacts to tree root zone
- Observation of cavities, conks or other structurally limiting factors
- Pest, fungal, or bacterial disorders

- Past failures
- Current growth habit

The rating system is defined as follows:

Rating	Condition
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.
6	Healthy tree that probably can be left in its natural state. Future pruning may be required.
7-9	The tree 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).

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

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 at the edge of the CRZ 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 or their designee 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. The fencing must be constructed prior to the city pre-construction meeting for inspection by the city and the arborists. Fence maintenance is an issue with many job sites. Windy conditions and other issues can cause the fence to sage and fall. Keeping it erect should be a part of any general contractor’s bid for a project. Down fencing is one of the causes for a stop work notice to be placed on a project.

Soil Aeration Methods: Soils within the CRZ 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 adding specialized soil conditioners, 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 CRZ of the trees that cannot 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 CRZ: All trenching/excavation for foundations within the CRZ 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/trenching contractor(s) shall take place prior to work start. This activity shall be monitored by the arborist(s) to insure proper root pruning is talking place. Any landscape architects and contractors involved shall not design any irrigation or other features within any drip line unless previously approved by the project arborist.

Grading Within CRZ: Grading shall not encroach within the drip line unless approved by the project arborist. 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.

Paving Within The CRZ: The preferred method on paving within the drip line consists of placing base material on existing grade. Any grade lowering removes important surface roots. Pavers can be used with limitations. The base material must be above natural grade and the curbing to retain the pavers shall not be trenched any deeper than six inches into the natural grade.

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. All soil compaction within drip line areas shall be mitigated as described previously.

Existing Surfaces: The existing ground surface within the CRZ of all native 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 CRZ of any native tree. The CRZ areas are not for storage of materials either. Any violations shall be remedied through proper cleanup approved by the project arborist at the expense of the owner.

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. It is the responsibility of the owner to contract (prior to construction) a locally licensed and insured arborist that will document all monitoring activities.

- pre-construction fence placement
- any utility or drainage trenching within any CRZ
- All grading and trenching near trees requiring monitoring on the spreadsheet

Pre-Construction Meeting: An on-site pre-construction meeting with the Arborist(s), Owner(s), Planning Staff, and all contractors and subs is highly recommended prior to the start of any work. At a minimum, the grading contractor shall be present. It is the sole responsibility of the owner that all topics covered during the preconstruction meeting are appropriately passed on to non-present contractors. Prior to final occupancy, a letter from the arborist(s) shall be required verifying the health and 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 CRZ of the selected native trees, and that all work done in these areas was completed to the standards set forth above.

Pruning: All native tree pruning shall be completed by a licensed and insured D49 tree trimming contractor that has a valid city business license. Class 4 pruning includes: Crown reduction pruning consisting 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 under the CRZ shall be drought tolerant or native varieties. Lawns shall be avoided. All irrigation trenching shall be routed around drip lines; otherwise above ground drip-irrigation shall be used. It is the owner's responsibility to notify the landscape architect and contractor regarding this mitigation. The project arborist shall approve all landscape materials and irrigation within the CRZ of any oak tree.

Utility Placement: All utilities and sewer/storm drains shall be placed down the roads/driveways and when possible outside of the CRZ. If roads exist between two trees, the utilities shall be routed down the middle of the road or completely hand dug. The arborist shall supervise trenching within the CRZ. **All trenches in these areas shall be exposed by air spade or hand dug with utilities routed under/over the roots**. Roots greater than 2 inches in diameter shall **not** be cut.

Fertilization and Cultural Practices: As the project moves toward completion, the arborist(s) may suggest fertilization, insecticide, fungicide, soil amendments, and/or mycorrhiza applications that will benefit tree health.

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

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

A & T Arborists strongly suggests that the responsible party (owner of their designee) make copies of this report. Any reproduction by A & T Arborists or changes to this original report will require an additional charge.

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

TREE PROTECTION SPREAD SHEET

1	2	3	4	5	6	7	8	9	10	11	12	13	14
TREE	**TREE**	**SCIENTIFIC**	**TRUNK**	**TREE**	**CONST**	**CRZ %**	**CONST**	**MITIGATION**	**MONT**	**PRUNING**	**AESTH.**	**FIELD**	**NS**
#	**SPECIES**	**NAME**	**DBH**	**CONDITION**	**STATUS**	**IMPACT**	**IMPACT**	**PROPOSAL**	**REQUIRED**	**CLASS**	**VALUE**	**NOTES**	**EW**
1	BO	*Q. doug.*	30	1	R	40%	GR	None	NO		POOR	severe decline	75/80
2	BO	*Q. doug.*	30	2	R	100%	GR	None	NO		POOR	dieback	50/49
3	BO	*Q. doug.*	16	4	A	0%		fencing	NO		GOOD	embeded wire	20 w
4	BO	*Q. doug.*	17	5	A	0%		fencing	NO		GOOD	embeded wire	22 w
5	BO	*Q. doug.*	13	5	A	0%		fencing	NO		GOOD		10 w
6	BO	*Q. doug.*	5	4	A	0%		fencing	NO		FAIR		9 w
7	BO	*Q. doug.*	6	4	A	0%		fencing	NO		GOOD		8 w
8	BO	*Q. doug.*	9	5	A	0%		fencing	NO		GOOD		5 w
9	BO	*Q. doug.*	8	4	A	0%		fencing	NO		GOOD		4 w
10	BO	*Q. doug.*	4	5	A	0%		fencing	NO		GOOD		3 w
11	BO	*Q. doug.*	2	4	A	0%		fencing	NO		GOOD		2 w
12	BO	*Q. doug.*	22	6	A	0%		fencing	NO		EXCEL.		25 w
13	BO	*Q. doug.*	14	2	A	0%		fencing	NO		FAIR	split trunk	25 w
14	BO	*Q. doug.*	8	5	A	0%		fencing	NO		GOOD		16 w
15	BO	*Q. doug.*	17	5	A	0%		fencing	NO		EXCEL.		12 w
16	VO	Q. lobata	40	2	A	0%		fencing	NO		FAIR	hollow cavity	25/33
17	BO	Q.doug.	38	6	I	5%	GR	F,RP,M	YES		EXCEL.		63/59
18	VO	Q. lobata	46	2	R	100%	GR	None	NO		POOR	declining	22 e
19	VO X 4	Q. lobata	18	5	R	100%	GR	None	NO		GOOD		10/12
20	VO	Q. lobata	6	9	R	100%	GR	None	NO		GOOD		8/7

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10 = ARBORIST MONITORING REQUIRED: YES/NO

11 = PERSCRIBED PRUNING: CLASS 1-4

12= AESTHETIC VALUE
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TREE	**TREE**	**SCIENTIFIC**	**TRUNK**	**TREE**	**CONST**	**CRZ %**	**CONST**	**MITIGATION**	**MONT**	**PRUNING**	**AESTH.**	**FIELD**	**NS**
#	**SPECIES**	**NAME**	**DBH**	**CONDITION**	**STATUS**	**IMPACT**	**IMPACT**	**PROPOSAL**	**REQUIRED**	**CLASS**	**VALUE**	**NOTES**	**EW**
21	BO	*Q. doug.*	29	2	A	0%			NO		GOOD	cavity	41/18
22	BO	*Q. doug.*	23	5	A	0%			NO		GOOD		30 n
23	BO X 2	*Q. doug.*	14	4	A	0%			NO		GOOD		12 n
24	BO	*Q. doug.*	14	5	A	0%			NO		EXCEL.		15 n
25	BO	*Q. doug.*	8	4	A	0%			NO		GOOD		8 n
26	BO	*Q. doug.*	16	5	A	0%			NO		GOOD		19 n
27	BO	*Q. doug.*	10	4	A	0%			NO		FAIR	suppressed	22 n
28	BO	*Q. doug.*	16	3	A	0%			NO		FAIR	major deadwood	28 n
29	BO	*Q. doug.*	6	3	A	0%			NO		FAIR		6 n
30	BO	*Q. doug.*	17	4	A	0%			NO		GOOD		21 n
31	BO	*Q. doug.*	13	4	A	0%			NO		GOOD		27 n
32	BO	*Q. doug.*	13	4	A	0%			NO		FAIR		20 n
33	BO	*Q. doug.*	18	4	A	0%			NO		FAIR		20 n
34	BO	*Q. doug.*	12	4	A	0%			NO		FAIR		19 n
35	BO	*Q. doug.*	15	5	A	0%			NO		GOOD		21 n
36	BO	*Q. doug.*	25	6	A	0%			NO		GOOD		15 n
37	BO	*Q. doug.*	28	5	A	0%			NO		GOOD		22 n
38	BO	*Q. doug.*	6	3	A	0%			NO		FAIR		16 n
39	BO	*Q. doug.*	6	3	A	0%			NO		FAIR	suppressed	8 n
40	BO	*Q. doug.*	16	4	A	0%			NO		GOOD		26 n

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#	**SPECIES**	**NAME**	**DBH**	**CONDITION**	**STATUS**	**IMPACT**	**IMPACT**	**PROPOSAL**	**REQUIRED**	**CLASS**	**VALUE**	**NOTES**	**EW**
41	BO	*Q. doug.*	12	3	A	0%			NO		FAIR	suppressed	22 n
42	BO	*Q. doug.*	14	4	A	0%			NO		GOOD		20 n
43	BO	*Q. doug.*	14	4	A	0%			NO		GOOD		20 n
44	BO	*Q. doug.*	10	4	A	0%			NO		FAIR		15 n
45	BO	*Q. doug.*	12	4	A	0%			NO		GOOD		15 n
46	BO	*Q. doug.*	27	4	A	0%			NO		EXCEL.		25 n
47	BO	*Q. doug.*	10	4	A	0%		fencing	NO	I	GOOD		15/18
48	BO	*Q. doug.*	25	4	I	15%	GR	F,M	YES	I	GOOD		25/33
49	BO	*Q. doug.*	22	5	A	0%			NO		EXCEL.		50/45
50	BO	*Q. doug.*	14	5	A	0%		fencing	NO	I	EXCEL.		30/30
51	BO	*Q. doug.*	6	4	A	0%			NO		GOOD		8/10
52	BO	*Q. doug.*	5	4	A	0%			NO		GOOD		6/10
53	BO	*Q. doug.*	18	5	A	0%			NO		EXCEL.		25/28
54	BO	*Q. doug.*	20	4	A	0%			NO		FAIR		26/30
55	BO	*Q. doug.*	7	5	A	0%			NO		GOOD		5/5
56	BO	*Q. doug.*	9	4	A	0%			NO		GOOD		15/15
57	BO	*Q. doug.*	2	4	A	0%			NO		GOOD		4/4
58	BO	*Q. doug.*	8	6	A	0%		fencing	NO	I	GOOD		20/18
59	BO	*Q. doug.*	17	5	I	10%	GR	F,M	YES	I	GOOD	mistletoe	25/27
60	BO	*Q. doug.*	35	2	I	15%	GR	F,M	YES	IV	GOOD	past failures	35/40

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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**
61	BO	*Q. doug.*	12	5	A	0%			NO	I	EXCEL.		22 n
62	BO	*Q. doug.*	12	3	A	0%			NO		FAIR	suppressed	18 n
63	BO	*Q. doug.*	7	3	A	0%			NO		FAIR	suppressed	16 n
64	BO	*Q. doug.*	19	5	A	0%			NO		FAIR		24 n
65	BO	*Q. doug.*	14	5	A	0%			NO		FAIR		20 n
66	BO	*Q. doug.*	5	5	A	0%			NO		FAIR		8 n
67	BO	*Q. doug.*	17	6	A	0%			NO		GOOD		20/20
68	BO	*Q. doug.*	7	4	A	0%			NO		FAIR		10 n
69	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		19 n
70	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		19 n
71	BO	*Q. doug.*	26	3	A	0%			NO		FAIR		25 n
72	BO	*Q. doug.*	30	4	A	0%			NO		FAIR		15 n
73	BO	*Q. doug.*	13	3	A	0%			NO		FAIR		12 n
74	BO	*Q. doug.*	14	4	A	0%			NO		GOOD		18 n
75	BO	*Q. doug.*	13	4	A	0%			NO		GOOD		18 n
76	BO	*Q. doug.*	23	3	A	0%			NO		FAIR		10 n
77	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		12 n
78	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		15 n
79	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		15 n
80	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		22 n

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TREE	**TREE**	**SCIENTIFIC**	**TRUNK**	**TREE**	**CONST**	**CRZ %**	**CONST**	**MITIGATION**	**MONT**	**PRUNING**	**AESTH.**	**FIELD**	**NS**
#	**SPECIES**	**NAME**	**DBH**	**CONDITION**	**STATUS**	**IMPACT**	**IMPACT**	**PROPOSAL**	**REQUIRED**	**CLASS**	**VALUE**	**NOTES**	**EW**
81	BO	*Q. doug.*	24	5	A	0%			NO		GOOD		17 s
82	BO	*Q. doug.*	15	5	A	0%			NO		GOOD		20 s
83	BO	*Q. doug.*	13	5	A	0%			NO		GOOD	mistletoe	18 s
84	BO	*Q. doug.*	18	5	A	0%			NO		GOOD	mistletoe	20 s
85	BO	*Q. doug.*	11	3	A	0%			NO		FAIR		13 s
86	BO	*Q. doug.*	17	4	A	0%			NO		GOOD		14 s
87	BO	*Q. doug.*	7	3	A	0%			NO		FAIR	suppressed	6 s
88	BO	*Q. doug.*	20	4	A	0%			NO		FAIR	suppressed	8 s
89	BO	*Q. doug.*	14	3	A	0%			NO		GOOD		10 s
90	BO	*Q. doug.*	19	4	A	0%			NO		FAIR		15 s
91	BO	*Q. doug.*	8	3	A	0%			NO		FAIR		12 s
92	BO	*Q. doug.*	12	5	A	0%			NO		GOOD		17 s
93	BO	*Q. doug.*	6	4	A	0%			NO		GOOD		6 s
94	BO	*Q. doug.*	18	4	A	0%			NO		GOOD		12 s
95	BO	*Q. doug.*	14	4	A	0%			NO		GOOD		12 s
96	BO	*Q. doug.*	8	2	A	0%			NO		POOR		5 s
97	BO	*Q. doug.*	22	4	A	0%			NO		FAIR		15 s
98	BO	*Q. doug.*	8	3	A	0%			NO		FAIR		12 s
99	BO	*Q. doug.*	22	5	A	0%			NO		GOOD		18 s
100	BO	*Q. doug.*	5	4	A	0%			NO		GOOD		6 s

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#	**SPECIES**	**NAME**	**DBH**	**CONDITION**	**STATUS**	**IMPACT**	**IMPACT**	**PROPOSAL**	**REQUIRED**	**CLASS**	**VALUE**	**NOTES**	**EW**
101	BO	*Q. doug.*	4	2	A	0%			NO		FAIR	suppressed	6 s
102	BO	*Q. doug.*	8	3	A	0%			NO		FAIR		10 s
103	BO	*Q. doug.*	10	3	A	0%			NO		FAIR		12 s
104	BO	*Q. doug.*	14	4	A	0%			NO		GOOD		15 s
105	BO	*Q. doug.*	16	5	A	0%			NO		GOOD		12 s
106	BO	*Q. doug.*	15	6	A	0%			NO		GOOD		15 s
107	BO	*Q. doug.*	18	5	A	0%			NO		GOOD		15 s
108	BO	*Q. doug.*	10	3	A	0%			NO		FAIR		18 s
109	BO	*Q. doug.*	12	4	A	0%			NO		FAIR		15 s
110	BO	*Q. doug.*	9	3	A	0%			NO		FAIR		8 s
111	BO	*Q. doug.*	12	4	A	0%			NO		FAIR		10 s
112	BO	*Q. doug.*	10	4	A	0%			NO		FAIR		8 s
113	BO	*Q. doug.*	15	4	A	0%			NO		FAIR		12 s
114	BO	*Q. doug.*	14	3	A	0%			NO		FAIR		13 s
115	BO	*Q. doug.*	13	5	A	0%			NO		FAIR		17 s
116	BO	*Q. doug.*	9	3	A	0%			NO		FAIR	suppressed	5 s
117	BO	*Q. doug.*	12	4	A	0%			NO		FAIR		10 s
118	BO	*Q. doug.*	14	5	A	0%			NO		GOOD		12 s
119	BO	*Q. doug.*	8	2	A	0%			NO		FAIR		6 s
120	BO	*Q. doug.*	18	5	A	0%			NO		GOOD		22 s

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121	BO	*Q. doug.*	36	4	A	0%			NO		EXCEL.		55/60
122	BO	*Q. doug.*	29	7	A	0%			NO		GOOD		45/55
123	BO	*Q. doug.*	9	4	A	0%			NO		FAIR		10 s
124	BO	*Q. doug.*	9	4	A	0%			NO		FAIR		18 s
125	BO	*Q. doug.*	16	4	A	0%			NO		GOOD	embedded wire	20 s
126	BO	*Q. doug.*	7	4	A	0%			NO		FAIR		12 s
127	BO	*Q. doug.*	13	4	A	0%			NO		FAIR		16 s
127	BO	*Q. doug.*	6	3	A	0%			NO		FAIR	suppressed	10 s
129	BO	*Q. doug.*	13	3	A	0%			NO		FAIR	mistletoe	10 s
130	BO	*Q. doug.*	12	4	A	0%			NO		FAIR		18 s
131	BO	*Q. doug.*	13	5	A	0%			NO		GOOD		18 s
132	BO	*Q. doug.*	16	5	A	0%			NO		GOOD		25 s
133	BO	*Q. doug.*	15	1	A	0%			NO		POOR	declining	6 s
134	BO	*Q. doug.*	26	5	A	0%			NO		GOOD		25 s
135	BO	*Q. doug.*	18	4	A	0%			NO		FAIR	suppressed	18 s
136	BO	*Q. doug.*	33	5	A	0%			NO		EXCEL.		56/60
137	BO	*Q. doug.*	32	4	A	0%			NO		GOOD		40 45
138	BO	*Q. doug.*	32	4	A	0%			NO		GOOD		35/37
139	BO	*Q. doug.*	26	4	A	0%			NO		FAIR	mistletoe	30/45
140	BO	*Q. doug.*	26	3	A	0%			NO		FAIR	mistletoe	30/45

1 = TREE #: MOSTLY CLOCKWISE FROM DUE NORTH
2 = TREE TYPE: COMMON NAME IE.W.O.= WHITE OAK
3= SCIENTIFIC NAME
4 = TRUNK DIAMETER @ 4'6"
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: **G**RADING, **C**OMPACTION, **TR**ENCHING
9 = MITIGATION REQUIREMENTS: **F**ENCING, **M**ONITORING, **R**OOT**P**RUNING,
10 = ARBORIST MONITORING REQUIRED: YES/NO
11 = PERSCRIBED PRUNING: CLASS 1-4
12= AESTHETIC VALUE
12 = FIELD NOTES
13= NORTH SOUTH/ EAST WEST CANOPY SPREAD

TREE PROTECTION SPREAD SHEET

1	2	3	4	5	6	7	8	9	10	11	12	13	14
TREE	**TREE**	**SCIENTIFIC**	**TRUNK**	**TREE**	**CONST**	**CRZ %**	**CONST**	**MITIGATION**	**MONT**	**PRUNING**	**AESTH.**	**FIELD**	**NS**
#	**SPECIES**	**NAME**	**DBH**	**CONDITION**	**STATUS**	**IMPACT**	**IMPACT**	**PROPOSAL**	**REQUIRED**	**CLASS**	**VALUE**	**NOTES**	**EW**
141	VO	*Q. lobata*	13	3	A	0%			NO		FAIR	suppressed	15/10
142	VO	*Q. lobata*	7	3	A	0%			NO		FAIR	suppressed	10/12
143	VO	*Q. lobata*	26	4	A	0%			NO		GOOD		40/45
144	VO	*Q. lobata*	26	4	A	0%			NO		GOOD		60/55
145	VO	*Q. lobata*	13	4	A	0%			NO		FAIR		20/22
146	VO	*Q. lobata*	13	4	A	0%			NO		FAIR		23/20
147	VO	*Q. lobata*	13	4	A	0%		fencing	NO		GOOD		25/30
148	VO	*Q. lobata*	22	4	A	0%		fencing	NO		GOOD		25/30
149	VO	*Q. lobata*	13	3	A	0%			NO		FAIR		12/12
150	VO	*Q. lobata*	25	4	A	0%		fencing	NO		GOOD		25/25
151	VO	*Q. lobata*	30	4	A	0%		fencing	NO		EXCEL.		50/60
152	VO	*Q. lobata*	12	4	A	0%		fencing	NO		GOOD		11/15
153	VO	*Q. lobata*	30	5	I	20%	GR	F,M	YES	II	GOOD		60/50
154	BO	*Q. doug.*	31	6	I	40%	GR	F,RP,M	YES	II	EXCEL.	too much impact	60/50
155	BO	*Q. doug.*	39	6	R	100%	GR	NONE	NO		EXCEL.	try to save	50/50
156	VO	*Q. lobata*	7	5	R	100%	GR	NONE	NO		GOOD		10/8

1 = TREE #: MOSTLY CLOCKWISE FROM DUE NORTH

2 = TREE TYPE: COMMON NAME IE.W.O.= WHITE OAK

3= SCIENTIFIC NAME

4 = TRUNK DIAMETER @ 4'6"

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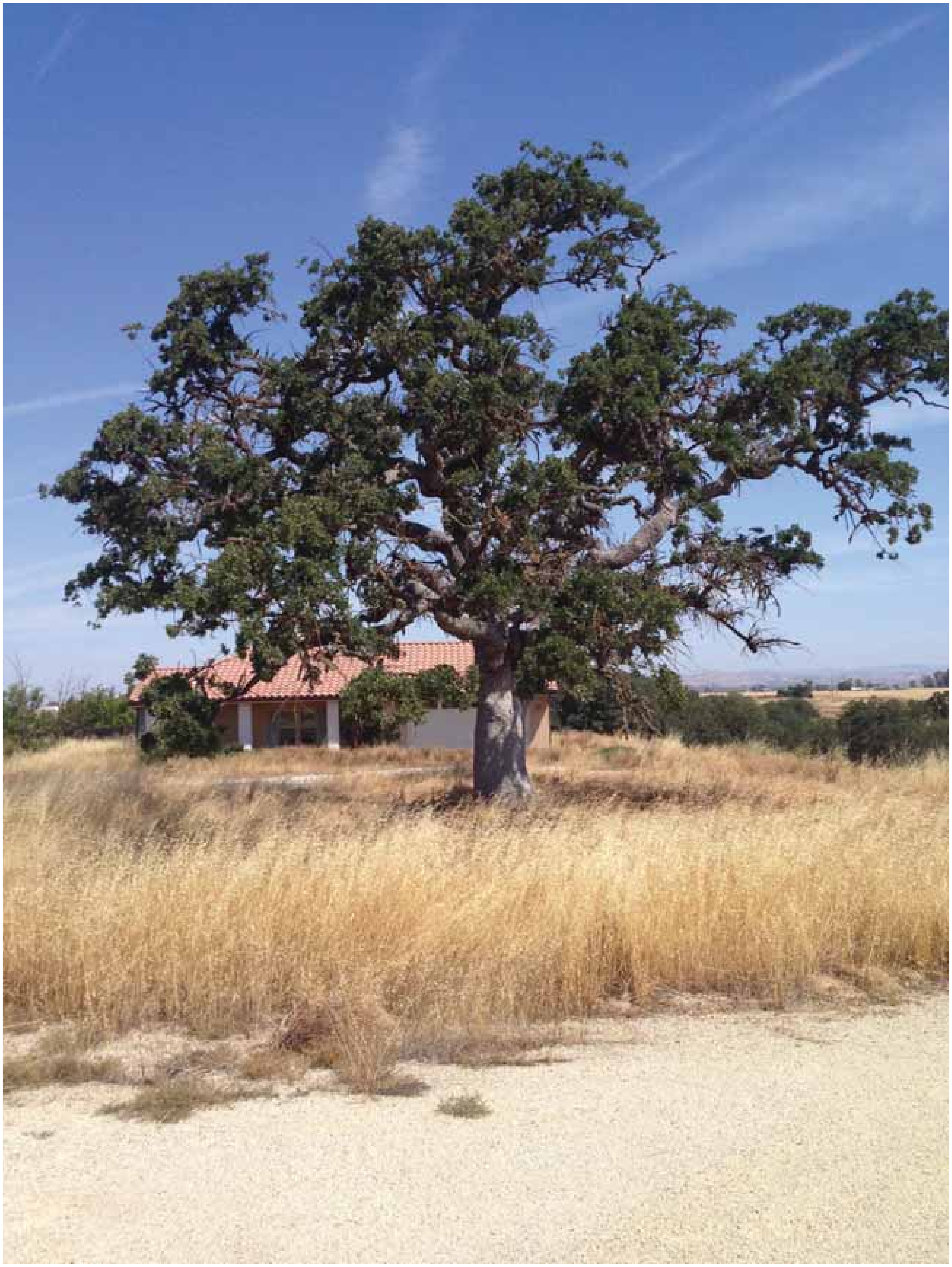
9 = MITIGATION REQUIREMENTS: **F**ENCING, **M**ONITORING, **R**OOT**P**RUNING,

10 = ARBORIST MONITORING REQUIRED: YES/NO

11 = PERSCRIBED PRUNING: CLASS 1-4

12= AESTHETIC VALUE
12 = FIELD NOTES
13= NORTH SOUTH/ EAST WEST CANOPY SPREAD

Tree #1



Tree #2

Tree #18

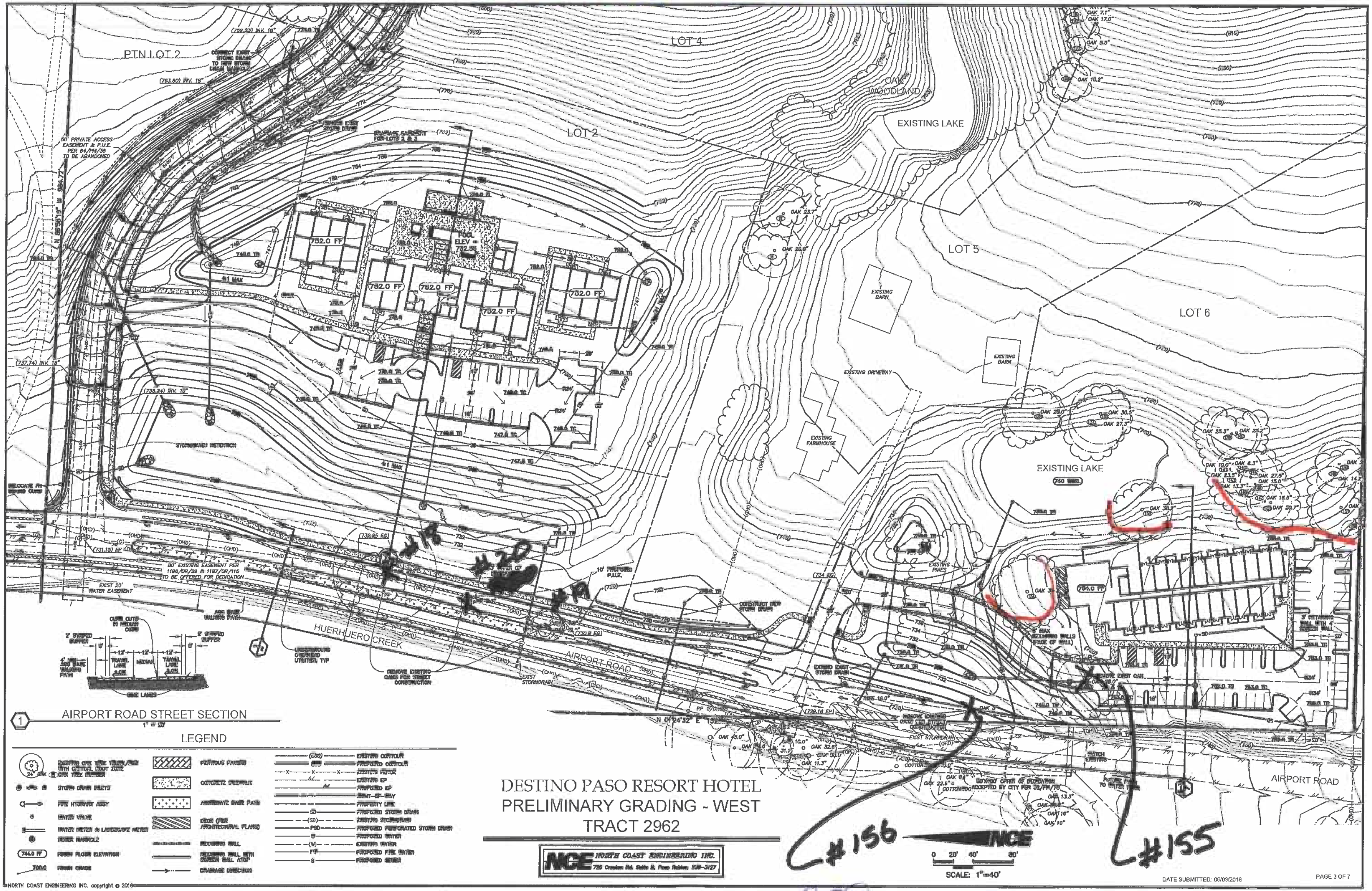
Tree #19

Tree #20

Tree #155

Tree #156

OAK TREE REMOVALS



DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - WEST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.

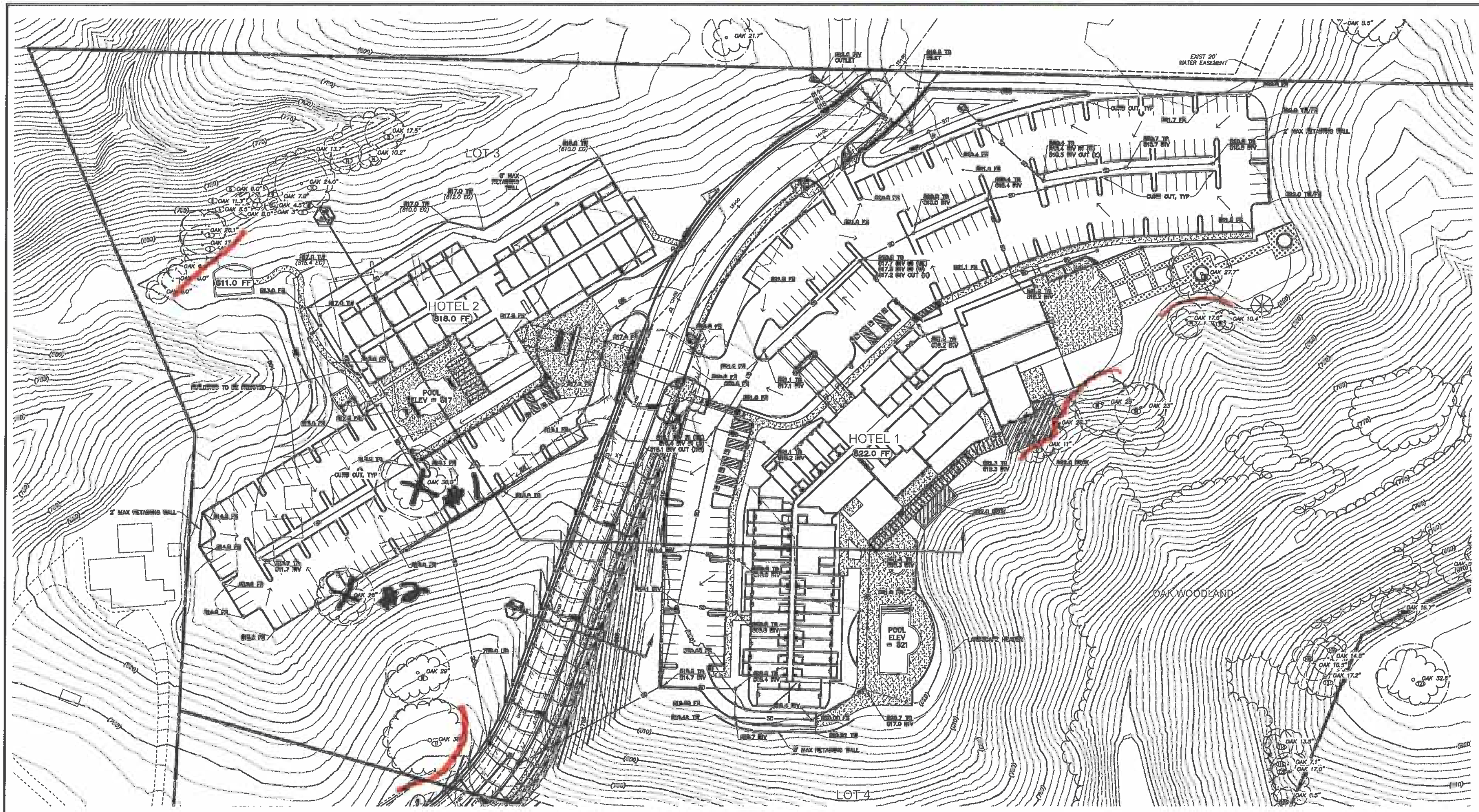
DATE SUBMITTED: 06/03/2016

PAGE 3 OF 7

X Chip Tamagni
#WE 0436-A

— = Fencing

OAK TREE REMOVALS



0 20' 40' 80'
SCALE: 1"=40'

LEGEND

24" OAK	EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE
	OAK TREE NUMBER
	STORM DRAIN INLETS
	FIRE HYDRANT ASSY
	WATER VALVE
	WATER METER & LANDSCAPE METER
	SEWER MANHOLE
744.0 FF	FINISH FLOOR ELEVATION
700.0	FINISH GRADE
▨	PERVIOUS PAVERS
	CONCRETE SIDEWALK
	AGGREGATE BASE PATH
▨	DECK (PER ARCHITECTURAL PLANS)
	RETAINING WALL
	RETAINING WALL WITH SCREEN WALL ATOP
→	DRAINAGE DIRECTION
(800)	EXISTING CONTOUR
	PROPOSED CONTOUR
X	EXISTING FENCE
	EXISTING EP
	PROPOSED EP
	RIGHT-OF-WAY
	PROPERTY LINE
SD	PROPOSED STORM DRAIN
(SD)	EXISTING STORMDRAIN
FSD	PROPOSED PERFORATED STORM DRAIN
W	PROPOSED WATER
(W)	EXISTING WATER
FW	PROPOSED FIRE WATER
S	PROPOSED SEWER

DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - EAST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

PAGE 4 OF 7

X Chip Tamagni
#W86436-A

🟥 = Fencing

Exhibit A - Draft Resolution A

Attachment 12

A complete version the the Initial Study / Mitigated Negative Declaration is available at the City website: http://www.prcity.com/government/departments/commdev/planning/pdf/destino/index.php

CALIFORNIA ENVIRONMENTAL QUALTIY ACT
INITIAL STUDY CHECKLIST FORM
CITY OF PASO ROBLES

PUBLIC REVIEW PERIOD: SEPTEMBER 10, 2016 – OCTOBER 11, 2016

1. **PROJECT TITLE:**	Destino Paso Resort Hotels Planned Development Amendment (PD 08-002) Conditional Use Permit Amendment (CUP 08-002) Vesting Tentative Tract Map 2962 Amendment Oak Tree Removal Permit (OTR 16-009)
2. **LEAD AGENCY:**	City of Paso Robles
Contact:	Susan DeCarli, City Planner
Phone:	(805) 237-3970
Email:	sdecarli@prcity.com
3. **PROJECT LOCATION:**	3350 Airport Road See Location Map – Attachment 1
4. **ASSESSORS PARCEL NUMBER:**	025-436-029, 025-436-030
5. **GENERAL PLAN DESIGNATION:**	Parks and Open Space with Resort Lodging and Airport Overlays (POS/RL/AP)
6. **ZONING:**	Parks and Open Space with a Resort Lodging and Airport Overlays (POS/AP)

7. **PROJECT DESCRIPTION:**

The proposed project, Destino Paso Resort, is a request to amend the site plan and architecture of a previously approved Development Plan and Conditional Use Permit, and modification of the Tract Map subdivision layout for a hotel project at the same location, see Attachment 2, Site Plan. The overall intensity of development, 291 rooms and ancillary support uses, is not proposed to change with this application.

The project site is 40.3 acres, and is proposed to be subdivided into six parcels (see Attachment 3, Vesting Tentative Tract Map 2962), as follows:

Lot 1 – 0.9 acres	(No land uses proposed/maintained in agriculture)
Lot 2 – 6.75 acres	(Hotel #3 – Limited services hotel, 28 rooms)
Lot 3 – 6.3 acres	(Hotel #2 – Limited services hotel, 80 rooms)
Lot 4 – 12.97 acres	(Hotel #1 – Full service hotel, bar/lounge, restaurant, ballroom, 136 rooms)
Lot 5 – 5.09 acres	(No new or changed land uses/maintain existing farmhouse and support buildings)
Lot 6 – 5.00 acres	(Hotel #4 – Limited services, 46 rooms)

An access road, Destino Paso Way, (to be dedicated as a 50-foot wide public right-of-way) is proposed to extend from Airport Road towards the eastern property line. The road would provide access to parcels 2, 3, and 4. A separate private driveway access is intended to provide access to lots 5 and 6. No access is proposed for Lot 1 on the west side of Airport Road. A private access easement is proposed on Destino Paso Way to provide access to the property to the north. Walkways are proposed along Destino Paso Way and Airport Road for pedestrian connection.

An existing house and outbuildings are proposed to be demolished on parcel 3 to allow for future development of Hotel #2.

8. SURROUNDING LAND USES AND SETTING:

The project site is surrounded by generally low-intensity development. The site and surrounding properties are characterized by rolling hills, open space, and oak trees. The Huer Huero Creek is located to the west of Airport Road, adjacent to the site. The Huer Huero Creek is a dry creek except occasionally during significant rain events.

Agriculturally zoned property is located to the north, east and southeast. These properties are minimally developed with rural residences, and agricultural related uses. Property to the south and west are zoned Parks and Open Space. The property to the south is developed with a recreational vehicle (RV) park, and the property to the west is vacant.

The Paso Robles Airport is located within a mile north of the project site. In accordance with the Airport Land Use Plan, the project location is within three different airport Safety Zones, including Zones 2, 3, and 4. A site-specific analysis of land use compatibility was prepared for this project, and is discussed further in Section VII – Hazards, below.

8. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., PERMITS, FINANCING APPROVAL OR PARTICIPATION AGREEMENT): 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.

■ Aesthetics
☐ Agriculture and Forestry Resources
■ Air Quality
■ Biological Resources
☐ Cultural Resources
☐ Geology /Soils
■ Greenhouse Gas Emissions
☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality
☐ Land Use / Planning
☐ Mineral Resources
☐ Noise
☐ Population / Housing
☐ Public Services
☐ Recreation
■ Transportation/Traffic
☐ Utilities / Service Systems
☐ 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: ______________________

September 10, 2016
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. “Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “"Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
   a. the significance criteria or threshold, if any, used to evaluate each question; and
   b. the mitigation measure identified, if any, to reduce the impact to less than significance

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

I. AESTHETICS: Would the project:

a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐

Discussion: In accordance with the City's General Plan, Conservation Element, the project location is not located within a designated scenic vista, and therefore would not conflict with policies related protecting scenic resources.

The site is visible from Airport Road. As noted in the Project Description, the project proposes several hotels on a rural property with rolling hills that are currently minimally disturbed. Two of the proposed hotel sites are near to Airport Road, and the other two larger hotels are proposed at the upper elevations of the site on the east side of the property. All four of the hotels would be visible, however given the size and placement of the buildings, the end result would be a fairly sparsely developed site, leaving the central open space, drainages and oak woodland undisturbed. Therefore, although the project would alter the existing conditions of the property, the overall effect on scenic resources can be considered less than significant.

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

Discussion: The project includes a request to remove seven oak trees to accommodate road improvements to Airport Road, an access driveway, and a parking lot for hotel #2. Most of the oak trees are in fair to poor condition. As noted in the section on biological resources, the project would be required to mitigate the loss of oak trees with oak tree replacements at a ratio of 3:1. This will reduce the loss of these trees to a less than significant level. There are also no rock outcroppings or other unique natural site resources that would be impacted by this project. There are no historic resources identified on the project site. Therefore, with mitigations for the loss of oak trees incorporated, the project would result in less than significant impacts to scenic resources.

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

Discussion: The site has an existing road and a couple of residences and out buildings located on it, which are surrounded by open space, rolling hills, and oak trees. The proposed project would add four hotels that would be sited on the property with the smaller hotels toward the front near Airport Road, and the larger hotels toward the eastern property line. The placement of the buildings would help reduce the mass of the appearance of the buildings as viewed from the public right-of-way. The overall project would provide a low-density development pattern, keeping a significant portion of the site undeveloped in its natural state. Therefore, although the visual character of the site would change, it would not likely substantially degrade the visual quality of the site.

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 project includes installation of site lighting for parking lots and buildings. All lighting fixtures will be required to comply with established lighting standards that require lights to be downcast and shielded, and only as tall as necessary to provide adequate site lighting. The applicants intend to maintain the rural, natural character of the property as an aesthetic amenity for the This will help reduce potential adverse light and glare from the project.

II. AGRICULTURE AND FORESTRY 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the forest and Range Assessment Project and the forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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 City's General Plan EIR indicates that the site has grazing land and Farmland of Local Importance (Arbuckle Fine Sandy Loam) located on it, and that when irrigated could be classified as Class I soils, that have few limitations that restrict their use. The most beneficial soils are those located around the existing farmhouse area. This area is not proposed to be disturbed by this project. The project, as proposed, would be considered to result in less than significant impacts on agricultural resources.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	■	☐

Discussion: The property is designated and zoned Parks and Open Space and it is not under a Williamson Act contract applicable to this property. Therefore, the project would result in less than significant impacts to agricultural land.

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 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐	☐	■

Discussion: There are no designated forestry resources located within the City limits.

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:

	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? (Source: 11)	☐	■	☐	☐

Discussion: An Air Quality Impact Assessment was prepared for this project by Ambient Consulting, July 2016 (Attachment 4). The study indicates that the proposed project is not considered a large development project that would have the potential to result in a substantial increase in population, or employment. In addition, the proposed project is also consistent with existing zoning designations and would not result in the installation of any major stationary sources of emissions. However, long-term operational emissions associated with the project would exceed SLOAPCD's recommended significance thresholds. Projects that exceed SLOAPCD's recommended significance thresholds would also be considered to potentially conflict with regional air quality planning efforts, including the control measures and strategies identified in the CAP. Additionally, the study indicates that uncontrolled fugitive dust generated during construction may result in localized pollutant concentrations that may result in increased nuisance concerns to nearby land uses. Therefore, construction-generated emissions of fugitive dust would be considered to have a potentially significant impact. Both long-term and construction related impacts would conflict with the Air District's CAP. Therefore, mitigation measures are proposed to reduce emissions to a less than significant level.

Implementation of Mitigation Measure AQ-1 would include measures to reduce construction-generated emissions of fugitive dust, as well as, mobile-source emissions associated with construction vehicle and equipment operations and evaporative emissions from architectural coatings. With mitigation, overall emissions of fugitive dust would be reduced by approximately 58 percent. These measures would also help to 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. Mitigation Measure AQ-3 includes additional measures to reduce construction generated emissions, including fugitive PM emissions associated with onsite demolition activities.

Implementation of Mitigation Measure AQ-2 would include measures to reduce long-term operational emissions associated with motor vehicle use and onsite energy use to a less-than-significant level. With mitigation measures implemented, the proposed project would not result in a substantial increase in regional emissions, population, or employment, nor would the project involve the installation of any major stationary sources of emissions. For these reasons, the proposed project would not conflict with or obstruct continued implementation of the CAP, and this impact is considered less than significant. The proposed mitigation measures are incorporated into Attachment 13, Mitigation Monitoring and Reporting Program.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 11)	☐	■	☐	☐

Discussion: See III a. above.

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	☐	■	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
which exceed quantitative thresholds for ozone precursors)? (Source: 11)				

Discussion: Construction-generated emissions were quantified using the CalEEMod computer program. To be conservative emissions were quantified assuming that the total site would be rough graded during initial construction of the proposed main hotel, which is anticipated to begin in 2017. Onsite asphalt paving activities associated with construction of the onsite roadways and parking areas were also included. Grading activities were also included for the future construction of the second hotel, boutique hotel, and lodge to account for potential finish grading of these sites. Emissions associated with architectural coating application and building construction were also included for construction of the proposed main hotel, as well as, the future construction of the second hotel, boutique hotel, and lodge. To be conservative, future construction of the second hotel, boutique hotel, and lodge were assumed to occur simultaneously. Construction-generated emissions associated with the initial construction of the main hotel, as well as, construction of the proposed future land uses would exceed SLOAPCD's daily and quarterly significance thresholds for ROG+NOx. Estimated emissions were largely a result of evaporative emissions anticipated to occur during the application of architectural coatings. Estimated emissions of fugitive PM would not exceed SLOAPCD's significance thresholds. However, if uncontrolled fugitive dust generated during construction may result in localized pollutant concentrations that could exceed ambient air quality standards and result in increased nuisance concerns to nearby land uses. Therefore, construction-generated emissions of fugitive dust would be considered to have a potentially significant impact.

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 operational emissions. Operational emissions were quantified for the proposed main hotel; as well as, the future construction of a second hotel, boutique hotel, and lodge.

The project buildout year is currently unknown. Construction of the additional hotels would occur in future years, subsequent to completion of the main hotel, and would depend on market conditions. To be conservative, emissions for project buildout were quantified assuming a buildout year of 2022. With continued improvements in vehicle emissions rates and energy usage rates, operational emissions for future years are anticipated to be less.

Under the project buildout scenario, operational emissions would exceed SLOAPCD's daily significance threshold of 25 lbs/day, buildout of the proposed project would have a potentially significant impact. Implementation of Mitigation Measure AQ-2 would require the incorporation of measures to reduce operational emissions associated with on-site energy use and motor vehicle use. These measures would apply to all proposed hotel uses. The proposed mitigation measures include SLOAPCD-recommended mitigation measures, as well as, additional measures to further reduce operational emissions associated with energy use and motor vehicle use. SLOAPCD considers implementation of these measures to be sufficient to reduce operational air quality impacts to a less-than significant level. Therefore, cumulative emissions from construction and operations would be less than significant. The proposed mitigation measures are incorporated into Attachment 13, Mitigation Monitoring and Reporting Program.

.	Expose sensitive receptors to substantial pollutant concentrations? (Source: 11)	☐	■	☐	☐

Discussion: The project site is located adjacent to and east of Airport Road, north of SR 46 East. The nearest sensitive land use consists of residential dwellings. The nearest residences are located adjacent to and north of the project site. Additional residential dwellings, as well as, the Wine Country RV Resort are located to the

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

south of the project site. Based on the traffic analysis prepared for this project, the proposed project would not result in emissions of CO in excess of the SLOAPCD's significance threshold of 550 lbs/day. Based on a review of the SLOAPCD's map depicting potential areas of Naturally Occurring Asbestos (NOA), the project site is not located in an area that has been identified as having a potential for NOA. The project site will require demolition of onsite structures. As a result, demolition activities have the potential to result in the disturbance of asbestos containing material (ACM). Demolition of structures coated with lead based paint can have potential negative air quality impacts and may adversely affect the health of nearby individuals. Improper demolition can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. Implementation of the proposed project would result in the generation of fugitive PM emitted during construction. Fugitive PM emissions would be primarily associated with earth-moving, demolition, and material handling activities, as well as, vehicle travel on unpaved and paved surfaces. Onsite off-road equipment and trucks would also result in short-term emissions of diesel-exhaust PM (DPM). If uncontrolled, localized concentrations of PM could exceed air quality standards and may also result in increased nuisance impacts to nearby land uses and receptors. Mitigation measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans. These measures are provided in Attachment 13, MMRP.

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

Discussion: The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly 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 Wildlife or U.S. Fish and Wildlife Service? ☐ ☒ ☐ ☐

Discussion: A Biological Report was prepared for this project by Althouse and Meade, Inc., July 2016, provided in Attachment 5. The report indicates that the site has appropriate habitat and soil conditions for seven special status plans and 11 special status animals. However, no state or federally listed or special status plants or animals have been detected on the site. Biological resources that could be impactred by the proposed development include grasslands, oak trees, nesting birds, and common wildlife. Mitigation measures are provided for each biological resources that could be impacted by the project in Attachment 13, MMRP.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	■	☐

Discussion: There are a few types of sensitive habitat types on the project site. These include blue oak woodland, potential wetland, and riparian area. None of the property with any of these resources located on it are within an area proposed to be disturbed. Therefore, the project would result in less than significant impacts on these resources. The oak trees proposed for removal are not within the oak woodland area. They are proposed to be mitigated in compliance with the City's Oak Tree Preservation Ordinance, which is discussed in III e. below.

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?	☐	☐	■	☐

Discussion: The biology report prepared for this project indicates that there is an area on the northeast portion of the site that has wetland conditions. A wetland delineation study was not prepared since the project does not propose to affect this area of the property. Therefore, this project could not result in impacts to wetland features.

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?	☐	☐	■	☐

Discussion: There is a seasonal drainage area central to the project site (which is within the oak woodland area). The proposed project would not encroach or affect the drainage area. However, oak tree impact mitigation measures are included to reduce potential impacts to migratory birds, which are provided in Attachment 13, MMRP.

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

Discussion: The project includes a request to remove seven oak trees. An Arborist Report prepared for this project, see Attachment 6, provides mitigation measures in compliance with the City's Oak Tree Preservation Ordinance, as provided in Attachment 13, MMRP. The project would not conflict with any local ordinances that protect biological resources.

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?	☐	☐	☐	■

Discussion: Not applicable.

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	■

Discussion: An archaeological Inventory Survey study was prepared for this project to evaluate potential cultural resources, June 2016, Attachment 7. The study indicates that there is an existing early "20th Century" era farmstead with house and barn, which may be a potential historic resource, however the proposed project excludes the area of the property with this facility. Since the project would avoid the farmstead, the study did not include an historic resource assessment. If future development would impact the farmstead, an historic resource assessment is recommended to be prepared.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	■	☐

Discussion: The archaeological study did not identify any archaeological, paleontological or unique geologic resources exist on the property, nor were any noted through various records searches. However, the study recommendations indicate that cultural resources could be buried below the ground surface, and that if significant cultural resources are encountered during site disturbance that activities stop and a qualified archaeologist be contacted to evaluate the find.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐

Discussion: See V b. above.

d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

Discussion: See V b. above.

VI. GEOLOGY AND SOILS: Would the project:

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

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map	☐	☐	■	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	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: A Geotechnical Engineering Soils Report was prepared for this project, April 2016, Attachment 8. The study includes a seismic analysis and provides site preparation requirements for foundation work for buildings. Additionally, the potential for and mitigation of impacts that may result from fault rupture in the project area are identified and addressed in the General Plan EIR, pg. 4.5-8. There are two known fault zones on either side of the Salinas Rivers Valley. The Rinconada Fault system runs on the west side of the valley, and grazes the City on its western boundary. The San Andreas Fault is on the east side of the valley and is situated about 30 miles east of Paso Robles. The City of Paso Robles recognizes these geologic influences in the application of the California Building Code (CBC) to all new development within the City. Review of available information and examinations indicate that neither of these faults is active with respect to ground rupture in Paso Robles. Soils and geotechnical reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. Based on standard conditions of approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant. There are no Alquist-Priolo Earthquake Fault Zones within City limits.

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

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

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

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

b.	Landslides?	☐	☐	■	☐

Discussion: See VI a. iii. above.

c.	Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3)	☐	☐	■	☐

Discussion: See VI a. iii. above.

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	■	☐

Discussion: See VI a. iii. above.

e. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	■	☐

Discussion: See VI a. iii. above.

f. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	■

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

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	■	☐	☐

Discussion: A Greenhouse Gas Emissions (GHG) Assessment was prepared for this project, see Attachment 4. 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 MTCO$_2$e/year.

The City of Paso Robles Climate Action Plan (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*.

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in Table 18, in the GHG study. Based on the modeling conducted, annual GHG emissions associated with construction of the main hotel would total approximately 643.4 MTCO$_2$*e*. Future construction of the proposed second hotel, boutique hotel, and lodge would generate an additional 519 MTCO$_2$*e*. Amortized GHG emissions, when averaged over the assumed 25-year life of the project, would total approximately 46.5 MTCO$_2$*e*/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.

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in Tables 19 through 21, in the GHG study. As depicted, operational GHG emissions for the main hotel would total approximately 1,904.6 MTCO$_2$*e*/year. Future construction of the second hotel, boutique hotel, and lodge would generate an additional 2,059.5 MTCO$_2$*e*/year. In total the project would generate roughly 3,964 MTCO$_2$*e*/year under full buildout conditions. With the inclusion of amortized construction emissions and reductions associated with the removal of the existing residential dwelling, the project would result in an estimated overall net increase of approximately 3,997 MTCO$_2$*e*/year. A majority of the increased GHG emissions would be associated with energy use and the operation of motor vehicles. GHG emissions would also be associated with solid waste generation, as well as, water use and conveyance.

Based on the modeling conducted, net increases in GHG emissions would exceed the SLOAPCD's significance threshold of 1,150 MTCO$_2$*e*/year. If unmitigated, project-generated GHG emissions would also conflict with GHG reduction planning efforts, including the City of Paso Robles CAP. As a result, net increases in project-generated GHG emissions would result in a ***potentially significant*** impact. The CAP includes a "Consistency Worksheet", which identifies various mandatory and voluntary actions designed to reduce GHG emissions. With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with the City's CAP. Mitigation Measure AQ-2, includes additional measures that would further reduce GHG-emissions, including designated parking space for alternatively fueled vehicles, the installation of energy-saving systems in hotel guest rooms, and the installation of onsite bicycle facilities in excess of current building standards. Implementation of Mitigation Measure AQ-3,e-k, would help to reduce short-term GHG emissions, including emissions of black carbon. Mitigation measures are provided in Attachment XX, MMRP. With mitigation, increased GHG emissions associated with the proposed project would be considered to have a less-than-significant impact and would not conflict with GHG-reduction planning efforts, including the City of Paso Robles CAP.

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

Discussion: The City of Paso Robles 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 is intended to 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 City's CAP consistency worksheet is included in the Air Quality & GHG Assessment (Attachment XX).

The proposed land use would be consistent with current zoning. In addition, the project sponsor has agreed to implement measures sufficient 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?	☐	☐	☒	☐

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

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 project would not emit hazardous emissions or use hazardous materials. There are no schools located within a ¼ mile radius of the project site, therefore the project will result in no impact on schools.

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?	☐	☐	☐	☒

Discussion: The project site is not identified as a hazardous site per state codes.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐

Discussion: The project location is within the planning impact area of the Paso Robles Airport Land Use Plan (ALUP), Safety Zones 2, 3, and 4. Land uses in Zone 2 are very restrictive. No development is proposed in Zone 2, therefore, the project would not conflict with ALUP Zone 2. ALUP Zones 3 and 4 permits or indicates that certain types of uses may be "compatible". These are identified in Table 6, Airport Land Use Compatibility Matrix of the ALUP. The proposed hospitality land uses, including hotels, restaurants, and indoor auditoriums & convention centers, are identified as "compatible" in Table 6. Per footnotes in Table 6, of the ALUP, there are additional density specific restrictions that apply to particular land uses in different zones, as follows:

- Zone 3 - The intensity of uses shall not exceed an average 60 persons per gross acre, maximum 120 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

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

- Zone 4 - The intensity of uses shall not exceed an average 40 persons per gross acre, maximum 120 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

Additionally, Appendix E includes development restrictions that apply to particular land uses and this project, as follows:

- Food and Beverage Service, Indoor Entertainment – 1 person/60 s.f. of gross floor area
- Public Assembly – 1 person per seat or per 12 s.f. of gross floor area
- Transient Lodging – 1.8 person per room or group of rooms to occupied as a suit, plus (in addition to) 1 person per 60 s.f. floor area of any restaurants, bars, or night clubs, plus 1 person per 10 s.f. of floor area of meeting rooms.

The applicant has provided an analysis that breaks down the site into one-acre measurements, and calculated the number of people that would occupy an acre of land on average and the maximum. This is the accepted density calculation methodology of the San Luis Obispo County Airport Land Use Commission, and has been used on other similar projects within the City's ALUP planning area.

The analysis assumptions consider occupancy of all hotels at 100 percent. The analysis indicates that the project would be consistent with the density limitations established in the ALUP, and will not result in a safety hazard for people residing in or working in the project area. See ALUP Analysis, Attachment XX.

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?	☐	☐	☐	☒

Discussion: The project is not in the vicinity of a private airstrip.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Discussion: The City does not have an adopted emergency response plan or an emergency evacuation plan, therefore the project will result in no impact.

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?	☐	☐	☐	☒

Discussion: The project is not in the vicinity of wildland fire hazard areas.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a.	Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐

Discussion: The proposed project is designed to retain stormwater on-site through installation of various low-impact development (LID) features, in particular a large onsite bioretension basin at the lower area of the property, on proposed lot 2. The project was also designed to reduce impervious surfaces, preserve existing vegetation, and promote groundwater recharge by employing bioretention through implementation of these measures. The applicant prepared a Storm Water Control Plan, and collaborated with the Central Coast Regional State Water Resource Board staff on development of their Plan. See Attachment 10). Thus, water quality standards will be maintained and discharge requirements will be in compliance with State and local regulations. Therefore, impacts to water quality and discharge will be less than significant.

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

Discussion: The proposed project would be connected to the City's municipal water supply system; therefore, it could not individually impact nearby ground water supplies. 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. The site is designed to reduce impervious surfaces where possible and to direct surface drainage to onsite retention systems to facilitate groundwater recharge.

The City established a groundwater stewardship policy to not expand dependency on the Paso Robles Groundwater Basin ("the basin") over historic use levels/pumping from the City's peak year of 2007. 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.

Additionally, the City assigns "duty" factors that anticipate the amount of water supply necessary to serve various types of land uses. These factors are derived from determining the average water demands for each zoning district in the City. In this circumstance, the water supply necessary for development of commercial land uses permitted in the POS Zone includes hotels, as well as other uses, which are incorporated into the water demand assumptions of the 2015 Urban Water Management Plan (UWMP). Since this project was approved in 2008, the water demand assumptions in the UWMP include the projected to be needed for this project.

As noted above, the City has augmented future reliance on groundwater resources to surface water resources, and commercial development has been accounted for in the overall water projections and demand for the City. As noted in the Project Description, the proposed project would be served with the City's municipal water supply system. Since the City's water supply, as documented in the UWMP, is not reliant on increased groundwater pumping for new development, it demonstrates adequate water supply procured from Lake

Nacimiento to accommodate the projected growth in the City and it demonstrates that this project will have adequate water supply available, and will not further deplete or in any way affect, change or increase water demands on the basin.

In addition, in compliance with recently adopted updates to the applicable code sections of the California Green Building Code (adopted by the City in 2013), the project will be required to install more restrictive water-conserving plumbing fixtures than what would have previously been required in 2010. The City also implements the State Landscape Water Conservation regulations, which requires further reductions in water demand for landscaping. The project will implement *all* best management practices available to reduce water demands. Therefore, this project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the groundwater basin, and impacts to groundwater resources would be less than significant.

c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10)	☐	☐	☒	☐

Discussion: The drainage pattern on the site would not be substantially altered with development of this project since the project largely maintains the existing, historic drainage pattern of the property, and drainage will be maintained on the project site. Additionally, surface flow would be directed to historic drainage areas for percolation in bioswale drainage features at the northwest area of the property (refer to Stormwater Control Plan, Attachment XX). There are no streams, creeks or rivers on or near the project area of disturbance 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)	☐	☐	☒	☐

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

e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10)	☐	☐	☒	☐

Discussion: As noted in IX a. above, surface drainage will be managed onsite and will not add to offsite drainage facilities. Additionally, onsite LID drainage facilities will be designed to clean pollutants before they enter the groundwater basin. Therefore, drainage impacts that may result from this project would be less than significant.

f.	Otherwise substantially degrade water quality?	☐	☐	☐	☒

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? ☐ ☐ ☐ ☒.

Discussion: In accordance with the General Plan Safety Element, the project site is not within a 100-year hazard or inundation area. No housing is proposed with this project. There is an existing ranch house and outbuildings on the property, however the home is not within or near an area of site disturbance and the project could not result in flood related hazards to that area of the property. 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? ☐ ☐ ☐ ☒

Discussion: See IX g above

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ☐ ☐ ☐ ☒

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

j. Inundation by mudflow? ☐ ☐ ☐ ☒

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

k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan? ☐ ☐ ☐ ☒

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

l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones? ☐ ☐ ☒ ☐

Discussion: The project will incorporate all feasible means to manage stormwater on the project site. There are no wetland or riparian areas in the project impact areas of disturbance, and the project could not result in impacts to aquatic habitat. Therefore, the project will not result in significant impacts to these resources.

X. LAND USE AND PLANNING: Would the project:

a. Physically divide an established community? ☐ ☐ ☐ ☒

Discussion: The project is surrounded by agriculture and rural residential development to the west, north, and east, and a RV park to the south. The project will therefore not physically divide an established community.

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

Discussion: The proposed project is consistent with the intent of the City's General Plan land use designation and Zoning Ordinance land uses and development standards. Should the City Council approve removal of oak trees, the applicant would be required to implement compensatory oak tree mitigation (see Attachment 6, Arborist Report). Therefore, the project can be considered consistent with applicable plans and regulations adopted for the purpose of avoiding or mitigating an environmental effect.

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 would be no conflicts.

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.

XII. NOISE: Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1)	☐	☐	☒	☐

Discussion: The proposed project would not include the installation of major stationary sources of exterior noise. As a result, potential long-term exposure to noise would be primarily associated with vehicle traffic noise emanating from area roadways, such as Airport Road.

For determination of land use compatibility for transportation noise sources, the City's General Plan establishes a "normally acceptable" exterior noise standard of 65 dBA/CNEL/Ldn. Exterior noise levels of up to 70 dBA CNEL/Ldn are considered "conditionally acceptable" provided necessary noise-reduction measures are incorporated. Exterior levels between 70 and 80 dBA CNEL/Ldn are considered "normally unacceptable", and levels in excess of 80 dBA CNEL/Ldn 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. For hotel uses, the maximum allowable noise exposure within outdoor activity areas is 65 dBA CNEL/Ldn. The maximum allowable noise exposure for interior areas of the hotel is 45 dBA CNEL/Ldn.

The Noise Element indicates that in the future (2025) an exterior noise level of 65 dB would occur at 84 feet from the centerline of Airport Road (at this location). A 60 dB would occur at 181 feet from the centerline. The nearest building proposed to Airport Road would be hotel 4, which is proposed to be approximately 140 feet from the centerline of Airport Road. Therefore, the projected noise level would be within an acceptable range and consistent with the Noise Element. Additionally, with implementation of a future road alignment of Wisteria Lane extending northward to Dry Creek Road/Airport Road, it is anticipated that a significant amount of existing and future traffic will use this road extension instead of Airport Road to SR 46E, thereby reducing future road-related noise experienced from Airport Road on the project site.

Newer 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 for the proposed hotel would be approximately 40 dBA CNEL/Ldn, or less. Predicted interior traffic noise levels would not exceed the City's noise standard of 45 dBA CNEL/Ldn. Therefore, this impact is considered less than significant.

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

Discussion: 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. Since there is minimal existing development located in proximity to the proposed site, and to noise that may result from short-term construction activities, the potential to expose persons to excessive noise or vibration is minimal, and less than significant.

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

Discussion: See XII a. & b. above.

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

Discussion: See XII a. & b. above.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4)	☐	☐	☒	☐

Discussion: The nearest public or private airport is the Paso Robles Municipal Airport, which is located approximately 0.75 miles north of the project site. In accordance with the Noise Element of the General Plan, the project site is not located within the projected 65 dBA CNEL contours of Paso Robles Municipal Airport.

Therefore, the project site is not subject to high levels of aircraft noise.

XIII. POPULATION AND HOUSING: Would the project:

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1)	☐	☐	☒	☐

Discussion: The proposed hotel project will create jobs that can be absorbed by the local and regional employment market, and will therefore not create the demand for new housing or population growth or displace housing or people.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion: See response XIII a.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion: See response XIII a.

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

a. Fire protection? (Sources: 1,10)	☐	☐	☒	☐

Discussion:

b. Police protection? (Sources: 1,10)	☐	☐	☒	☐

Discussion:

c. Schools?	☐	☐	☒	☐

Discussion

d. Parks?	☐	☐	☒	☐

Discussion:

e. Other public facilities? (Sources: 1,10)	☐	☐	☒	☐

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

XV. RECREATION

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion: (a & b) As a commercial development project that will not encourage new housing demands and/or use of recreational facilities, it will not result in significant impacts to recreational facilities.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measures of 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?	☐	☒	☐	☐

Discussion: Applicable plans that affect this project include the General Plan, Circulation Element and the City's Bicycle Master Plan.

A Transportation Impact Analysis (TIA) was prepared by Central Coast Transportation Consulting, September 2016, see Attachment 11. The TIA studied four intersections (e.g. Dry Creek Road/Airport Road, State Route 46 E/(SR46E)/Golden Hill Road, SR46E/Union Road, and SR46E/Airport Road), and evaluated their operations during weekday morning and evening periods, and Saturday mid-day, for existing, existing plus the project, near-term, and near-term plus the project conditions. Assumptions evaluated include trip generation, trip distribution and assignment. The study also evaluated alternative transportation (e.g. bikeways, pedestrian access and transit).

The TIA concludes that the project may result in potentially significant operational traffic impacts, and there are improvements necessary for alternative transportation facilities. The report provides recommended mitigation measures to reduce potential impacts that may result from impacts to traffic operations, and on alternative transportation. Mitigation measures are incorporated into the MMRP. With mitigations incorporated, the project would not conflict with the City's applicable plans and/or the surrounding street network and highways.

The study indicates that under existing conditions the Level of Service (LOS) is unacceptable (LOS D, E or F) at SR46E/Union Road and SR46E/Airport Road. Specific impacts that may result with the project would further reduce the LOS at the same intersections. This is the same (e.g. worsened conditions) under the near-term and near-term plus project conditions.

Mitigation measures proposed to reduce operational impacts include the following Recommendations 1 and

2. As noted in the TIA, the applicant would be permitted to complete and occupy the first hotel (136 rooms), however improvements noted, (whichever is acceptable to the City and applicant), would allow completion of hotels 2, 3, and 4. Recommendation 1 would require approval by the City Council since the City Council has the authority to modify intersection operations. Recommendation 2 may be approved by the Planning Commission as the final review authority.

Recommendation 1: Prohibit southbound left turns at State Route 46E/Airport Road to reduce conflict points at this intersection, reduce queuing, and reduce delay on the southbound approach. Intersection delays increase when traffic from Hotels 2, 3, and 4 are included because the southbound and eastbound left turn movements exceed capacity. We recommend prohibiting southbound left turns at this intersection prior to the occupancy of Hotels 2, 3, and 4 unless a local road connection is provided to Wisteria Lane.

Until a local road connection is provided to Wisteria Lane, prohibiting southbound left turns would require vehicles destined to travel east on State Route 46 to turn right onto westbound State Route 46 then perform a U-turn at Union Road or Golden Hill Road. The existing counts show that fewer than ten vehicles currently make the southbound left turn during the peak hours studied, and shifting these trips would have a negligible effect on operations at the nearby intersections of Union Road and Golden Hill Road.

Note that the two alternatives evaluated in the Highway 46/Union Road PSR, to be carried forward in the on-going PR-ED, include modifications to the State Route 46E/Airport Road intersection. The overcrossing only alternative includes conversion to right-in/right-out only access, and the full interchange alternative would disconnect Airport Road completely from State Route 46E.

Recommendation 2: Complete the local road connection from Wisteria Lane to Airport Road prior to occupancy of Hotels 2, 3, and 4. Upon completion, provide signage on the westbound approach to Destino Paso Way/Airport Road to direct hotel visitors to the new local road connection instead of State Route 46E. We recommend monitoring traffic levels at State Route 46E/Airport Road and Destino Paso Way/Airport Road intersections following the new local road connection to determine if additional measures, such as prohibiting westbound left turns out of Destino Paso Way, are required to avoid operational impacts to the State Route 46E/Airport Road intersection.

Alternative transportation mitigation measures include:

- Modify the bike lane and right turn striping for the northbound right turn lane proposed at Airport Road/Destino Paso Way per Figure 9C-4 of the California MUTCD. The site plan shows the bike lane to the right of the right turn lane instead of between the right turn lane and through lane as recommended by the MUTCD.

- Install the bicycle rider stencil pavement marker only when the bike lanes are continuous to the north and south of the project frontage.

- A walking path along the west side of Airport Road is recommended given site constraints. Detailed construction documents should be reviewed once they are ready to ensure that adequate sight distance is provided at the driveways serving Hotels 1 and 3, which are located on the inside of horizontal curves. Landscaping and other features should be restricted near these driveways to provide clear sight lines to approaching traffic.

b. Conflict with an applicable congestion management program, including but not limited to_a level of service standards and	☐	☒	☐	☐

travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Discussion: See XVI a. above. Mitigation measures proposed would ensure the project would not conflict with congestion management plans by reduce traffic delay at affected intersections.

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? ☐ ☐ ☐ ☒

Discussion: The proposed project could not affect air traffic patterns since it will not generate new or modified air traffic that would affect the Paso Robles Airport.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ☐ ☒ ☐ ☐

Discussion: See XVI a. above. Potential hazards on Destino Paso Way are addressed through mitigation measures in XVI a.

e. Result in inadequate emergency access? ☐ ☐ ☐ ☒

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

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? ☐ ☒ ☐ ☐

Discussion: See XVI a. above. Mitigation measures proposed would ensure the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

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

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

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

Discussion: Per the City's General Plan EIR, Urban Water Management Plan, and Sewer System Management Plan (SSMP), the City's water and wastewater treatment facilities are adequately sized, including planned facility upgrades, to provide needed water and to treat effluent resulting from this project.

Therefore, this project will not result in the need to construct new facilities.

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

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 (refer to the Stormwater Control Plan, Attachment 10). 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: A Water Supply Evaluation (WSE) was prepared for this project, see Attachment 12. As noted in the WSE, the projected water demand for this project is included in the assumptions of the 2015 Urban Water Management Plan. Water supply for the project will include City-supplied potable water and recycled water. Buildout water use of the project is estimated to be 35.32 acre-feet per year (AFY) of City-supplied potable water and 3.94 AFY of recycled water, once it becomes available. In the interim, City-supplies of potable water will be used for irrigation and water features. the project can be served with existing water resource entitlements available and will not require expansion of new water resource entitlements. The study concludes that the City has adequate potable supply to provide reliable long-term water supply for the project under normal and drought conditions.

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

Discussion: Per the City's SSMP The City's wastewater treatment facility has adequate capacity to serve this project as well as existing commitments.

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

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

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

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or ☐ ☐ ☒ ☐

wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Discussion: As noted within this environmental document, and with the mitigation measures outlined in the document, the project's impacts related to habitat for wildlife species (San Joaquin Kit Fox) will be less than significant with mitigation incorporated. There will be no impact to fish habitat as well as no impact to fish and wildlife populations. The site is comprised of disturbed habitat, so impact to fish, wildlife, of plant habitat would be less than significant.

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)?	☐	☐	☒	☐

Discussion: The project is consistent with the City's General Plan and Planned Development, Land Use designation and Zoning, and the adopted General Plan EIR, which evaluated City growth and build out. Therefore, the project will not have impacts that are individually limited, but cumulatively considerable.

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

Discussion: As noted within this environmental document, and with the mitigation measures outlined in the document, the project's potential to cause what may be considered substantial, adverse effects on human beings either directly or indirectly is negligible. Therefore, 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).

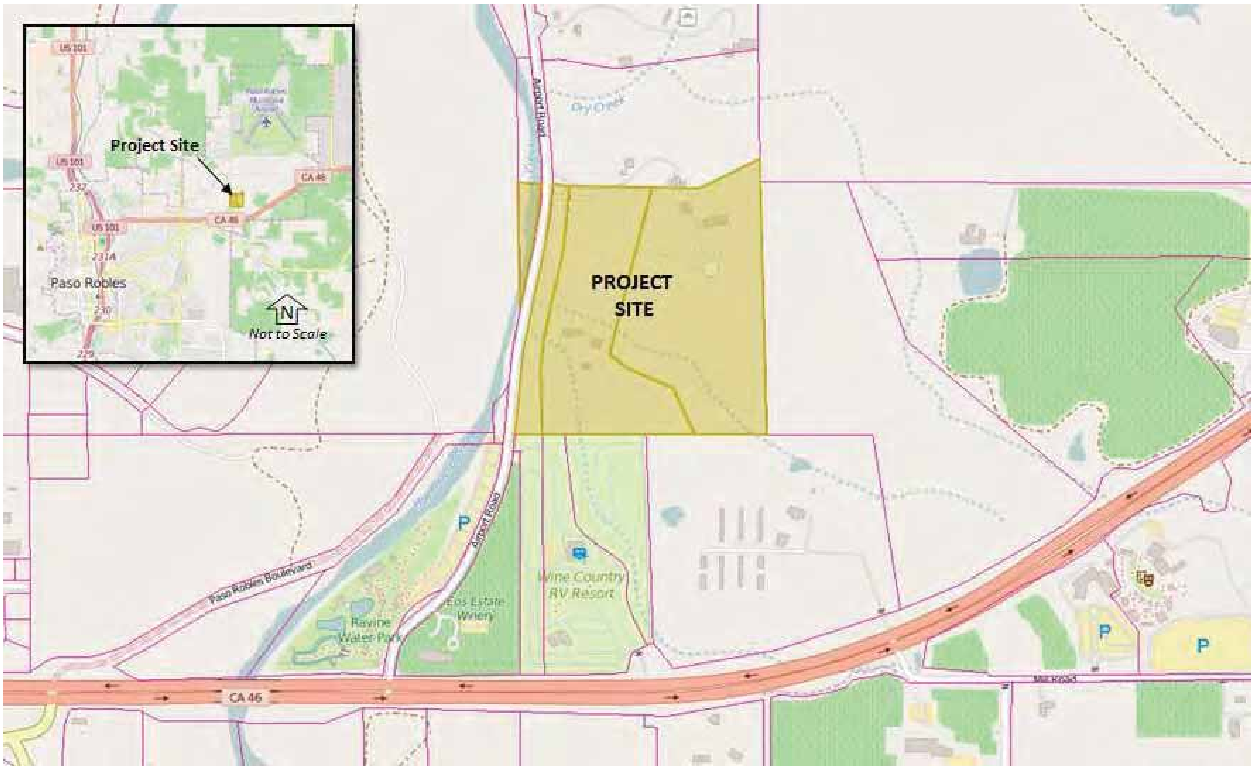
Earlier Documents that may have been used in this Analysis and Background / Explanatory Materials

Reference #	**Document Title**	**Available for Review at:**
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	Same as above
4	2005 Airport Land Use Plan	Same as above
5	City of Paso Robles Municipal Code	Same as above
6	City of Paso Robles Water Master Plan	Same as above
7	City of Paso Robles Urban Water Management Plan 2005	Same as above
8	City of Paso Robles Sewer Master Plan	Same as above
9	City of Paso Robles Housing Element	Same as above
10	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
11	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	APCD 3433 Roberto Court San Luis Obispo, CA 93401
12	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
13	USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Soil Conservation Offices Paso Robles, Ca 93446
14	Bike Master Plan, 2009	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446

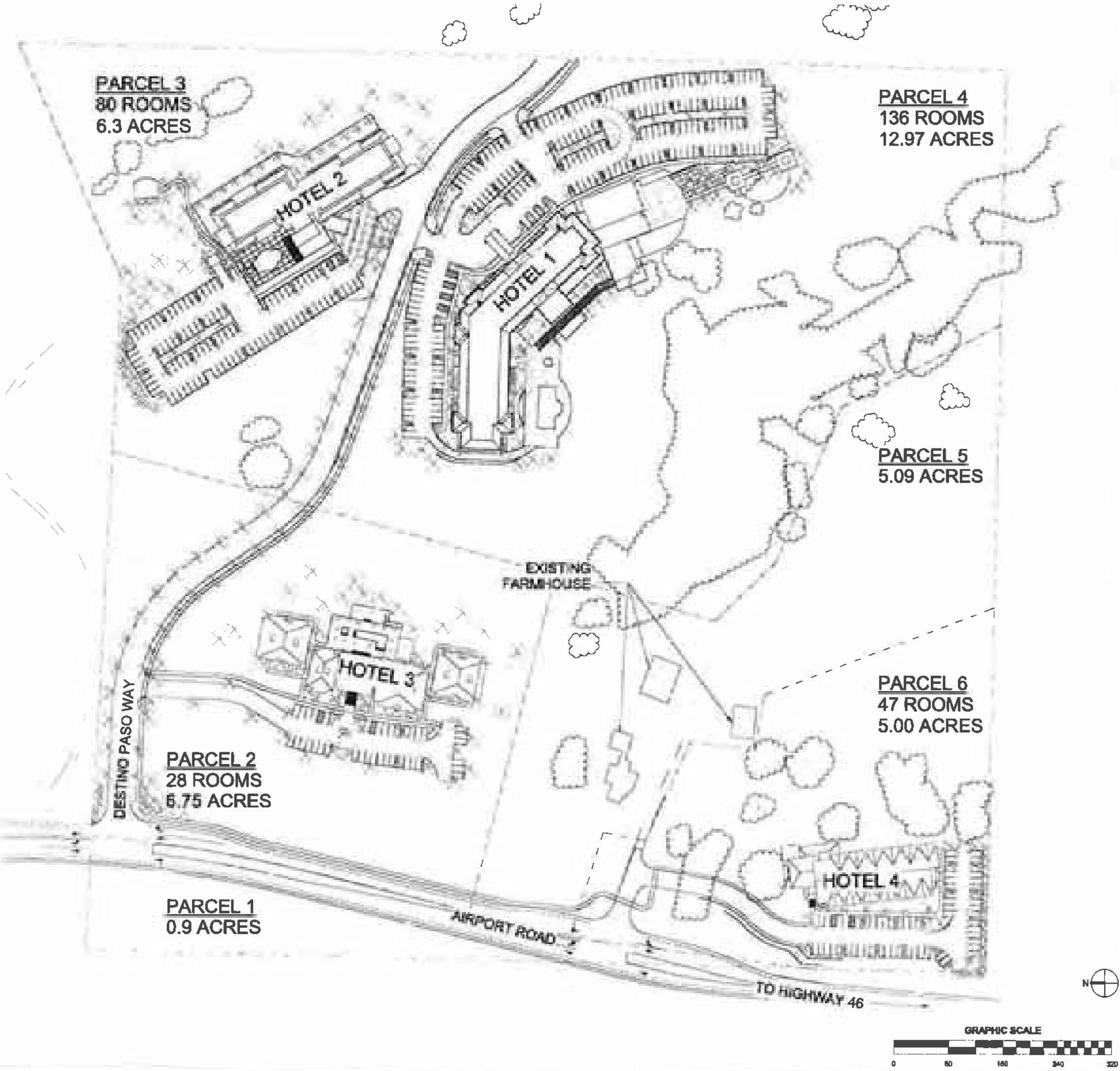
Attachments

1 – Project Location Map
2 – Site Plan & Elevations
3 – Vesting Tentative Tract Map 2962, amendment
4 – Air Quality / Greenhouse Gas Emissions Assessment
5 – Biological Assessment
6 – Arborist Report
7 – Cultural Resource Study
8 – Geotechnical Report
9 – Airport Land Use Analysis
10 – Stormwater Control Plan
11 – Traffic Impact Analysis
12 – Water Supply Evaluation
13 – Mitigation Monitoring and Report Program

Attachment 1
Location Map



VICINITY MAP
N.T.S. 2



SITE PLAN 1

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DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
SITE PLAN

JOB NO. [illegible]
DRAWN BY [illegible]
SHEET NO.

A-4

PROPOSED SITE PLAN
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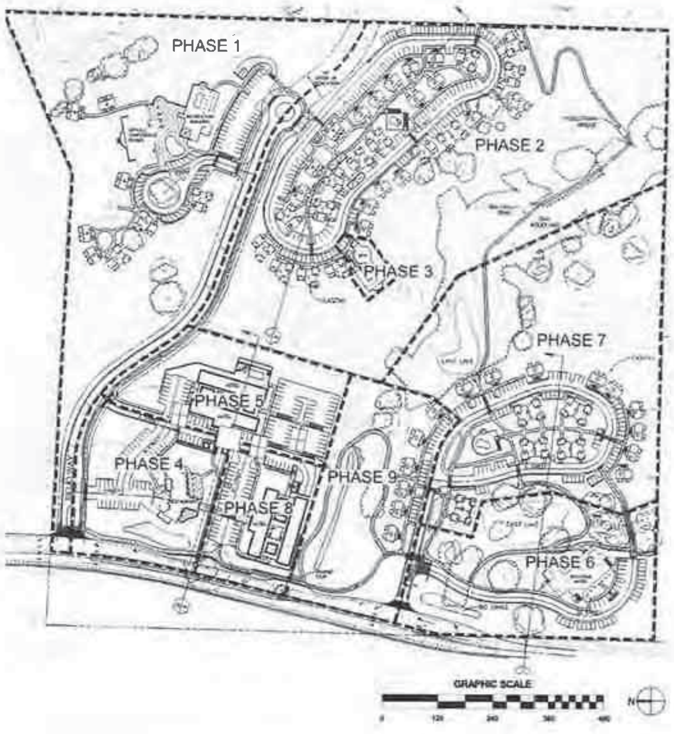

APPROVED SITE PLAN
1

S/A
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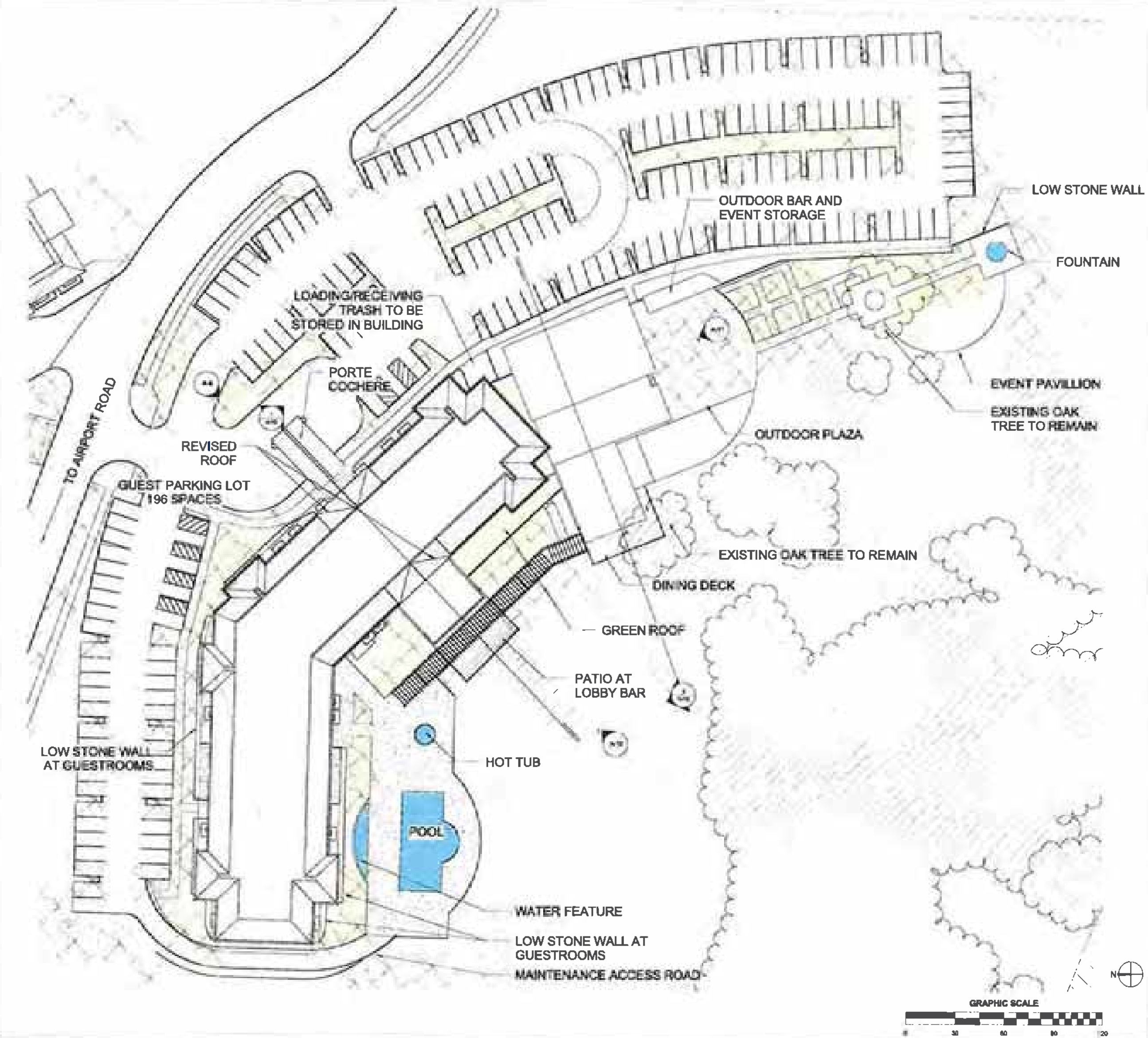
SHEET NO.

A-5



HOTEL 1 - SITE PLAN 1

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JULY 21ST, 2016

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HOTEL 1 - ENLARGED SITE PLAN

JOB NO. [illegible]
DRAWN BY [illegible]
SHEET NO.

A-6

VIEW FROM PARKING LOT

VIEW OFF POOL DECK

NOTE: RENDERINGS HAVE NOT BEEN UPDATED TO REFLECT ROOF REVISIONS

SA
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DRAWING TITLE
HOTEL 1 - PERSPECTIVE VIEWS

JOB NO. 15029
DRAWN BY Author
SHEET NO.

A-7

MATERIALS


BLACKENED METAL PANEL


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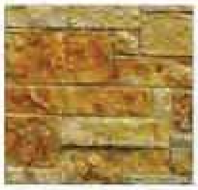
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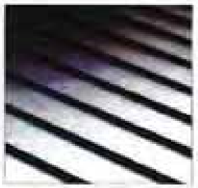
REDWOOD STOREFRONT TRIM


LOOSE STONE WALL

CEMENT PLASTER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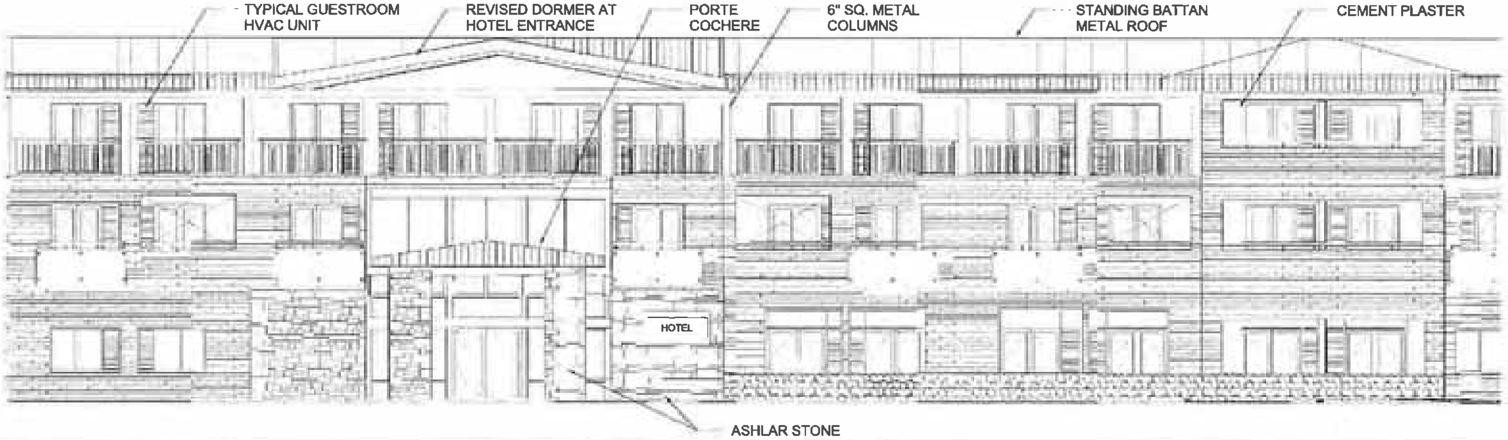

ENLARGED NORTHWEST ELEVATION
NTS
2

MAIN HOTEL - NORTHWEST ELEVATION
1

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DRAWING TITLE
HOTEL 1 - ELEVATIONS

JOB NO.	15028
DRAWN BY	Author
SHEET NO.	

A-9

MATERIALS


BLACKENED METAL PANEL


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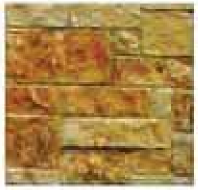
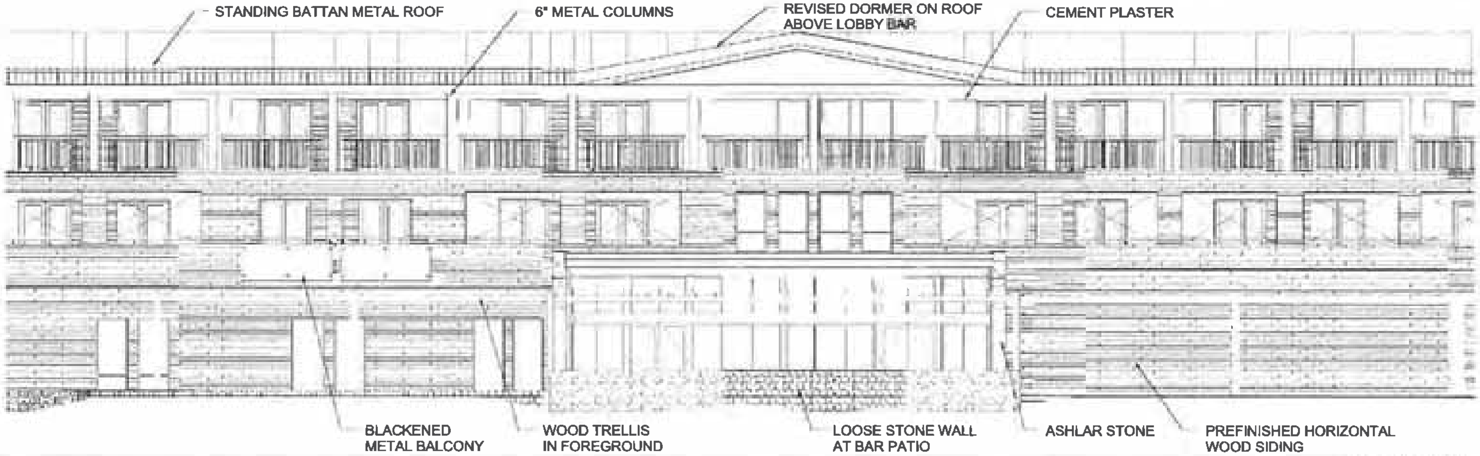

ASHLAR STONE


REDWOOD STOREFRONT TRIM


LOOSE STONE WALL

CEMENT PLASTER


STANDING BATTAN METAL ROOF



ENLARGED SOUTHEAST ELEVATION
NTS
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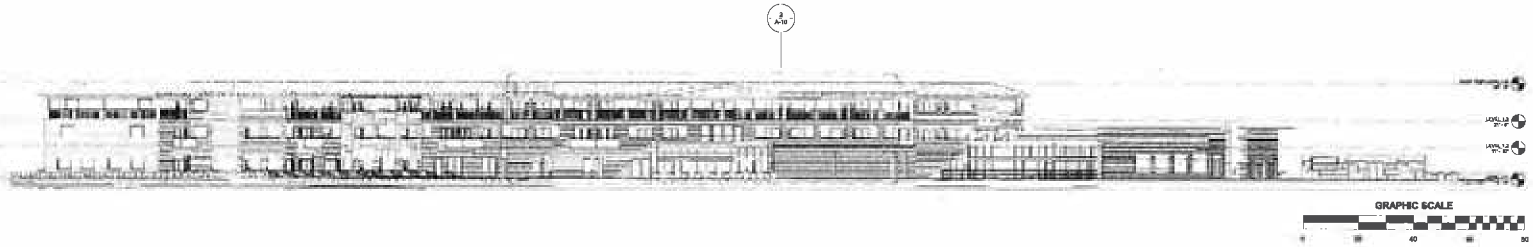

MAIN HOTEL - SOUTHEAST ELEVATION
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HOTEL 1 - ELEVATIONS

JOB NO. 15029
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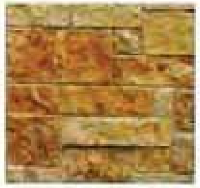
SHEET NO.

A-10

MATERIALS

BLACKENED METAL PANEL

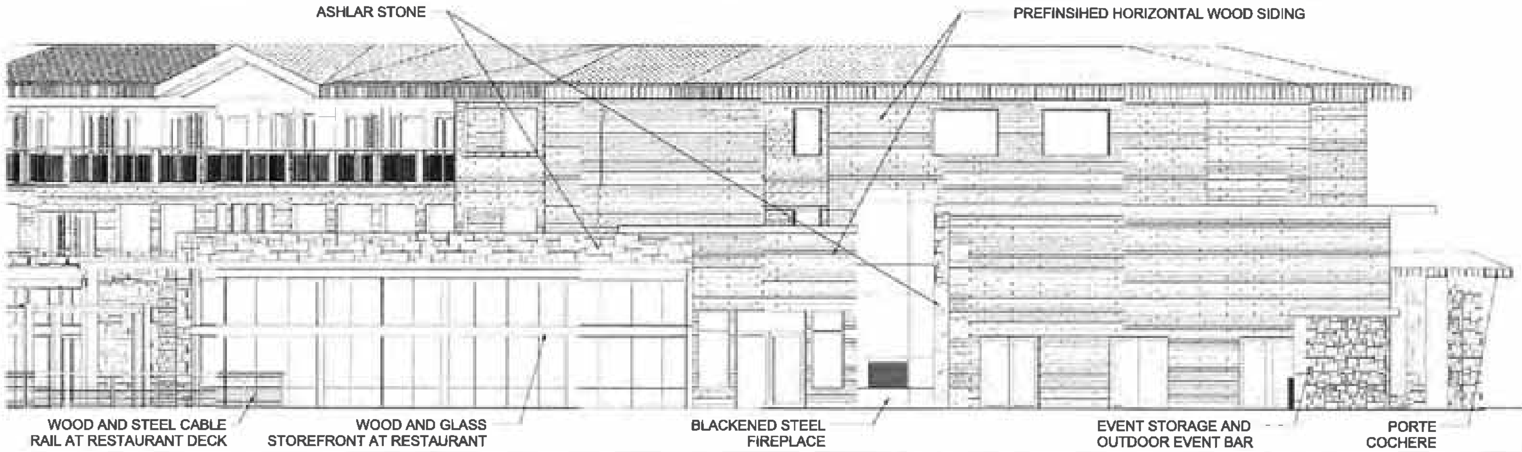
PREFINISHED WOOD SIDING



ASHLAR STONE

REDWOOD
STOREFRONT TRIM

STANDING BATTAN METAL
ROOF



ENLARGED SOUTHWEST ELEVATION
NTS
2

HOTEL 1 -SOUTHEAST ELEVATION
1

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DRAWING TITLE
HOTEL 1 - ELEVATIONS

JOB NO. 15028
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A-11

SECTION THROUGH EVENT WING
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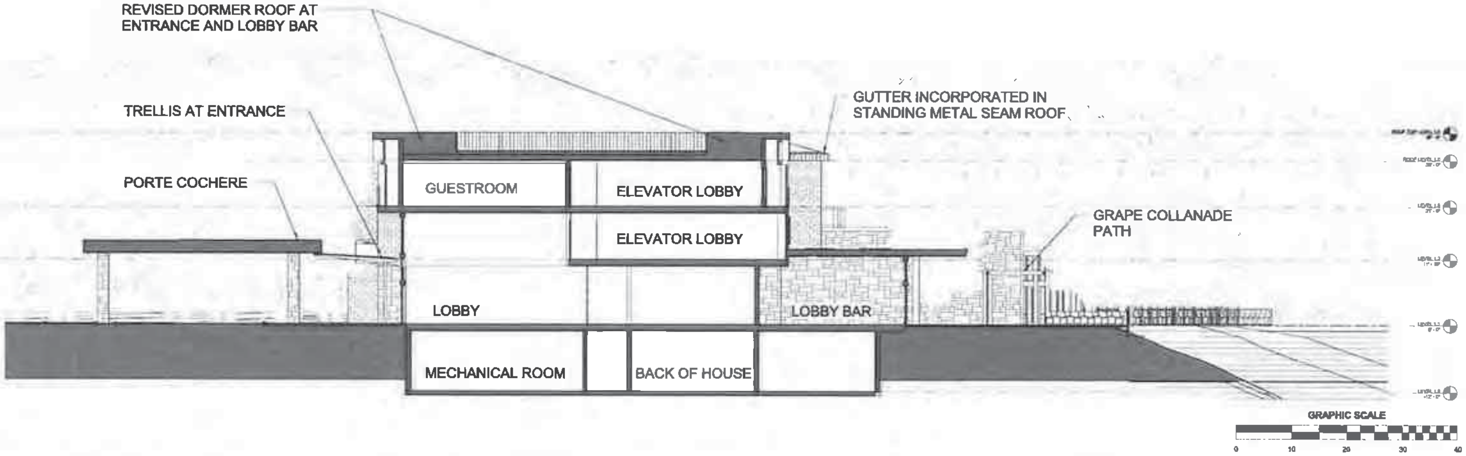

SECTION THROUGH LOBBY
1

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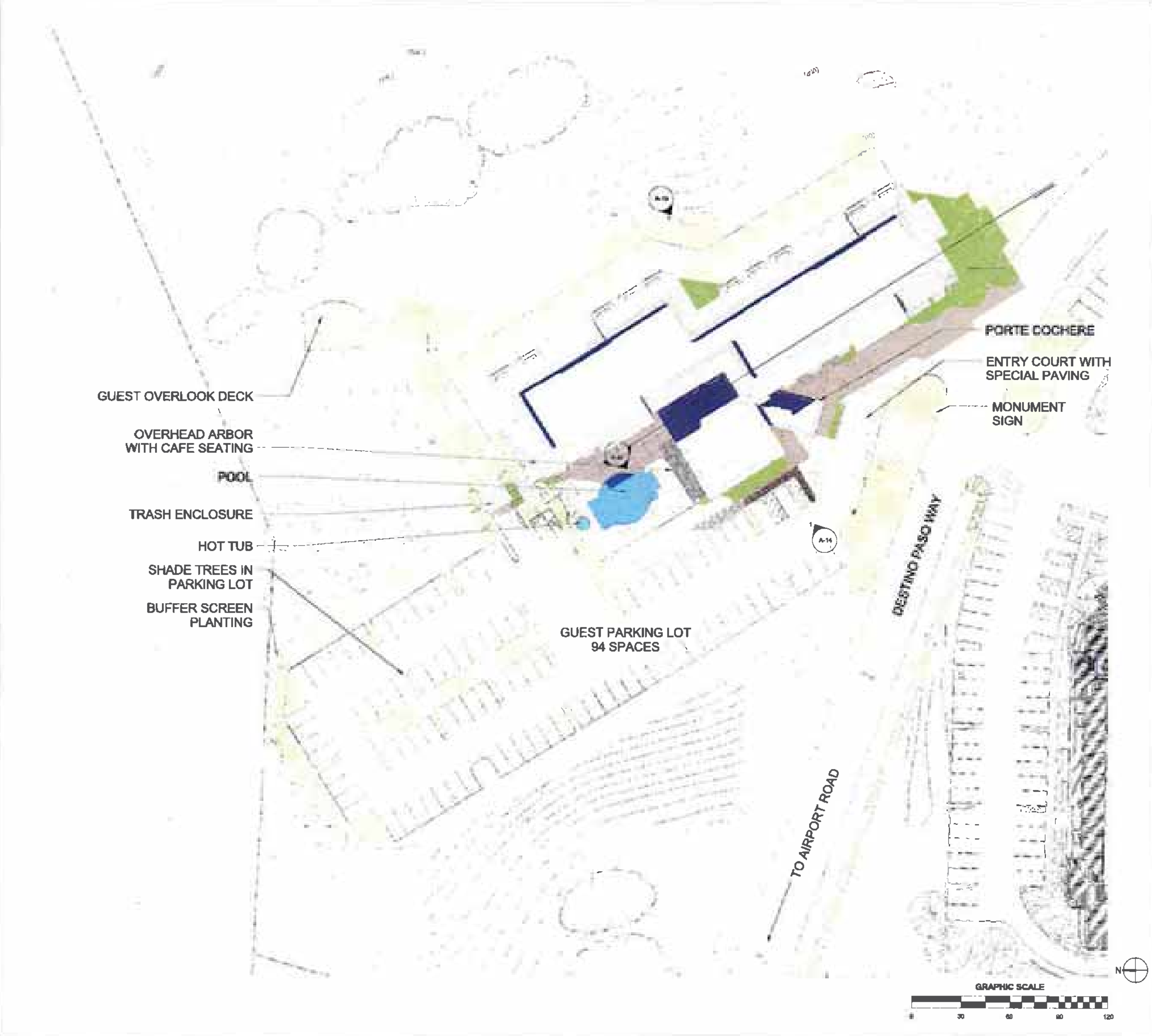
A-12



HOTEL 2 - ENLARGED SITE PLAN 1

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MATERIALS


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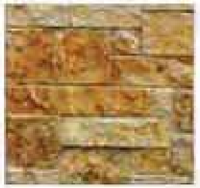
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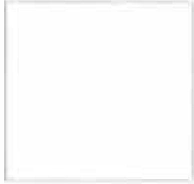
CEMENT PLASTER


REDWOOD STOREFRONT TRIM


LOOSE STONE WALL


STANDING BATTAN METAL ROOF

ENLARGED WEST ELEVATION 2
NTS

HOTEL 2 - WEST ELEVATION 1

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DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
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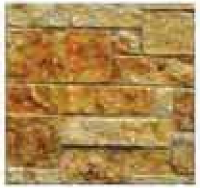
A-14

MATERIALS


PREFINISHED WOOD SIDING


ASHLAR STONE


CEMENT PLASTER


REDWOOD STOREFRONT TRIM


LOOSE STONE WALL


STANDING BATTAN METAL ROOF

ENLARGED EAST ELEVATION 2
NTS

HOTEL 2 - EAST ELEVATION 1

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HOTEL 2 - ELEVATIONS

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SHEET NO.

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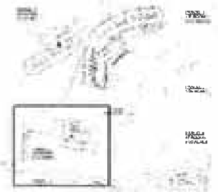

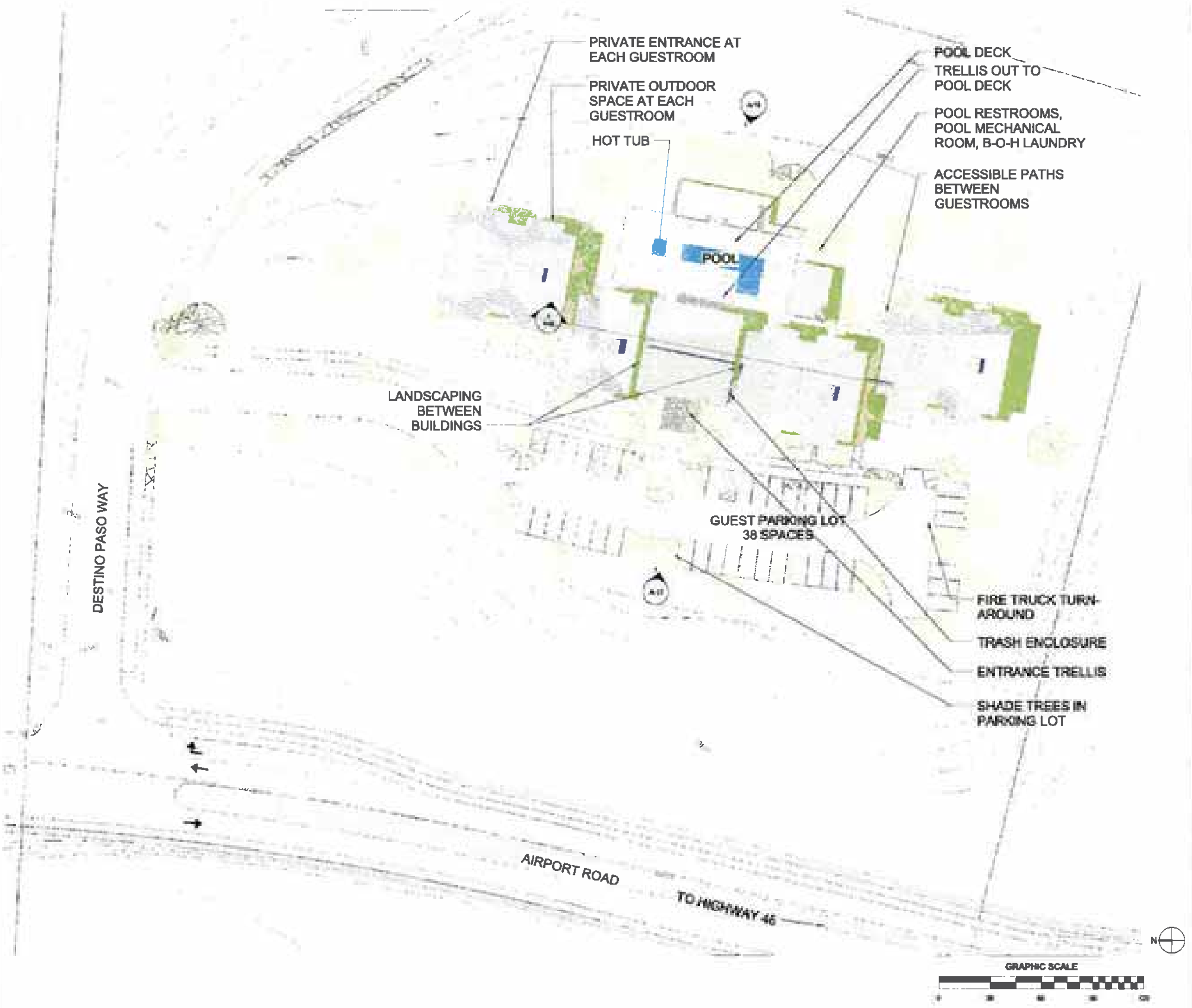

HOTEL 3 - SITE PLAN 1

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DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
HOTEL 3 - ENLARGED SITE PLAN

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SHEET NO.	

A-16

MATERIALS


PREFINISHED WOOD SIDING


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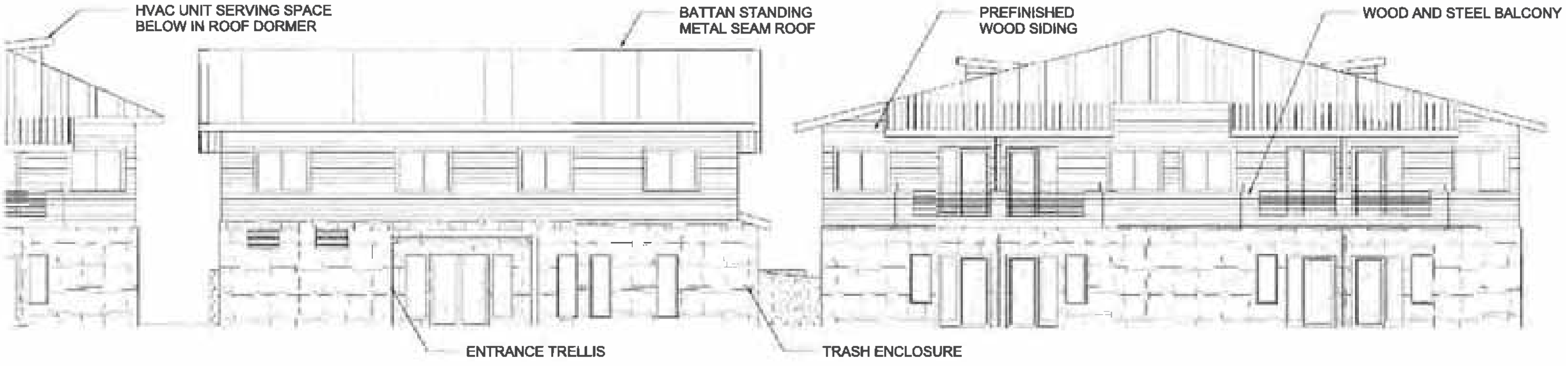
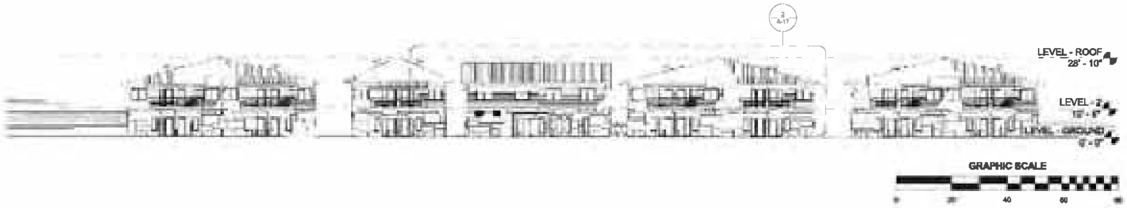
STANDING BATTAN METAL ROOF



ENLARGED WEST ELEVATION 2
NTS



HOTEL 3 - WEST ELEVATION 1

STANTONARCHITECTURE COM

LANDSCAPE ARCHITECTURE DESIGN
CRLA #3335 2 Theatre Square #218 Orinda CA 94563

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

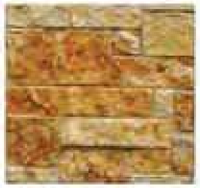
DRAWING TITLE
HOTEL 3 - ELEVATIONS

JOB NO. [illegible]
DRAWN BY Author
SHEET NO.

A-17

MATERIALS

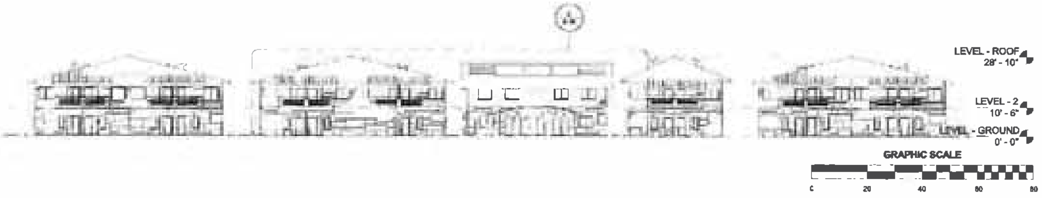

PREFINISHED WOOD SIDING


ASHLAR STONE


STANDING BATTAN METAL ROOF


REDWOOD STOREFRONT TRIM

ENLARGED EAST ELEVATION
NTS
2



HOTEL 3 - EAST ELEVATION
1

STANTONARCHITECTURE.COM

JETT
LANDSCAPE ARCHITECTURE + DESIGN
925 254 5427 www.jett.land

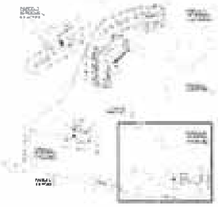
DESTINO PASO RESUBMITTAL

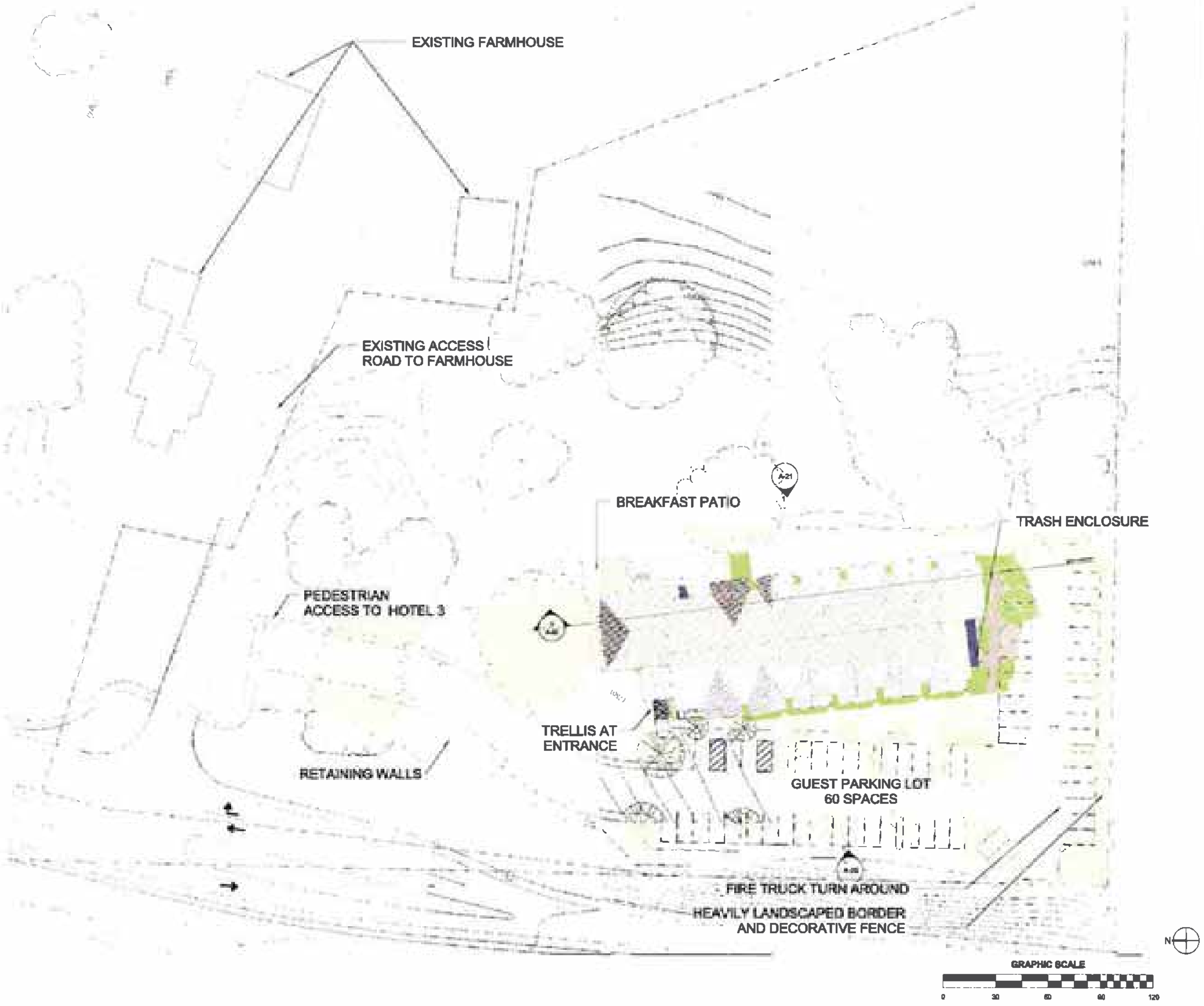
JULY 21ST, 2016

DRAWING TITLE
HOTEL 3 - ELEVATIONS

JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

A-18





HOTEL 4 - SITE PLAN 1

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JETT
LANDSCAPE ARCHITECTURE · DESIGN
CRLA #3335 2 Theatre Square #218 Orinda CA 94563
925 254.5422 www.jett.land

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

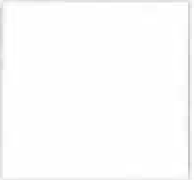
DRAWING TITLE
HOTEL 4 - ENLARGED SITE PLAN

JOB NO. [illegible]
DRAWN BY Author
SHEET NO.

A-19

MATERIALS

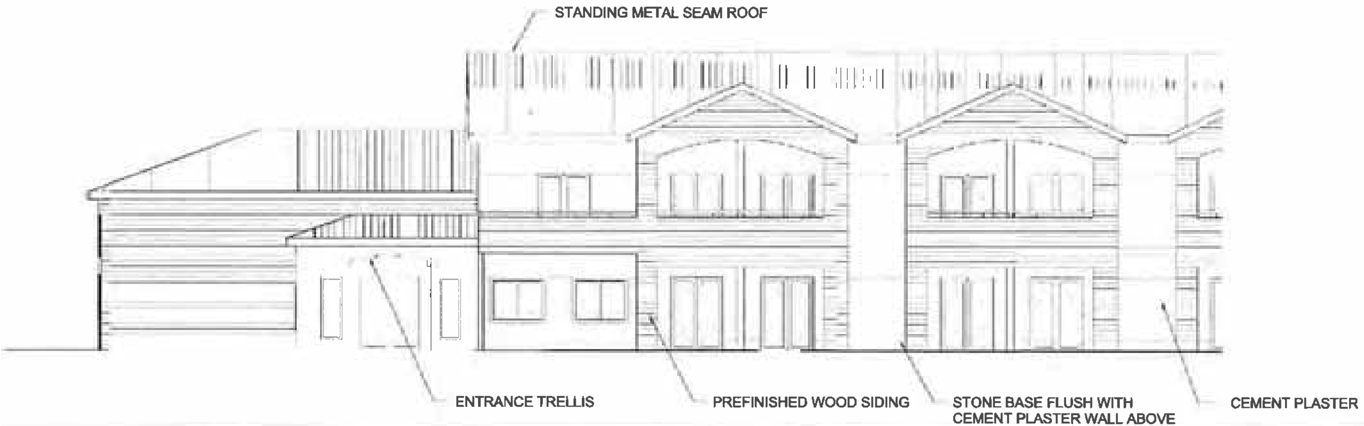
PREFINISHED WOOD SIDING



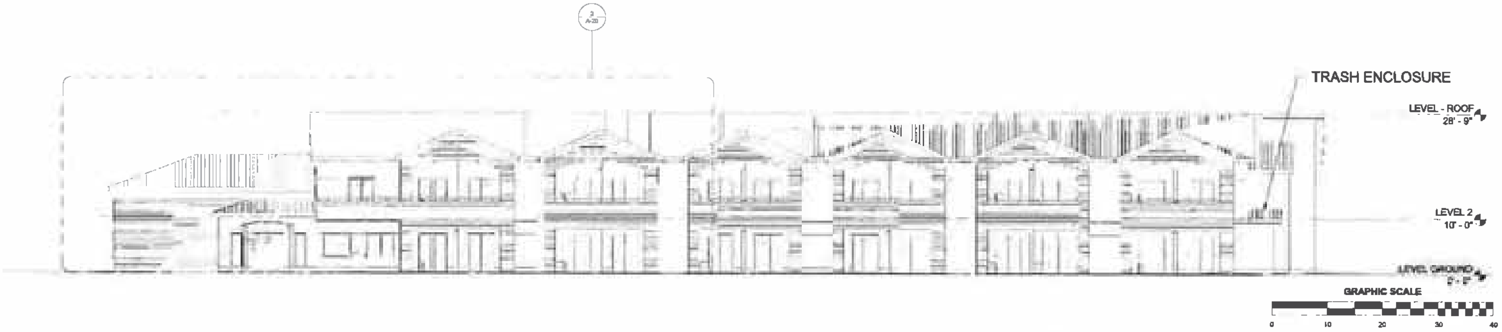
CEMENT PLASTER

STANDING BATTAN METAL ROOF

MATERIALS



ENLARGED WEST ELEVATION
NTS
2



HOTEL 4 - WEST ELEVATION
1

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DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

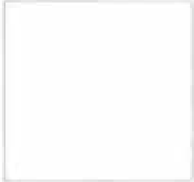
DRAWING TITLE
HOTEL 4 - ELEVATIONS

JOB NO. [illegible]
DRAWN BY Author
SHEET NO.

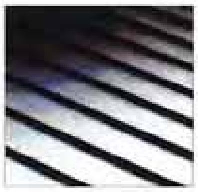
A-20

MATERIALS

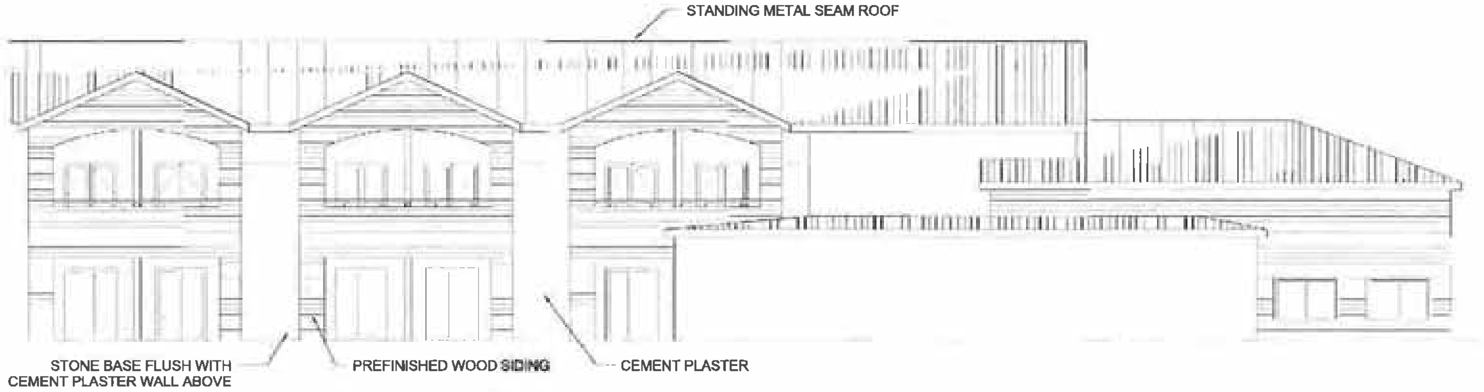
PREFINISHED WOOD SIDING



CEMENT PLASTER



STANDING BATTAN METAL ROOF



ENLARGED EAST ELEVATION
NTS
2

HOTEL 4 - EAST ELEVATION
1

STANTONARCHITECTURE.COM

JETT
LANDSCAPE ARCHITECTURE + DESIGN

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

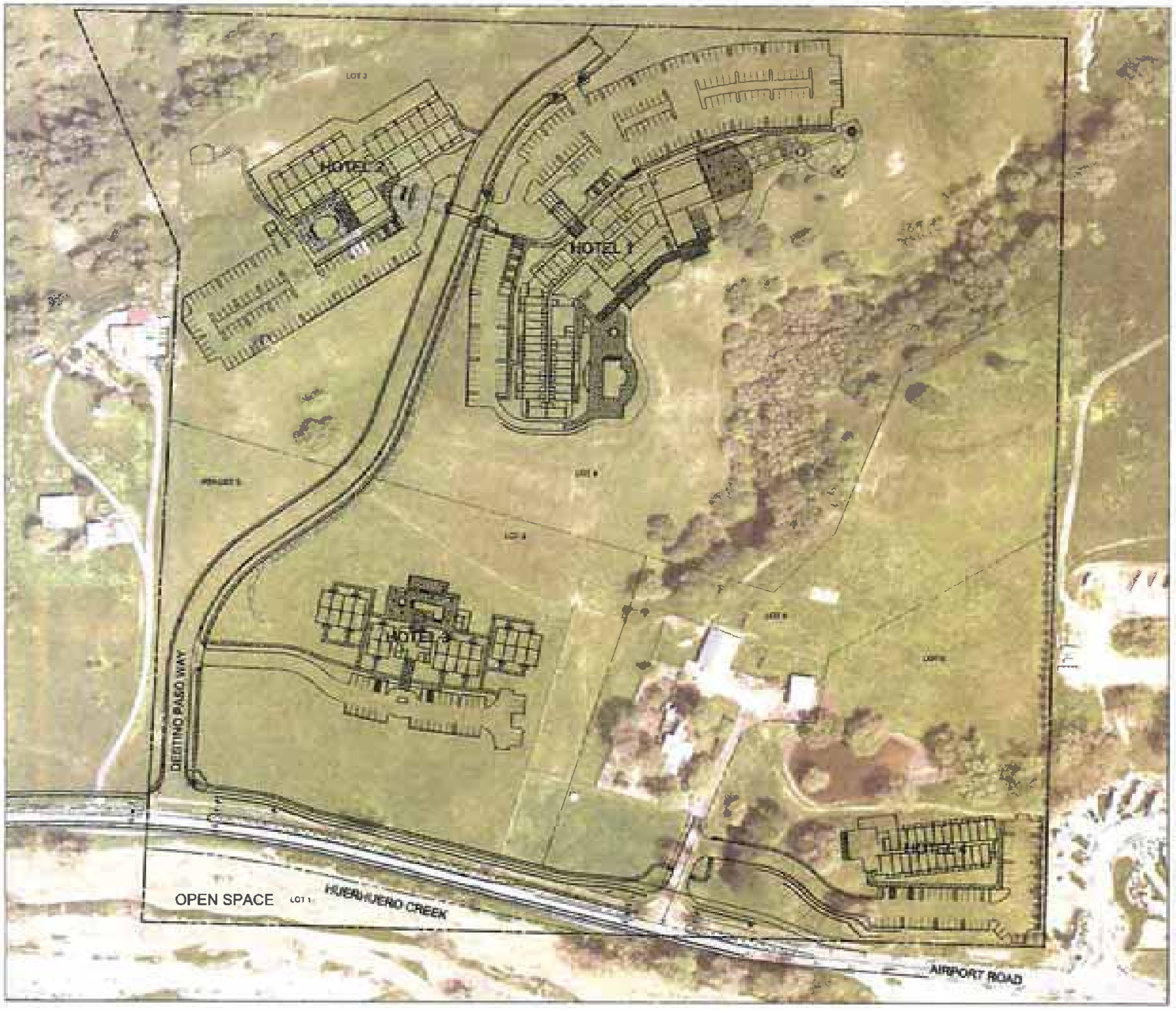
DRAWING TITLE
HOTEL 4 - ELEVATIONS

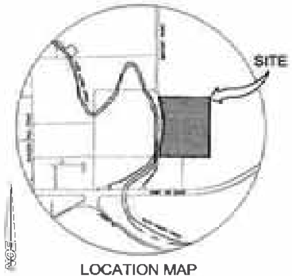
JOB NO. 15025
DRAWN BY Author
SHEET NO.

A-21

DEVELOPMENT PLAN
FOR

DESTINO PASO RESORT HOTEL





LOCATION MAP
NO SCALE

SITE STATISTICS - OVERVIEW

TOTAL GROSS AREA	60.3 ACRES
NET AREA	37.1 ACRES
RECORD OWNERS	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
	JERRY & KATHIE HANDLEY P.O. BOX 1001 PASO ROBLES, CA 93447
APPLICANT	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
ENGINEER	NORTH COAST ENGINEERING, INC 725 CRESTON RD., STE. B, PASO ROBLES, CA 93446 CHRISTY GABLER R.C.E. 84821 EXP. 6/30/18
A.P.N.	025-436-029 & 030
EXISTING USE	VACANT / AG / RESIDENCE
EXISTING GENERAL PLAN DESIGNATION	POS
EXISTING ZONING	POS
PROPOSED USE	RESORT / EXISTING HOUSE

SHEET INDEX

1	COVER SHEET	
2	DESTINO TENTATIVE MAP	
3	PRELIMINARY GRADING	WEST
4	PRELIMINARY GRADING	EAST
5	PRELIMINARY UNDERGROUND	WEST
6	PRELIMINARY UNDERGROUND	EAST
7	SITE CROSS SECTIONS	

NCE

0 40' 80' 160'
SCALE 1"=80'

DATE SUBMITTED: [illegible]

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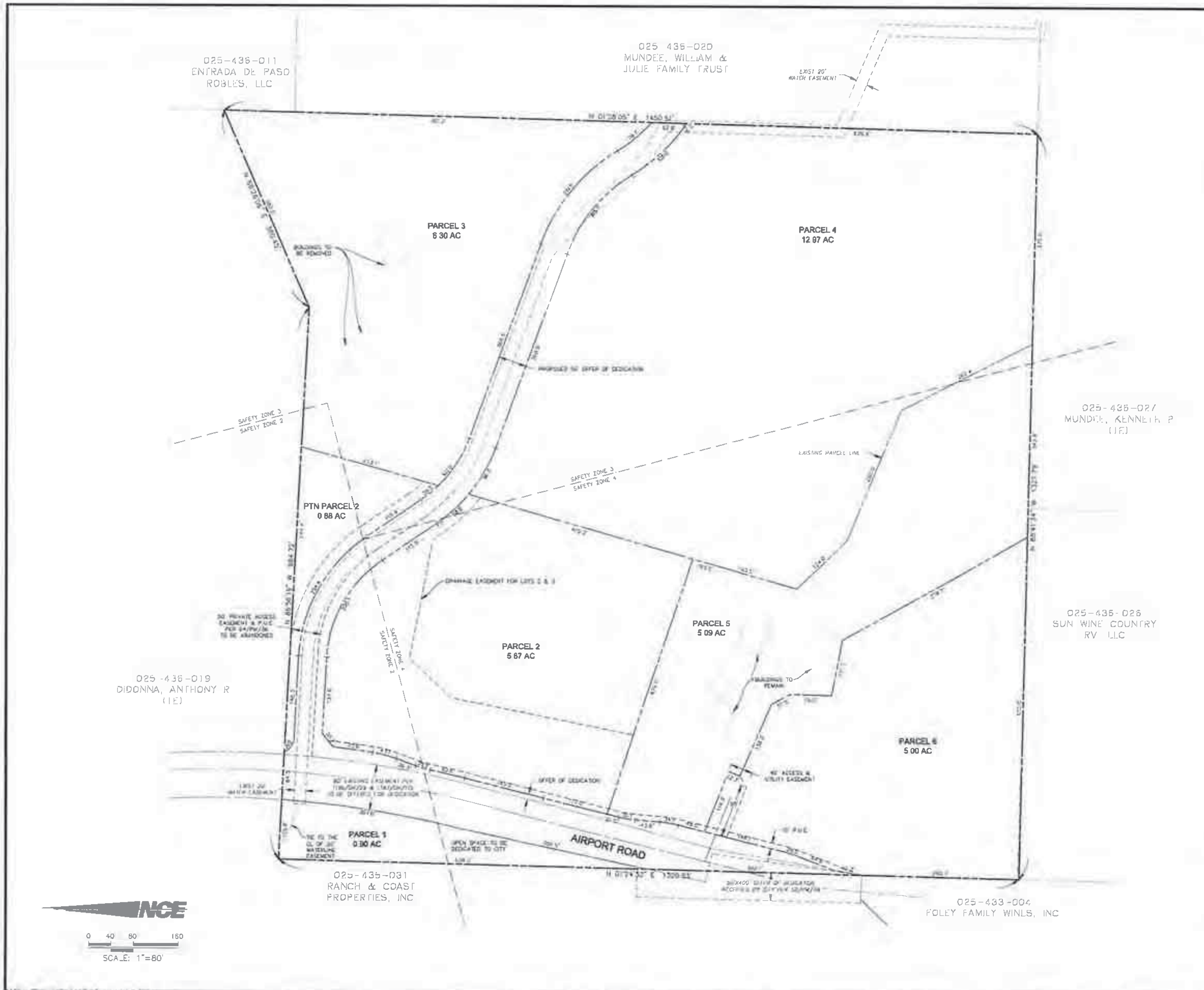
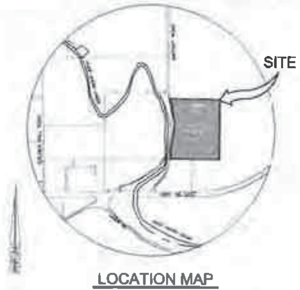




LOCATION MAP

NO SCALE

SITE STATISTICS - OVERVIEW

TOTAL GROSS AREA	40.3 ACRES
NET AREA	37 1 ACRES
RECORD OWNERS:	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436 JERRY & KATHIE HANDLEY P O BOX 1011 PASO ROBLES, CA 93447
APPLICANT	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
ENGINEER	NORTH COAST ENGINEERING, INC 725 CRESTON RD , STE B, PASO ROBLES, CA 93446 CHRISTY GABLER R C E 64821 EXP 6/30/09
A.P.N.	025-436-029 & 030
EXISTING USE	VACANT / AG / RESIDENCE
EXISTING GENERAL PLAN DESIGNATION	POS
EXISTING ZONING	POS
PROPOSED USE	RESORT / EXISTING HOUSE

CHRISTY A. GABLER

PRELIMINARY

R.C.E 64821

LEGEND

RIGHT-OF-WAY
PROPERTY LINE
AIRPORT SAFETY ZONE LINE
EASEMENT LINE
BOUNDARY LINE

DESTINO PASO RESORT HOTEL
VESTING TENTATIVE MAP
TRACT 2962

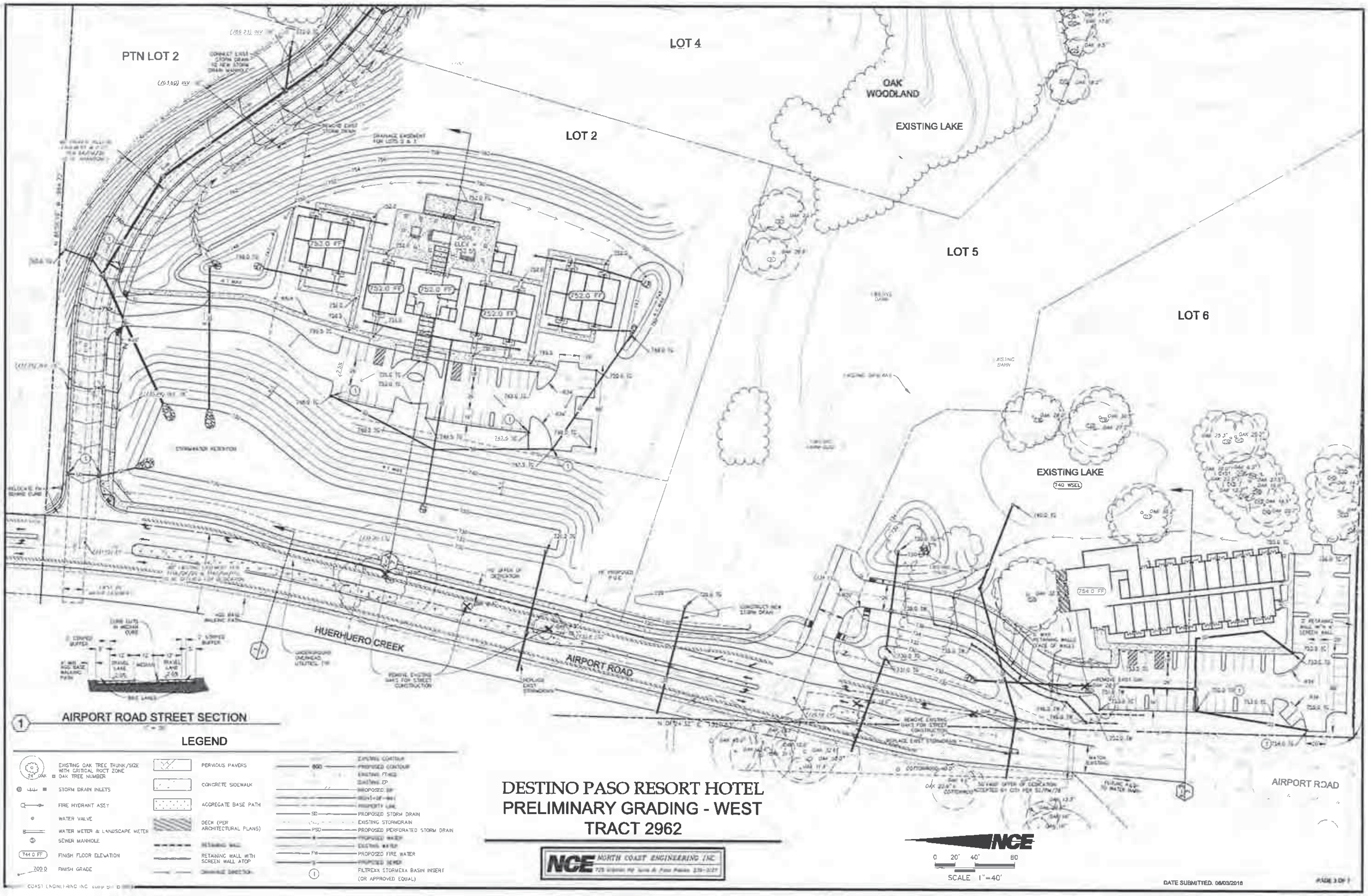
IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCELS 1 AND 2 OF PARCEL MAP PR 04-0133, ACCORDING TO THE MAP RECORDED IN BOOK 64 OF PARCEL MAPS, AT PAGES 36-37 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd Suite B Paso Robles 239-3127

DATE SUBMITTED: 08/03/2016

PAGE 2 OF 7

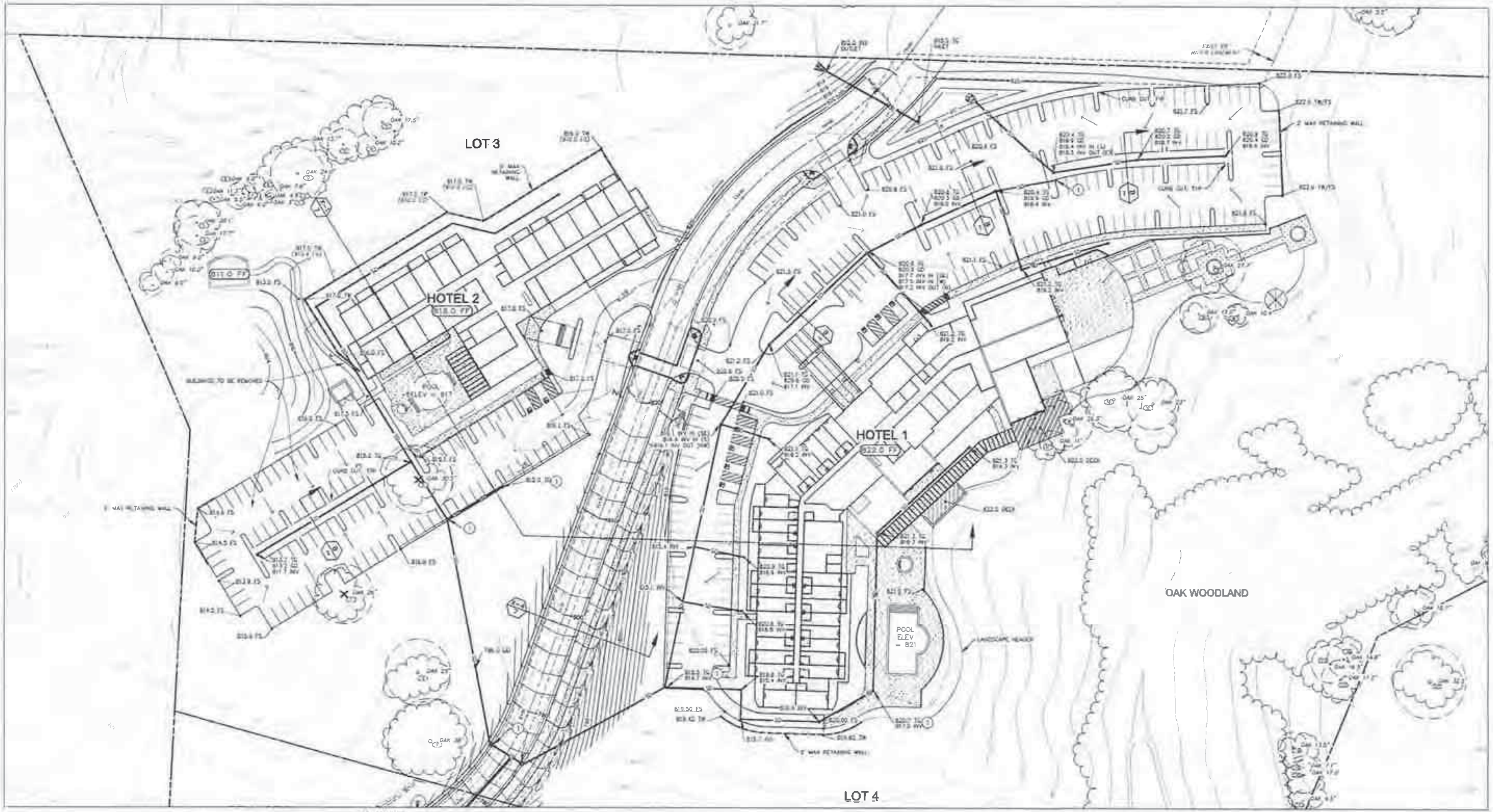


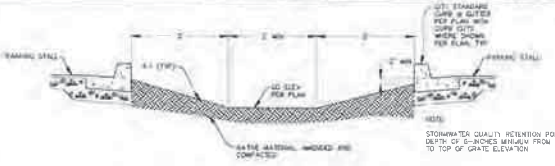
DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - WEST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.

DATE SUBMITTED: 08/03/2018

PAGE 3 OF 7





NOTE:

STORMWATER QUALITY RETENTION PONDING DEPTH OF 6-INCHES MINIMUM FROM GROUND TO TOP OF GRATE ELEVATION

B PARKING LOT VEGETATED SWALE

NOT TO SCALE

LEGEND

EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE
24" OAK 10 OAK TREE NUMBER
STORM DRAIN INLETS
FIRE HYDRANT ASSY
WATER VALVE
WATER METER & LANDSCAPE METER
SEWER MANHOLE
744.0 FF FINISH FLOOR ELEVATION
700.0 FINISH GRADE
PERVIOUS PAVERS
CONCRETE SIDEWALK
AGGREGATE BASE PATH
DECK (PER ARCHITECTURAL PLANS)
RETAINING WALL
RETAINING WALL WITH SCREEN WALL ATOP
DRAINAGE DIRECTION
EXISTING CONTOUR
800 PROPOSED CONTOUR
EXISTING FENCE
EXISTING EP
PROPOSED EP
RIGHT-OF-WAY
PROPERTY LINE
SD PROPOSED STORM DRAIN
EXISTING STORMDRAIN
PSD PROPOSED PERFORATED STORM DRAIN
PROPOSED WATER
EXISTING WATER
FW PROPOSED FIRE WATER
PROPOSED SEWER
① FILTREXX STORMWATER BASIN INSERT (OR APPROVED EQUAL)

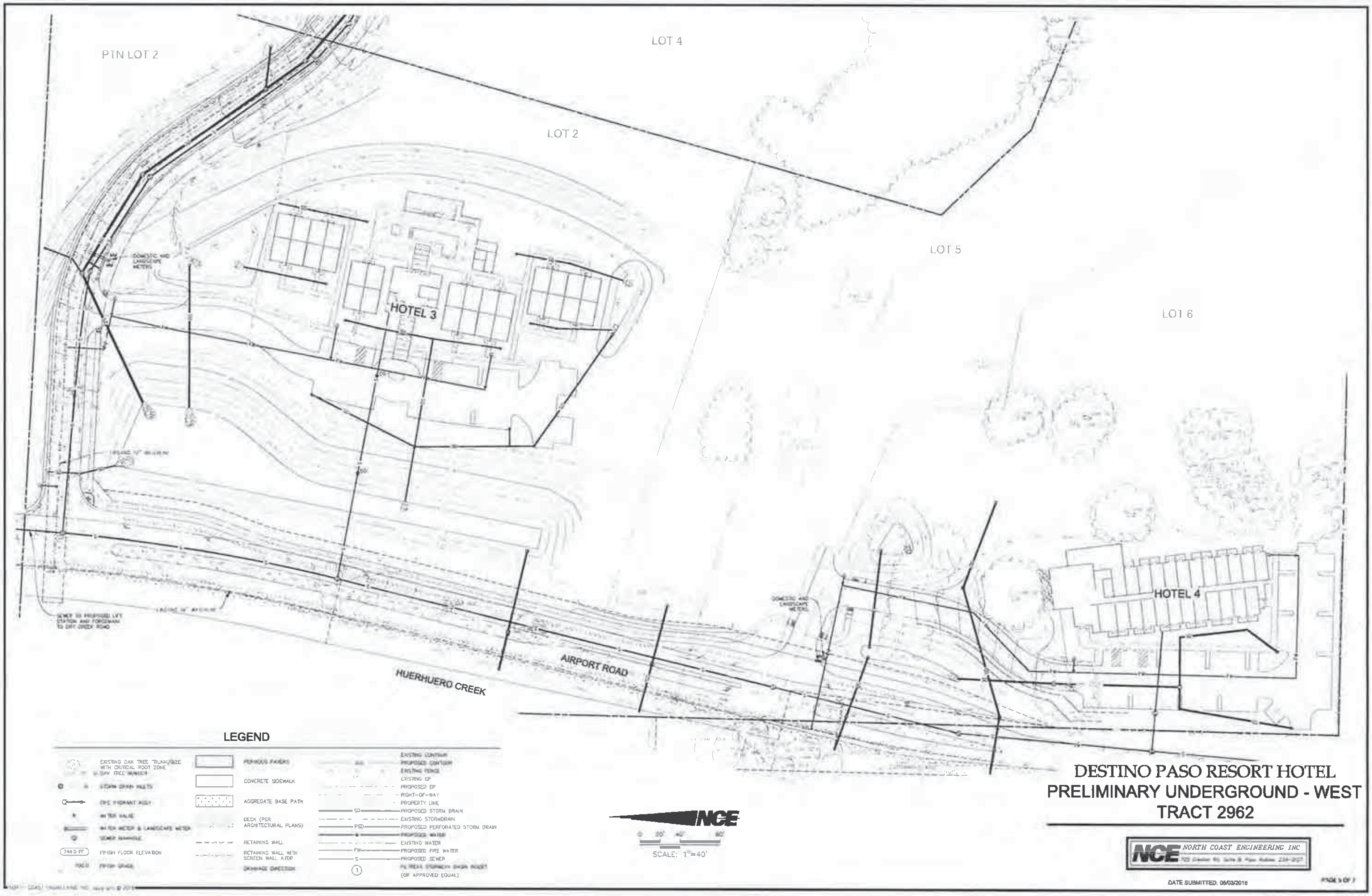
0 20 40 80'
SCALE: 1"=40

DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - EAST
TRACT 2962

NORTH COAST ENGINEERING INC

DATE SUBMITTED: 06/03/2016

PAGE 4 OF 7

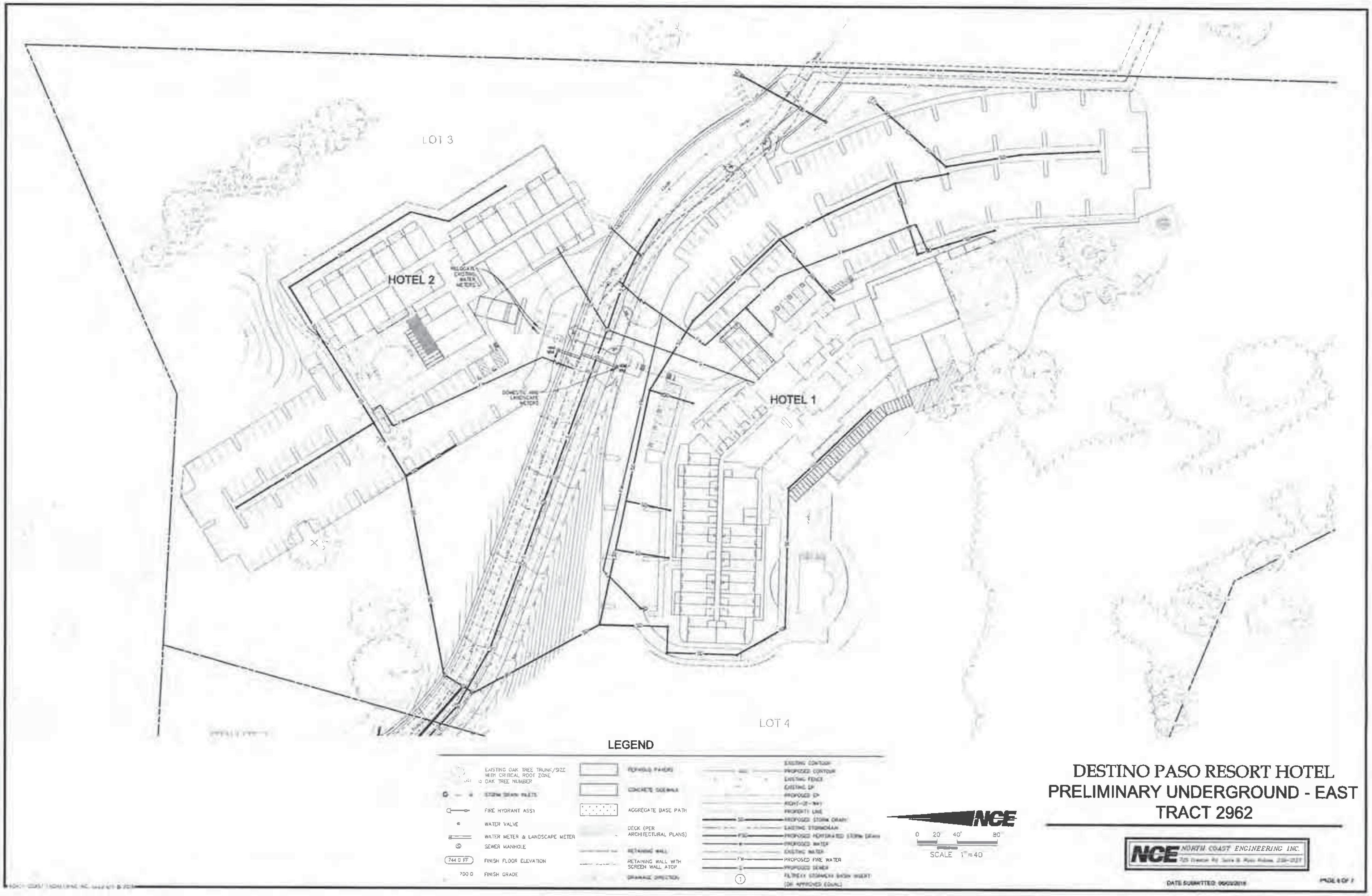


DESTINO PASO RESORT HOTEL
PRELIMINARY UNDERGROUND - WEST
TRACT 2962

NORTH COAST ENGINEERING INC

DATE SUBMITTED: 06/03/2018

PAGE 5 OF 7



DESTINO PASO RESORT HOTEL
PRELIMINARY UNDERGROUND - EAST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.

DATE SUBMITTED: 06/02/2016

PAGE 6 OF 7

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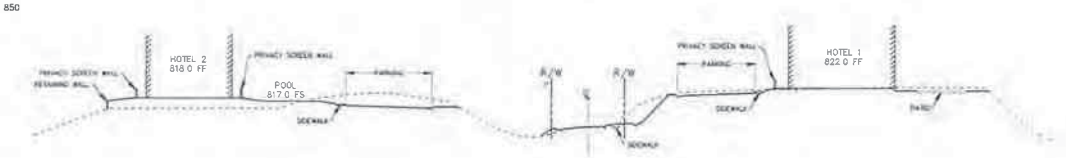
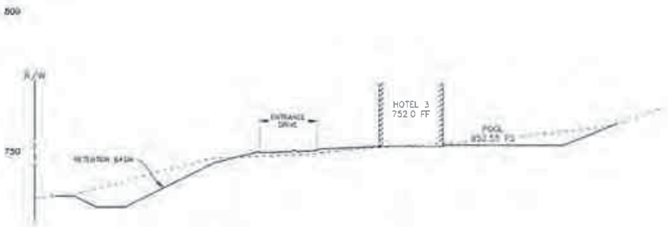


X-1 SITE CROSS SECTION
VERTICAL: 1" = 20
HORIZONTAL 1' = 40



X-2 SITE CROSS SECTION
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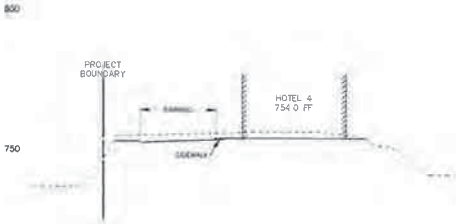
HORIZONTAL: 1" = 40



X-3 SITE CROSS SECTION
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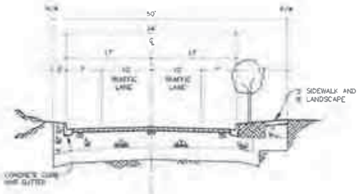
HORIZONTAL: 1" = 40



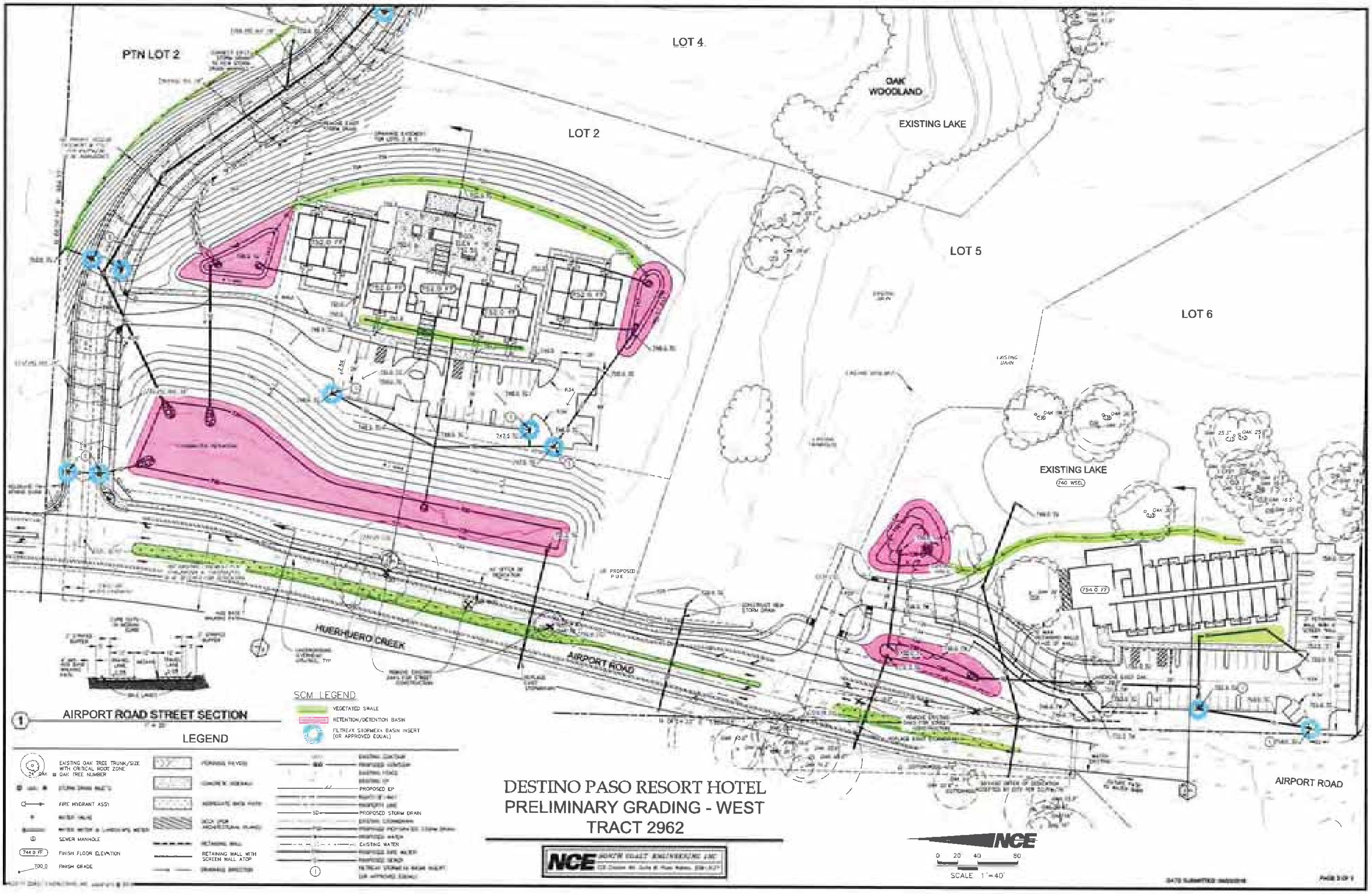
X-4 PUBLIC ROAD TYPICAL SECTION
NOT TO SCALE

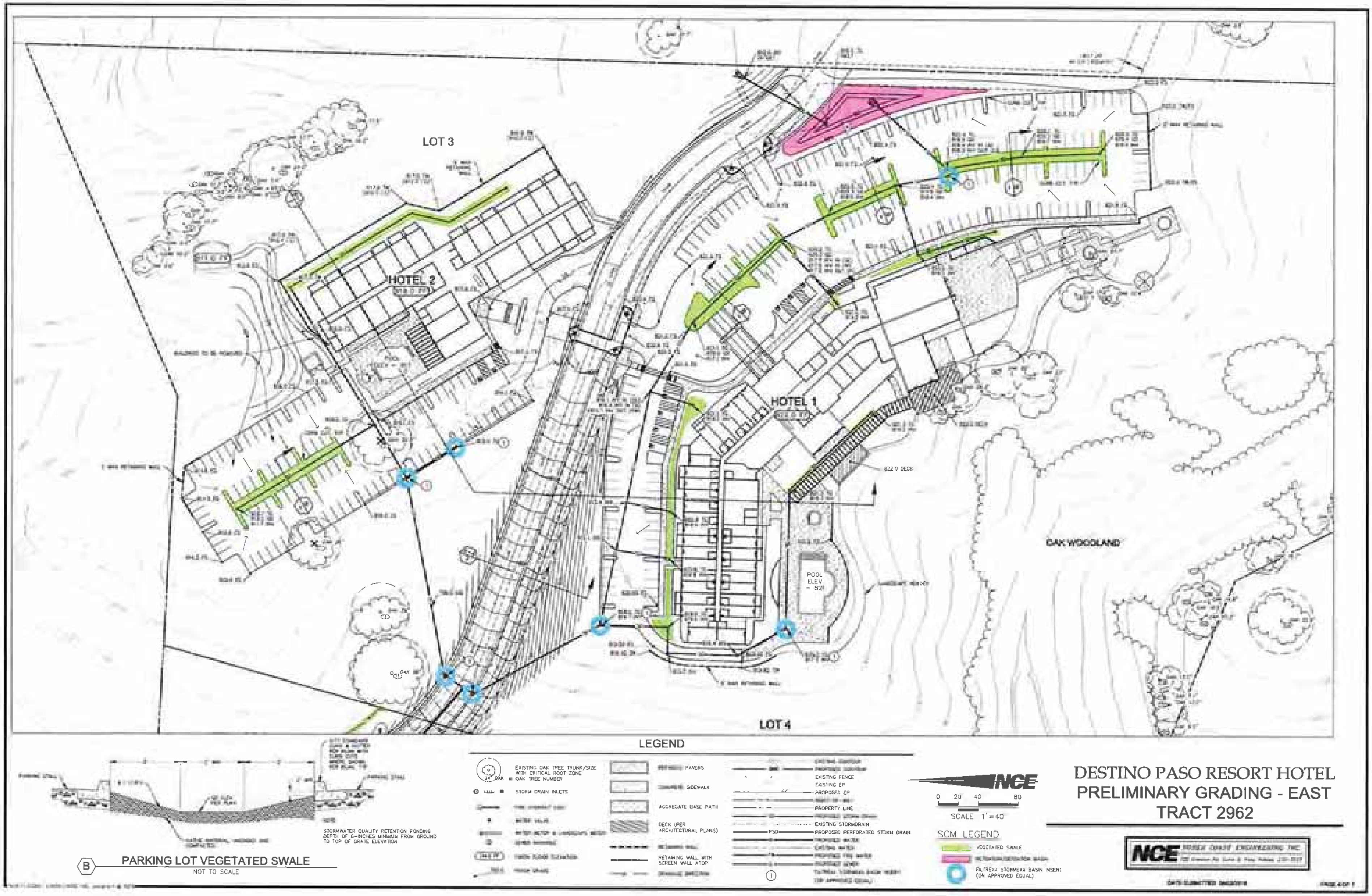
DESTINO PASO RESORT HOTEL
SITE CROSS SECTIONS
TRACT 2962

NCE NORTH COAST ENGINEERING INC

DATE SUBMITTED: 06/03/2016

PAGE 7 OF 8


PTN LOT 2
LOT 4
LOT 2
OAK WOODLAND
EXISTING LAKE
LOT 5
LOT 6
EXISTING LAKE
740 WSEL
754.0 FF
HUERHUERO CREEK
AIRPORT ROAD
AIRPORT ROAD
AIRPORT ROAD STREET SECTION
SCM LEGEND
VEGETATED SWALE
RETENTION/DETENTION BASIN
FILTREXX STORMEXX BASIN INSERT (OR APPROVED EQUAL)
LEGEND
EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE
OAK TREE NUMBER
FIRE HYDRANT ASSY
SEWER MANHOLE
744.0 FF
FINISH FLOOR ELEVATION
700.0
FINISH GRADE
RETAINING WALL WITH SCREEN WALL ATOP
PROPOSED EP
SD
PROPOSED STORM DRAIN
EXISTING WATER
DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - WEST
TRACT 2962
NCE
NCE
0 20 40 80
SCALE 1"=40'



DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - EAST
TRACT 2962

AIR QUALITY & GREENHOUSE GAS IMPACT ASSESSMENT

FOR THE PROPOSED

DESTINO PASO RESORT HOTEL PROJECT

PASO ROBLES, CA

JULY 2016

PREPARED BY:

AMBIENT
AIR QUALITY & NOISE CONSULTING
612 12TH STREET, SUITE 201
PASO ROBLES, CA 93446
TEL: 805.226.2727

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

LIST OF COMMON TERMS & ACRONYMS

AAM	Annual Arithmetic Mean
CAAQS	California Ambient Air Quality Standards
CAP	Climate Action Plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CH_4	Methane
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
DPM	Diesel-Exhaust Particulate Matter or Diesel-Exhaust PM
FCAA	Federal Clean Air Act
GHG	Greenhouse Gases
HAP	Hazardous Air Pollutant
LOS	Level of Service
N_2O	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
TAC	Toxic Air Contaminant
$\mu g/m^3$	Micrograms per cubic meter
U.S. EPA	United State Environmental Protection Agency

EXECUTIVE SUMMARY

This report provides an analysis of air quality and greenhouse gas (GHG) impacts associated with the proposed Residence 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.

The proposed project includes the construction of a total of four hotel facilities. The initial phase of construction is anticipated to begin in 2017 and would include the construction of an approximate 136-room main hotel. A second hotel, lodge, and boutique hotel totaling approximately 155 rooms, may be constructed in future years, depending on market conditions.

The project site is located adjacent to and east of Airport Road, north of State Route (SR) 46 East, within the City of Paso Robles. The nearest sensitive land use consist of residential dwellings. The nearest residences are located adjacent to and north of the project site. Additional residential dwellings, as well as, the Wine Country RV Resort are located to the south of the project site.

Construction-generated emissions associated with the initial construction of the main hotel, as well as, construction of the proposed future land uses would exceed the San Luis Obispo County Air Pollution Control District (SLOAPCD) recommended daily and quarterly significance thresholds for $ROG+NO_X$. In addition, uncontrolled emissions of particulate matter generated during construction may result in localized pollutant concentrations that could adversely impact nearby land uses and sensitive receptors. If uncontrolled, the demolition of onsite structures may also result in emissions of potentially hazardous emissions associated with the disturbance of building materials, including lead and asbestos. Mitigation measures have been included to reduce these potentially significant impacts to a less-than-significant level.

Unmitigated operational emissions associated with the main hotel would not exceed SLOAPCD significance thresholds. However, at project buildout, operational emissions are projected to exceed SLOAPCD's air quality significance thresholds. In addition, without mitigation, increased emissions of GHGs would not be consistent with the *City of Paso Robles Climate Action Plan*. Unmitigated emissions of criteria air pollutants and GHGs may also interfere with air quality attainment planning and GHG-reduction efforts. Mitigation measures have been included to reduce these potentially significant impacts to a less-than-significant level.

INTRODUCTION

This report provides an analysis of air quality and GHG impacts associated with the proposed Residence 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 proposed project includes the construction of a total of four hotel facilities. The initial phase of construction is anticipated to begin in 2017 and would include the construction of an approximate 136-room main hotel. A second hotel, lodge, and boutique hotel totaling approximately 155 rooms, may be constructed in future years, depending on market conditions. The proposed project location is illustrated in Figure 1. The proposed project site plan is illustrated in Figure 2.

The project site is located adjacent to and east of Airport Road, north of SR 46 East, within the City of Paso Robles. The nearest sensitive land use consist of residential dwellings. The nearest residences are located adjacent to and north of the project site. Additional residential dwellings, as well as, the Wine Country RV Resort are located to the south of the project site (Refer to Figure 1).

AIR QUALITY

SETTING

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 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).

Figure 1
Proposed Project Location

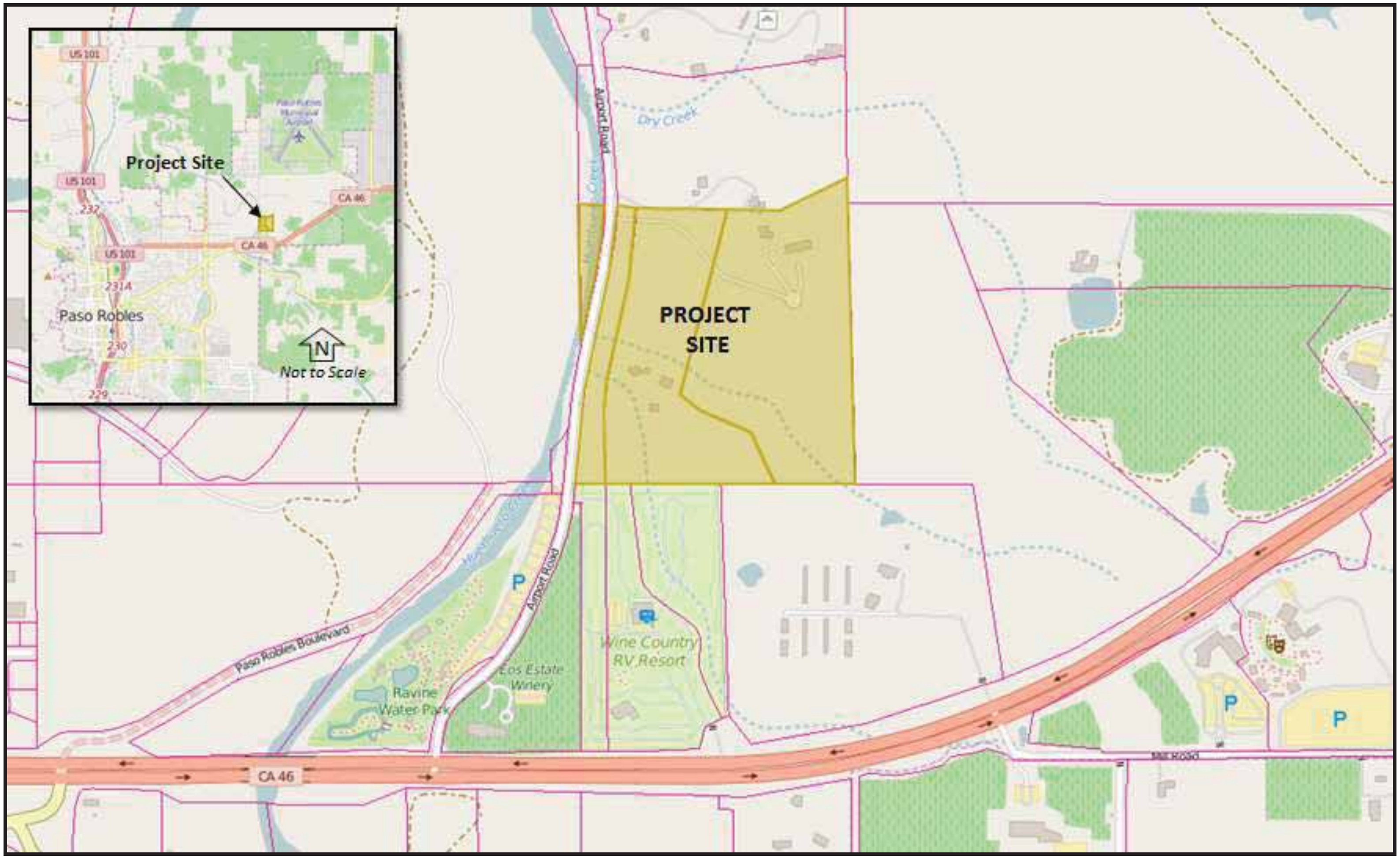
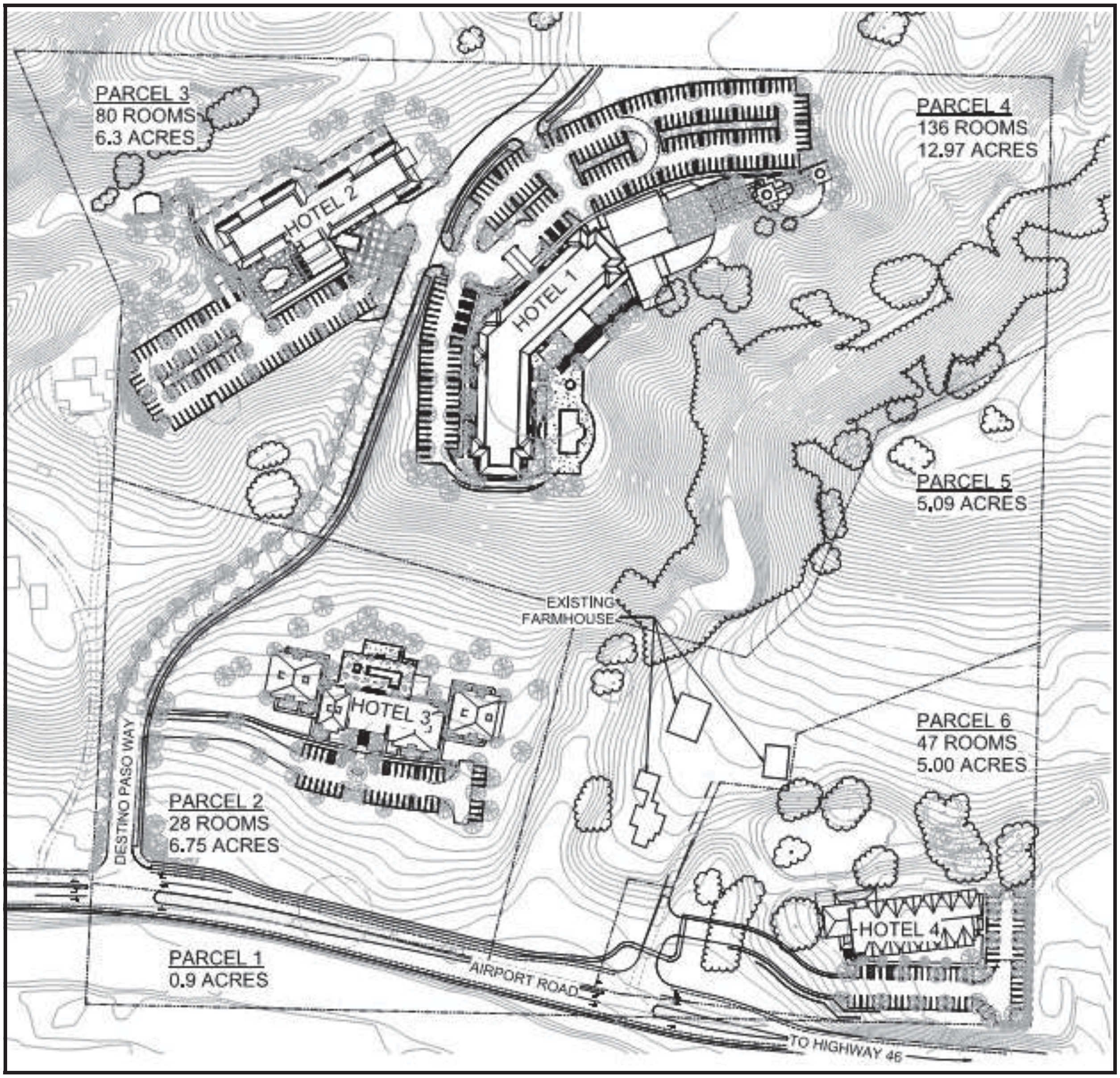


Image Source: San Luis Obispo County, 2016

Figure 2
Proposed Project Site Plan



Not to Scale.
Source: SA 2016

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 1, 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: ARB 2015b

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 ARB 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 ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB 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 ARB 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 ARB 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 ARB 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 (ARB 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 ARB 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 (ARB 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	• 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	• 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	• 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	• Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	• 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	• Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	• 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	• 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.

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.
Source: ARB 2005

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 not located near areas that are likely to contain ultramafic rock.

Asbestos-containing material (ACM) may be present in existing structures. The demolition or renovation of existing structures may be subject to regulatory requirements for the control of ACM. A summary of applicable regulatory requirements 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 ARB 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 ARB 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.

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for Ozone, CO, SO_2, and NO_2 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 ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB 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.

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/m3	Non-Attainment	–	Unclassified/ Attainment
	24-hour	50 µg/m3		150 µg/m3	
Fine Particulate Matter ($PM_{2.5}$)	AAM	12 µg/m3	Attainment	12 µg/m3	Unclassified/ Attainment
	24-hour	No Standard		35 µg/m3	
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/m3)**	
	1-hour	0.25 ppm		75 ppb	
Lead	30-day Average	1.5 µg/m3	Attainment	–	No Attainment Information
	Calendar Quarter	–		1.5 µg/m3	
	Rolling 3-Month Average	–		0.15 µg/m3	
Sulfates	24-hour	25 µg/m3	Attainment	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m3)	Attainment		
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m3)	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//ww.arb.ca.gov.research/aaqs/aaqs2.pdf*
*** Secondary Standard*
Source: SLOAPCD 2016b; ARB 2016a

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 (NOx) 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

Air Quality Impacts	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Would the project conflict with or obstruct implementation of the applicable air quality plan?	☐	■	☐	☐
B) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	☐	☐
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)?	☐	■	☐	☐
D) Would the project expose sensitive receptors to substantial pollutant concentrations?	☐	■	☐	☐
E) Would the project create objectionable odors affecting a substantial number of people?	☐	☐	■	☐

METHODOLOGY

Short-term Impacts

Emissions associated with construction of proposed project were calculated using the CalEEMod, version 2013.2.2, computer program. Detailed construction information (e.g., equipment required, construction schedules, etc.) was not available at the time of the analysis. Construction activity schedules, equipment use, vehicle trips, equipment load factors and emission factors were, therefore, based on default parameters contained in the model. According to the project engineers, all material would be balanced on site and the import/export of soil would not be required. Construction of main hotel would occur over an estimated 15-month period. Construction of the main hotel would result in the demolition of an approximate 1,195 square foot (sf) residential structure. An existing approximate 5,000 sf shop will be dismantled and repurposed at an off-site location by a third party. The existing shop was included in the modeled demolition activity to account for the haul truck trips, construction employee trips, and off-road equipment required with the dismantling and removal of the existing shop. To be conservative, fugitive PM emissions associated with material handling and site grading were quantified assuming that the total site would be rough graded during initial construction of the proposed main hotel, which is anticipated to begin in 2017.

Construction of the additional proposed facilities, including a second hotel, a boutique hotel, and a lodge would occur subsequent to completion of the proposed main hotel. The specific dates for construction of these additional facilities would depend on market conditions. To ensure a conservative analysis, construction of these additional facilities were assumed to occur simultaneously, beginning in January 2020. Finish grading activities were also included for construction of the subsequent facilities.

Mitigated construction-generated emissions were quantified assuming application of dust control practices, including the application of water a minimum of 3 times daily and a speed limit of 15 mph for onsite unpaved surfaces, based on the default reductions identified in the model. Mitigated emissions associated with the application of architectural coatings assumed the use of low-VOC content paints with a maximum VOC content of 50 grams per liter (g/L). Modeling assumptions and output files are included in Appendix D of this report.

Long-term Impacts

Long-term operational emissions of criteria air pollutants associated with the proposed project were calculated using the CalEEMod, version 2013.2.2, computer program. Emissions were quantified for the proposed main hotel and future buildout conditions with the inclusion of the proposed second hotel, boutique hotel, and lodge. The CalEEMod program includes quantification of emissions from various emission sources, including energy use, area sources, and motor vehicle trips. Non-transportation source emissions were quantified based largely on the default parameters contained in the model. The use of off-road equipment would not be required for project operations and was not included in the emissions modeling.

The vehicle trip-generation rates contained in the model were amended to reflect project-specific conditions, based on rates obtained from the traffic analysis prepared for this project. The trip-generation rate includes trips generated by supporting amenities, including hotel meeting facilities and restaurants. Vehicle trip lengths for hotel guests were quantified based on hotel guest survey data obtained from a similar hotel located in Pismo Beach for the year 2012 (refer to Table 5). Vehicle trip distances for in-County destinations, including coastal communities and attractions, such as Hearst Castle, Cambria, and Morro Bay, were also included in the calculation. The average vehicle travel length was 12.5 miles for hotel guests and 13 miles for employees. Modeling assumptions and output files are included in Appendix D of this report.

Table 5
Hotel Guest Survey Information

Guest Originations & Destinations (Out of County Regions)	Percent on Annual Guests (Year 2012)
Sacramento Valley & Northern San Joaquin Valley	24.2%
Southern San Joaquin Valley (Kern County)	8.8%
Northern & Central California Regions	12.7%
Southern California	45.4%
San Luis Obispo County	9%

Based on guest survey data obtained from a similar hotel located in Pismo Beach for the year 2012.
Refer to Appendix D for additional information regarding estimated vehicle trip distances.

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 6 and discussed, as follows (SLOAPCD 2012):

ROG and NOx 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.

Table 6
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 ARB 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.

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 (PM_{10}), Dust Emissions

- Quarterly: Exceedance of the 2.5 ton/qtr threshold requires Fugitive PM_{10} 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 7.

Table 7
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 ARB 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 SLOAPCD 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

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

SLOAPCD Clean Air Plan

As part of the CCAA, the SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. The SLOAPCD's 2001 Clean Air Plan (CAP) addresses the attainment and maintenance of state and federal ambient air quality standards. The CAP was adopted by SLOAPCD's on March 26, 2002.

The CAP outlines the District's strategies to reduce ozone-precursor pollutants (i.e., ROG and NO_X) from a wide variety of sources. The CAP includes a stationary-source control program, which includes control measures for permitted stationary sources; as well as, transportation and land use management strategies to reduce motor vehicle emissions and use. The stationary-source control program is administered by SLOAPCD. Transportation and land use control measures are implemented at the local or regional level, by promoting and facilitating the use of alternative transportation options, increased pedestrian access and accessibility to community services and local destinations, reductions in vehicle miles traveled, and promotion of congestion management efforts. In addition, local jurisdictions also prepare population forecasts, which are used by SLOAPCD to forecast population-related emissions and air quality attainment, including those contained in the CAP.

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 larger project-level environmental review, depending on the project being considered. Project-Level environmental reviews which may require consistency analysis with the CAP include: large residential developments and large commercial/industrial developments. For such projects, evaluation of consistency is based on a comparison of the proposed project with the land use and transportation control measures and strategies outlined in the CAP. If the project is consistent with these measures, the project is considered consistent with the CAP.

The proposed project is not considered a large development project that would have the potential to result in a substantial increase in population, or employment. In addition, the proposed project is also consistent with existing zoning designations and would not result in the installation of any major stationary sources of emissions. However, as noted in Impact AQ-C, long-term operational emissions associated with the project would exceed SLOAPCD's recommended significance thresholds. Projects that exceed SLOAPCD's recommended significance thresholds would also be considered to potentially conflict with regional air quality planning efforts, including the control measures and strategies identified in the CAP. This impact is considered ***potentially significant.***

Particulate Matter Report – Implementation of SB 656 Requirements

In July 2005, SLOAPCD adopted the *Particulate Matter Report* (PM Report). The PM Report identifies various measures and strategies to reduce public exposure to PM emitted from a wide variety of sources, including emissions from permitted stationary sources and fugitive sources, such as construction activities. As discussed in Impact AQ-C, uncontrolled fugitive dust generated during construction may result in localized pollutant concentrations that may result in increased nuisance concerns to nearby land uses. Therefore, construction-generated emissions of fugitive dust would be considered to have a ***potentially significant*** impact.

Mitigation Measures

Implement Mitigation Measure AQ-1, AQ-2, and AQ-3.

Significance After Mitigation

Implementation of Mitigation Measure AQ-1 would include measures to reduce construction-generated emissions of fugitive dust, as well as, mobile-source emissions associated with construction vehicle and equipment operations and evaporative emissions from architectural coatings. With mitigation, overall emissions of fugitive dust would be reduced by approximately 58 percent. These measures would also help to 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. Mitigation Measure AQ-3 includes additional measures to reduce construction-generated emissions, including fugitive PM emissions associated with onsite demolition activities. Implementation of Mitigation Measure AQ-2 would include measures to reduce long-term operational emissions associated with motor vehicle use and onsite energy use to a less-than-significant level. With mitigation, the proposed project would not result in a substantial increase in regional emissions, population, or employment, nor would the project involve the installation of any major stationary sources of emissions. For these reasons, the proposed project would not conflict with or obstruct continued implementation of the CAP. With mitigation, this impact is considered ***less than significant***. Refer to *Impact AQ-C* and *Impact AQ-D* for additional discussion of air quality impacts and proposed mitigation measures.

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

As noted in Impact AQ-C and AQ-D, below, short-term construction activities may result in localized concentrations of pollutants that could adversely affect nearby land uses. In addition, long-term operational emissions would exceed SLOAPCD-recommended significant thresholds. As a result, this impact is considered ***potentially significant***. Refer to *Impact AQ-C* and *Impact AQ-D* for additional discussion of air quality impacts and proposed mitigation measures.

Mitigation Measures

Implement Mitigation Measure AQ-1, AQ-2 and AQ-3.

Significance After Mitigation

Implementation of Mitigation Measure AQ-1 would include measures to reduce construction-generated emissions of fugitive dust, as well as, mobile-source emissions associated with construction vehicle and equipment operations and evaporative emissions from architectural coatings. With mitigation, overall emissions of fugitive dust would be reduced by approximately 58 percent. These measures would also help to 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. Mitigation Measure AQ-3 includes additional measures to reduce construction-generated emissions, including fugitive PM emissions associated with onsite demolition activities. Implementation of Mitigation Measure AQ-2 would include measures to reduce long-term operational emissions associated with motor vehicle use and onsite energy use to a less-than-significant level. With mitigation, the proposed project would not result in a substantial increase in regional emissions, population, or employment, nor would the project involve the installation of any major stationary sources of emissions. With mitigation, this impact is considered ***less than significant***. Refer to *Impact AQ-C* and *Impact AQ-D* for additional discussion of air quality impacts and proposed mitigation measures.

Impact AQ-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. The construction of the proposed project would result in the temporary generation of emissions associated with site grading and excavation, paving, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NO_X) and emissions of PM. Emissions of ozone-precursors would result from the operation of on- and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

Construction-generated emissions were quantified using the CalEEMod computer program. To be conservative, emissions were quantified assuming that the total site would be rough graded during initial construction of the proposed main hotel, which is anticipated to begin in 2017. Onsite asphalt paving activities associated with construction of the onsite roadways and parking areas were also included. Grading activities were also included for the future construction of the second hotel, boutique hotel, and lodge to account for potential finish grading of these sites. Emissions associated with architectural coating application and building construction were also included for construction of the proposed main hotel, as well as, the future construction of the second hotel, boutique hotel, and lodge. To be conservative, future construction of the second hotel, boutique hotel, and lodge were assumed to occur simultaneously.

Estimated daily and quarterly emissions associated with initial construction of the main hotel are presented in Table 8 and Table 9, respectively. As depicted, maximum daily emissions associated with initial construction of the main hotel would total approximately 372.3 lbs/day of ROG+NO_X and approximately 2.8 lbs/day of exhaust PM_{10}. Quarterly construction-generated emissions would total approximately 3.5 tons of ROG+NO_X, 0.06 tons of DPM, and 0.2 tons of Fugitive PM_{10}.

Table 8
Daily Construction Emissions Without Mitigation – Main Hotel

Construction Activity	Daily Emissions (lbs)	
	ROG+NO_X	Exhaust PM_{10}
Demolition-Year 2017	47.3	2.1
Site Preparation-Year 2017	56.8	2.8
Grading/Excavation-Year 2017	75.9	3.3
Building Construction-Year 2017	35.2	1.8
Building Construction-Year 2018	31.4	1.6
Paving-Year 2018	19.3	0.9
Architectural Coating-Year 2018	321.6	0.2
Maximum Daily Emissions-Year 2017	56.8	2.8
Maximum Daily Emissions-Year 2018	**372.3**	2.6
SLOAPCD Significance Thresholds	137	7
Exceed SLOAPCD Thresholds?	**Yes**	No

Maximum Daily Emissions: Assumes that facility construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day. To be conservative, construction of the main hotel assumes that the entire site could be rough graded. Totals may not sum due to rounding.
Refer to Appendix D for modeling assumptions and results.

Estimated daily and quarterly emissions associated with the future construction of the second hotel, boutique hotel, and lodge are presented in Table 10 and Table 11, respectively. As depicted, maximum daily emissions associated with the future construction of these additional facilities would total approximately 302.1 lbs/day of ROG+NO_X and approximately 1.9 lbs/day of exhaust PM_{10}. Quarterly construction-generated emissions would total approximately 3.0 tons of ROG+NO_X, 0.05 tons of DPM, and 0.2 tons of Fugitive PM_{10}. Total project construction emissions are summarized in Table 12.

Table 9
Quarterly Construction Emissions Without Mitigation – Main Hotel

Quarter	Quarterly Emissions (tons)			
		PM_{10}		
	ROG+NO_X	Dust	Exhaust	Total
Year 2017 - Quarter 1	1.8	0.2	0.06	0.1
Year 2017 - Quarter 2-4	1.0	0.0	0.05	0.1
Year 2018 - Quarter 1	**3.5**	0.0	0.03	0.1
SLOAPCD Significance Thresholds	2.5	2.5	0.13	None
Exceed SLOAPCD Thresholds?	**Yes**	No	No	No

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

Table 10
Daily Construction Emissions Without Mitigation – Second Hotel, Boutique Hotel & Lodge

Construction Activity	Daily Emissions (lbs)	
	ROG+NO_X	Exhaust PM_{10}
Site Preparation-Year 2020	42.7	1.9
Grading/Excavation-Year 2020	28.6	1.4
Building Construction-Year 2020	25.2	1.2
Building Construction-Year 2021	22.7	1.0
Paving-Year 2021	14.2	0.7
Architectural Coating-Year 2021	265.3	0.1
Maximum Daily Emissions-Year 2020	42.7	1.9
Maximum Daily Emissions-Year 2021	**302.1**	1.8
SLOAPCD Significance Thresholds	137	7
Exceed SLOAPCD Thresholds?	**Yes**	No

Maximum daily emissions assume that facility construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day. Totals may not sum due to rounding. Includes grading to account for potential finish grading activities.
Refer to Appendix D for modeling assumptions and results.

Construction-generated emissions associated with the initial construction of the main hotel, as well as, construction of the proposed future land uses would exceed SLOAPCD's daily and quarterly significance thresholds for ROG+NO_X. Estimated emissions were largely a result of evaporative emissions anticipated to occur during the application of architectural coatings. Estimated emissions of fugitive PM would not exceed SLOAPCD's significance thresholds. However, if uncontrolled fugitive dust generated during construction may result in localized pollutant concentrations that could exceed ambient air quality standards and result in increased nuisance concerns to nearby land uses. Therefore, construction-generated emissions of fugitive dust would be considered to have a ***potentially significant*** impact.

Table 11
Quarterly Construction Emissions Without Mitigation – Second Hotel, Boutique Hotel & Lodge

Quarter	Quarterly Emissions (tons)			
		PM_{10}		
	$ROG+NO_X$	Dust	Exhaust	Total
Year 2020 - Quarter 1	1.2	0.2	0.05	0.3
Year 2020 - Quarter 2-4	0.7	0.0	0.03	0.1
Year 2021 - Quarter 1	**3.0**	0.0	0.02	0.0
SLOAPCD Significance Thresholds	2.5	2.5	0.13	None
Exceed SLOAPCD Thresholds?	**Yes**	No	No	No

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

Table 12
Summary of Construction Emissions Without Mitigation

Criteria	Project Emissions	SLOAPCD Significance Threshold	Exceed Significance Threshold?
Main Hotel			
Maximum Daily Emissions of $ROG+NO_X$	**372.3** lbs/day	137 lbs/day	**Yes**
Maximum Daily Emissions of DPM	2.8 lbs/day	7 lbs/day	No
Maximum Quarterly Emissions of $ROG+NO_X$	**3.5** tons/qtr	2.5 tons/qtr	**Yes**
Maximum Quarterly Emissions of DPM	0.06 tons/qtr	0.13 tons/qtr	No
Maximum Quarterly Emissions of Fugitive PM	0.02 tons/qtr	2.5 tons/qtr	No
Second Hotel, Boutique Hotel, Lodge			
Maximum Daily Emissions of $ROG+NO_X$	**302.1** lbs/day	137 lbs/day	**Yes**
Maximum Daily Emissions of DPM	1.9 lbs/day	7 lbs/day	No
Maximum Quarterly Emissions of $ROG+NO_X$	**3.0** tons/qtr	2.5 tons/qtr	**Yes**
Maximum Quarterly Emissions of DPM	0.05 tons/qtr	0.13 tons/qtr	No
Maximum Quarterly Emissions of Fugitive PM	0.02 tons/qtr	2.5 tons/qtr	No

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

Mitigation Measures

AQ-1: The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans:

a. Reduce the amount of the disturbed area where possible.

b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.

c. All dirt stock pile areas should be sprayed daily as needed.

d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;

e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.

f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.

g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.

i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.

j. Install wheel washers at the construction site entrance, wash off the tires or tracks of all trucks and equipment leaving the site, or implement other SLOAPCD-approved methods sufficient to minimize the track-out of soil onto paved roadways.

k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.

l. The burning of vegetative material shall be prohibited.

m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

n. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.

Significance After Mitigation

With implementation of Mitigation Measure AQ-1,a., overall emissions of fugitive dust would be reduced by approximately 58 percent. These measures would also help to 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 the use of low-VOC content paints, maximum daily construction-generated emissions of ROG+NO_X would total approximately 117 lbs/day for construction of the main hotel and approximately 91 lbs/day for construction of the second hotel, boutique hotel, and lodge. Maximum quarterly emissions of ROG+NO_X would be reduced to approximately 1.2 tons/quarter for construction of the main hotel and approximately 0.9 tons/quarter for construction of the second hotel, boutique hotel, and lodge. Mitigated emissions of ROG+NO_X would not exceed SLOAPCD’s daily and quarterly significance thresholds of 137 lbs/day and 2.5 tons/quarter, respectively. With mitigation, this impact would be considered ***less than significant***.

Long-term Operational Emissions

Long-term operational emissions associated with the proposed project would be predominantly associated with mobile sources. To a lesser extent, emissions associated with area sources, such as landscape maintenance activities, as well as, use of electricity and natural gas would also contribute to increased operational emissions. Operational emissions were quantified for the proposed main hotel; as well as, the future construction of a second hotel, boutique hotel, and lodge.

Main Hotel

Unmitigated operational emissions associated with operation of the main hotel for opening year 2019 are summarized in Table 13. As depicted, maximum daily operational emissions would total approximately 22.73 lbs/day ROG+NOx, 34.02 lbs/day CO, 5.09 lbs/day of fugitive PM_{10}, and 0.29 lbs/day of exhaust PM_{10}. Maximum annual emissions would total approximately 4.10 tons/year of ROG+NOx and approximately 0.90 tons/year of fugitive PM_{10}. Operational emissions associated with the proposed main hotel would not exceed SLOAPCD significance thresholds.

Project Buildout

The project buildout year is currently unknown. Construction of the additional hotels would occur in future years, subsequent to completion of the main hotel, and would depend on market conditions. To be conservative, emissions for project buildout were quantified assuming a buildout year of 2022. With continued improvements in vehicle emissions rates and energy usage rates, operational emissions for future years are anticipated to be less.

Total unmitigated operational emissions for project buildout conditions are summarized in Table 14. As depicted, maximum daily operational emissions would total approximately 40.85 lbs/day ROG+NOx, 60.95 lbs/day CO, 10.89 lbs/day of fugitive PM_{10}, and 0.60 lbs/day of exhaust PM_{10}. Maximum annual emissions would total approximately 7.39 tons/year of ROG+NOx and approximately 1.93 tons/year of fugitive PM_{10}. Buildout of the proposed project would not exceed SLOAPCD's annual thresholds but would exceed SLOAPCD daily significance threshold of 25 lbs/day. It is also important to note that the proposed project would result in the removal of one existing onsite residential dwelling. The removal of this residential dwelling would result in slight reductions in operational emissions. However, because buildout operational emissions would exceed SLOAPCD's daily significance threshold of 25 lbs/day, buildout of the proposed project would have a ***potentially significant*** impact.

Table 13
Operational Emissions Without Mitigation – Main Hotel

	Emissions						
					PM_{10}		
Operational Period/Source	ROG	NO_X	ROG+NO_X	CO	Fugitive	Exhaust	Total
Daily Emissions (lbs/day)							
Summer Conditions	11.64	10.41	22.05	31.32	5.09	0.29	5.38
Winter Conditions	11.86	10.87	22.73	34.02	5.09	0.29	5.38
SLOAPCD Significance Thresholds	--	--	25	550	25	1.25	--
Exceeds SLOAPCD Thresholds?	--	--	No	No	No	No	--
Annual Emissions (tons/year)							
Total Project Emissions	2.13	1.97	4.10	5.96	0.90	0.05	0.96
SLOAPCD Significance Thresholds	--	--	25	--	25	--	--
Exceeds SLOAPCD Thresholds?	--	--	No	--	No	--	--

Based on year 2019 operational conditions. Totals may not sum due to rounding.
Refer to Appendix D for modeling output files and assumptions.

Table 14
Operational Emissions Without Mitigation – Project Buildout

	Emissions						
					PM_{10}		
Operational Period/Source	ROG	NO_X	ROG+NO_X	CO	Fugitive	Exhaust	Total
Daily Emissions (lbs/day)							
Main Hotel	11.42	8.53	19.95	28.49	5.09	0.28	5.37
Second Hotel, Boutique Hotel & Lodge	11.18	9.72	20.90	32.46	5.80	0.32	6.12
Total Project	22.60	18.25	**40.85**	60.95	10.89	0.60	11.49
Removed Residential	-0.07	-0.07	-0.14	-0.36	-0.05	-0.01	-0.06
Net Increase	22.53	18.18	**40.71**	60.59	10.84	0.59	11.43
SLOAPCD Significance Thresholds	--	--	25	550	25	1.25	--
Exceeds SLOAPCD Thresholds?	--	--	**Yes**	No	No	No	--
Annual Emissions (tons/year)							
Main Hotel	2.06	1.55	3.61	4.98	0.90	0.05	0.95
Second Hotel, Boutique Hotel & Lodge	2.01	1.77	3.78	5.67	1.03	0.06	1.09
Total Project	4.07	3.32	7.39	10.65	1.93	0.11	2.04
Removed Residential	-0.01	-0.01	-0.02	-0.06	-0.01	-0.00	-0.01
Net Increase	4.06	3.31	7.37	10.59	1.92	0.11	2.03
SLOAPCD Significance Thresholds	--	--	25	--	25	--	--
Exceeds SLOAPCD Thresholds?	--	--	No	--	No	--	--

Project buildout includes construction of a main hotel, second hotel, lodge, and boutique hotel. Conservatively, based on year 2022 operational conditions.
Totals may not sum due to rounding.
Refer to Appendix D for modeling output files and assumptions.

Mitigation Measure

AQ-2: To reduce operational emissions, the proposed project shall implement the following measures. The project proponent shall submit proof to the Paso Robles Community Development Department Staff that implementation of all measures have been met in accordance with a time schedule deemed appropriate by Community Development Department staff.

a. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.

b. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees.

c. Pave and maintain roads in parking areas.

d. Plant drought tolerant native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.

e. Provide native and drought tolerant trees beyond those required as mitigation for tree removal.

f. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.

g. Install high-efficiency heating and cooling systems.

h. Utilize high-efficiency gas or solar water heaters.

i. Utilize built-in energy efficient appliances (i.e., Energy Star rated).
j. Utilize double- or triple-paned windows.
k. Utilize low energy street lights (i.e., sodium, light-emitting diode [LED]).
l. Utilize energy-efficient interior lighting.
m. Install door sweeps and weather stripping (if more efficient doors and windows are not available).
n. Install energy-reducing programmable thermostats.
o. Install low water consumption landscape. Use native plants that do not require watering after they are well established or minimal watering during the summer months and are low ROG emitting.
p. Provide a designated parking space for alternatively fueled vehicles.
q. Provide a shuttle service for guests to local destinations, including Paso Robles Transit/Amtrak Station
r. Install energy-saving systems in guest rooms that reduce energy usage when rooms are not occupied.
s. 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
t. Provide on-site bicycle parking beyond those required by California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only).
u. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)

Significance After Mitigation

Implementation of Mitigation Measure AQ-2 would require the incorporation of measures to reduce operational emissions associated with on-site energy use and motor vehicle use. These measures would apply to all proposed hotel uses. The proposed mitigation measures include SLOAPCD-recommended mitigation measures, as well as, additional measures to further reduce operational emissions associated with energy use and motor vehicle use. SLOAPCD considers implementation of these measures to be sufficient to reduce operational air quality impacts to a ***less-than-significant*** level.

Impact AQ-D. Would the project expose sensitive receptors to substantial pollutant concentrations?

The project site is located adjacent to and east of Airport Road, north of SR 46 East. The nearest sensitive land use consist of residential dwellings. The nearest residences are located adjacent to and north of the project site. Additional residential dwellings, as well as, the Wine Country RV Resort are located to the south of the project site (Refer to Figure 1).

Localized CO Concentrations

Localized concentrations of CO are of primary concern in areas located near congested roadway intersections. Of particular concern are signalized intersections that are projected to operate at unacceptable levels of service (LOS) E or F (Caltrans 1996).

Based on the traffic analysis prepared for this project, signalized intersections in the project area would operate at LOS C, or better (CCTC 2016). The proposed hotel project would not result in or contribute to unacceptable levels of service (i.e., LOS E or F) at primarily affected 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. This impact is considered ***less than significant***.

Naturally Occurring Asbestos

Naturally Occurring Asbestos (NOA) has been identified as a toxic air contaminant by the 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 form, along with a copy of the geologic report, 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.

Based on a review of the SLOAPCD's map depicting potential areas of NOA, the project site is not located in an area that has been identified as having a potential for NOA (Refer to Appendix B). As a result, this impact is considered ***less than significant***.

Asbestos-Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition of existing buildings, particularly older structures constructed prior to 1970. Asbestos can also be found in various building products, including (but not limited to) utility pipes/pipelines (transite pipes or insulation on pipes). If a project will involve the disturbance or potential disturbance of ACM, various regulatory requirements may apply, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - Asbestos NESHAP). These requirements include but are not limited to: 1) notification, within at least 10 business days of activities commencing, to the APCD, 2) an asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM.

The project site will require demolition of onsite structures. As a result, demolition activities have the potential to result in the disturbance of ACM. This impact is considered ***potentially significant***.

Lead-Coated Materials

Demolition of structures coated with lead based paint can have potential negative air quality impacts and may adversely affect the health of nearby individuals. Improper demolition can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. Furthermore, depending on removal method, a SLOAPCD permit may be required. This impact is considered ***potentially significant***.

Localized PM Concentrations

Implementation of the proposed project would result in the generation of fugitive PM emitted during construction. Fugitive PM emissions would be primarily associated with earth-moving, demolition, and material handling activities, as well as, vehicle travel on unpaved and paved surfaces. Onsite off-road equipment and trucks would also result in short-term emissions of diesel-exhaust PM (DPM). If uncontrolled, localized concentrations of PM could exceed air quality standards and may also result in increased nuisance impacts to nearby land uses and receptors. This impact is considered ***potentially significant***.

Mitigation Measures

AQ-3: The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:

a. Implement Mitigation Measure AQ-1, as identified in "Impact AQ-C", above.

b. Demolition of onsite structures shall comply with the National Emission Standards for Hazardous Air Emissions (NESHAP) requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of onsite structures, the SLOAPCD shall be notified, per NESHAP requirements. SLOAPCD notification form and reporting requirements are included in Appendix A. Additional information may be obtained at website url: http://slocleanair.org/business/asbestos.php.

c. If during demolition of existing structures, paint is separated from the construction materials (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements. Contact the SLOAPCD Enforcement Division at (805) 781-5912 for more information. Approval of a lead work plan and permit may be required. Lead work plans, if required, will need to be submitted to SLOAPCD ten days prior to the start of demolition

d. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

    1) Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,

    2) Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

e. Maintain all construction equipment in proper tune according to manufacturer's specifications;

f. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

g. 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;

h. Idling of all on and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation.

i. Electrify equipment when possible;

j. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,

k. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

Significance After Mitigation

Mitigation Measure AQ-3,a includes measures for the control of fugitive dust emitted during project construction, including emissions generated during the demolition of existing structures. Mitigation Measures AQ-3,b and AQ-3,c have been included for the control of potentially hazardous emissions during demolition and to ensure compliance with applicable regulatory requirements. Mitigation Measures AQ-3,d through AQ-3,k include additional provisions for reducing emissions of DPM from onsite mobile sources. With implementation of Mitigation Measure AQ-3, this impact would be considered ***less than significant***.

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

GREENHOUSE GASES AND CLIMATE CHANGE

SETTING

To fully understand global climate change, it is important to recognize the naturally occurring "greenhouse effect" and to define the GHGs that contribute to this phenomenon. Various gases in the earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Primary GHGs attributed to global climate change, are discussed, as follows:

- **Carbon Dioxide**. Carbon dioxide (CO_2) is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere (U.S. EPA 2008a).

- **Methane**. Methane (CH_4) is a colorless, odorless gas that is not flammable under most circumstances. CH_4 is the major component of natural gas, about 87% by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (enteric fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of methane to the atmosphere. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. Methane's atmospheric lifetime is about 12 years (U.S. EPA 2015).

- **Nitrous Oxide**. Nitrous oxide (N_2O) is a clear, colorless gas with a slightly sweet odor. N_2O is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years (U.S. EPA 2015).

- **Hydrofluorocarbons.** Hydrofluorocarbons (HFCs) are man-made chemicals, many of which have been developed as alternatives to ozone-depleting substances for industrial, commercial, and consumer products. The only significant emissions of HFCs before 1990 were of the chemical HFC-23, which is generated as a byproduct of the production of HCFC-22 (or Freon 22, used in air conditioning applications). The atmospheric lifetime for HFCs varies from just over a year for HFC-152a to 260 years for HFC-23. Most of the commercially used HFCs have atmospheric lifetimes of less than 15 years (e.g., HFC-134a, which is used in automobile air conditioning and refrigeration, has an atmospheric life of 14 years) (U.S. EPA 2015).

- **Perfluorocarbons.** Perfluorocarbons (PFCs) are colorless, highly dense, chemically inert, and nontoxic. There are seven PFC gases: perfluoromethane (CF_4), perfluoroethane (C_2F_6), perfluoropropane (C_3F_8), perfluorobutane (C_4F_{10}), perfluorocyclobutane (C_4F_8), perfluoropentane (C_5F_{12}), and perfluorohexane (C_6F_{14}). Natural geological emissions have been responsible for the PFCs that have accumulated in the atmosphere in the past; however, the largest current source is aluminum production, which releases CF_4 and C_2F_6 as byproducts. The estimated atmospheric lifetimes for CF_4 and C_2F_6 are 50,000 and 10,000 years, respectively (U.S. EPA 2015).

- **Nitrogen Trifluoride**. Nitrogen trifluoride (NF_3) is an inorganic, colorless, odorless, toxic, nonflammable gas used as an etchant in microelectronics. Nitrogen trifluoride is predominantly employed in the cleaning of the plasma-enhanced chemical vapor deposition chambers in the production of liquid crystal displays and silicon-based thin film solar cells. In 2009, NF_3 was listed by California as a potential GHG to be listed and regulated under Assembly Bill (AB) 32 (Section 38505 Health and Safety Code).

- **Sulfur Hexafluoride**. Sulfur hexafluoride (SF_6) is an inorganic compound that is colorless, odorless, nontoxic, and generally nonflammable. SF_6 is primarily used as an electrical insulator in high voltage equipment. The electric power industry uses roughly 80% of all SF_6 produced worldwide. Leaks of SF_6 occur from aging equipment and during equipment maintenance and servicing. SF_6 has an atmospheric life of 3,200 years (U.S. EPA 2008b).

- **Black Carbon**. Black Carbon (BC) has recently emerged as a major contributor to global climate change. BC particles strongly absorb sunlight and give soot its black color. BC is produced both naturally and by human activities as a result of the incomplete combustion of fossil fuels, biofuels, and biomass. Primary sources include emissions from diesel-fueled engines, cook stoves, wood burning and forest fires.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weight each gas by its global warming potential (GWP). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. Table 15 shows the GWP for the GHG emissions of typical concern with regard to community development projects, based on a 100-year time horizon. As indicated, Methane traps over 25 times more heat per molecule than CO_2, and N_2O absorbs roughly 298 times more heat per molecule than CO_2. Additional GHG with high GWP include Nitrogen trifluoride, and Sulfur hexafluoride, Perfluorocarbons.

Table 15
Global Warming Potential for Greenhouse Gases

Greenhouse Gas	Global Warming Potential (100-year)
Carbon Dioxide (CO_2)	1
Methane (CH_4)	25
Nitrous Dioxide (N_2O)	298

**Based on IPCC GWP values for 100-year time horizon*
Source: IPCC 2007

SOURCES OF GHG EMISSIONS

On a global scale, GHG emissions are predominantly associated with activities related to energy production; changes in land use, such as deforestation and land clearing; industrial sources; agricultural activities; transportation; waste and wastewater generation; and commercial and residential land uses. World-wide, energy production including the burning of coal, natural gas, and oil for electricity and heat is the largest single source of global GHG emissions (U.S. EPA 2015d).

In 2013, GHG emissions within California totaled 459 million metric tons (MMT) of CO_2e. Within California, the transportation sector is the largest contributor, accounting for approximately 37 percent of the total state-wide GHG emissions. Emissions associated with industrial uses are the second largest contributor, totaling roughly 23 percent. Electricity generation totaled roughly 20 percent (ARB 2014).

EFFECTS OF GLOBAL CLIMATE CHANGE

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, increased air pollution episodes, and the consequence of these effects on the economy.

Within California, climate changes would likely alter the ecological characteristics of many ecosystems throughout the state. Such alterations would likely include increases in surface temperatures and changes in the form, timing, and intensity of precipitation. For instance, historical records are depicting an increasing trend toward earlier snowmelt in the Sierra Nevada. This snow pack is a principal supply of water for the state, providing roughly 50 percent of state's annual runoff. If this trend continues, some areas of the state may experience an increased danger of floods during the winter months and possible exhaustion of the snowpack during spring and summer months. An earlier snowmelt would also impact the State's energy resources. Currently, approximately 20 percent of California's electricity comes from hydropower. An early exhaustion of the Sierra snowpack, may force electricity producers to switch to more costly or non-renewable forms of electricity generation during spring and summer months. A changing climate may also impact agricultural crop yields, coastal structures, and biodiversity. As a result, resultant changes in climate will likely have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry.

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 U.S. 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 (NHTSA) 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 CO_2 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 (U.S. EPA 2011).

STATE

Assembly Bill 1493

AB 1493 (Pavley) of 2002 (Health and Safety Code Sections 42823 and 43018.5) requires the ARB to develop and adopt the nation's first GHG emission standards for automobiles. These standards are also known as Pavley I. The California Legislature declared in AB 1493 that global warming is a matter of increasing concern for public health and the environment. It cites several risks that California faces from climate change, including a reduction in the state's water supply, an increase in air pollution caused by higher temperatures, harm to agriculture, an increase in wildfires, damage to the coastline, and economic losses caused by higher food, water, energy, and insurance prices. The bill also states that technological solutions to reduce GHG emissions would stimulate California's economy and provide jobs. In 2004, the State of California submitted a request for a waiver from federal clean air regulations, as the State is authorized to do under the Clean Air Act, to allow the State to require reduced tailpipe emissions of CO_2.

In late 2007, the U.S. EPA denied California's waiver request and declined to promulgate adequate federal regulations limiting GHG emissions. In early 2008, the State brought suit against the U.S. EPA related to this denial.

In January 2009, President Obama instructed the U.S. EPA to reconsider the Bush Administration's denial of California's and 13 other states' requests to implement global warming pollution standards for cars and trucks. In June 2009, the U.S. EPA granted California's waiver request, enabling the State to enforce its GHG emissions standards for new motor vehicles beginning with the current model year.

Also in 2009, President Obama announced a national policy aimed at both increasing fuel economy and reducing GHG pollution for all new cars and trucks sold in the US. The new standards would cover model years 2012 to 2016 and would raise passenger vehicle fuel economy to a fleet average of 35.5 miles per gallon by 2016. When the national program takes effect, California has committed to allowing automakers who show compliance with the national program to also be deemed in compliance with state requirements. California is committed to further strengthening these standards beginning in 2017 to obtain a 45 percent GHG reduction from the 2020 model year vehicles.

Executive Order No. S-3-05

Executive Order S-3-05 (State of California) proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The secretary will also submit biannual reports to the governor and state legislature describing (1) progress made toward reaching the emission targets, (2) impacts of global warming on California's resources, and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the secretary of CalEPA created a Climate Action Team made up of members from various state agencies and commissions. The Climate Action Team released its first report in March 2006 and continues to release periodic reports on progress. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

Assembly Bill 32 - California Global Warming Solutions Act of 2006

AB 32 (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. The gases that are regulated by AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, nitrogen trifluoride, and sulfur hexafluoride. The reduction to 1990 levels will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that ARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

Climate Change Scoping Plan

In October 2008, ARB published its Climate Change Proposed Scoping Plan, which is the State's plan to achieve GHG reductions in California required by AB 32. The Scoping Plan contains the main strategies California will implement to achieve reduction of 169 million metric tons of CO_2e, or approximately 30 percent from the state's projected 2020 emissions level of 596 $MMTCO_2e$ under a business-as-usual scenario (this is a reduction of 42 $MMTCO_2e$, or almost 10 percent, from 2002–2004 average emissions). The Scoping Plan also includes ARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations are from improving emissions standards for light-duty vehicles (estimated reductions of 31.7 $MMTCO_2e$), implementation of the Low Carbon Fuel Standard (15.0 $MMTCO_2e$) program, energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 $MMTCO_2e$), and a renewable portfolio standard for electricity production (21.3 $MMTCO_2e$). The Scoping Plan identifies the local equivalent of AB 32 targets as a 15 percent reduction below baseline GHG emissions level, with baseline interpreted as GHG emissions levels between 2003 and 2008.

A key component of the Scoping Plan is the Renewable Portfolio Standard, which is intended to increase the percentage of renewables in California's electricity mix to 33 percent by year 2020, resulting in a reduction of 21.3 $MMTCO_2e$. Sources of renewable energy include, but are not limited to, biomass, wind, solar, geothermal, hydroelectric, and anaerobic digestion. Increasing the use of renewables will decrease California's reliance on fossil fuels, thus reducing GHG emissions.

The Scoping Plan states that land use planning and urban growth decisions will play important roles in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. (Meanwhile, ARB is also developing an additional protocol for community emissions.) ARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emissions sectors. The Scoping Plan states that the ultimate GHG reduction assignment to local government operations is to be determined. With regard to land use planning, the Scoping Plan expects approximately 5.0 $MMTCO_2e$ will be achieved associated with implementation of Senate Bill 375, which is discussed further below. The Climate Change Proposed Scoping Plan was approved by ARB on December 11, 2008.

The First Update of the Scoping Plan was approved by the ARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030-2035) on the road to reaching the 2050 goals.

Senate Bill 1368

Senate Bill (SB) 1368 (codified at Public Utilities Code Chapter 3) is the companion bill of AB 32. SB 1368 required the California Public Utilities Commission (CPUC) to establish a GHG emissions performance standard for baseload generation from investor-owned utilities by February 1, 2007. The bill also required the California Energy Commission (CEC) to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed the GHG emission rate from a baseload combined-cycle natural-gas-fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the CPUC and the CEC.

Senate Bill 1078 and Governor's Order S-14-08 (California Renewables Portfolio Standards)

Senate Bill 1078 (Public Utilities Code Sections 387, 390.1, 399.25 and Article 16) addresses electricity supply and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide a minimum 20 percent of their supply from renewable sources by 2017. This Senate Bill will affect statewide GHG emissions associated with electricity generation. In 2008, Governor Schwarzenegger signed Executive Order S-14-08, which set the Renewables Portfolio Standard target to 33 percent by 2020. It directed state government agencies and retail sellers of electricity to take all appropriate actions to implement this target. Executive Order S-14-08 was later superseded by Executive Order S-21-09 on September 15, 2009. Executive Order S-21-09 directed the ARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. This Executive Order was superseded by statute SB X1-2 in 2011, which obligates all California electricity providers, including investor-owned utilities and publicly owned utilities, to obtain at least 33 percent of their energy from renewable electrical generation facilities by 2020, with interim targets of 20 percent by 2013 and 25 percent by 2016.

ARB is required by current law, AB 32 of 2006, to regulate sources of GHGs to meet a state goal of reducing greenhouse gas emissions to 1990 levels by 2020 and an 80 percent reduction of 1990 levels by 2050. The CEC and CPUC serve in advisory roles to help ARB develop the regulations to administer the 33 percent by 2020 requirement. ARB is also authorized to increase the target and accelerate and expand the time frame.

Mandatory Reporting of Greenhouse Gas Emissions

Reporting of greenhouse gases by major sources is required by the California Global Warming Solutions Act (AB 32, 2006). Revisions to the existing ARB mandatory GHG reporting regulation were considered at the board hearing on December 16, 2010. The revised regulation was approved by the California Office of Administrative Law and became effective on January 1, 2012. The revised regulation affects industrial facilities, suppliers of transportation fuels, natural gas, natural gas liquids, liquefied petroleum gas, and carbon dioxide, operators of petroleum and natural gas systems, and electricity retail providers and marketers.

Cap-and-Trade Regulation

The cap-and-trade regulation is a key element in California’s climate plan. It sets a statewide limit on sources responsible for 85 percent of California’s greenhouse gas emissions, and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The cap-and-trade rules came into effect on January 1, 2013 and apply to large electric power plants and large industrial plants. In 2015, they will extend to fuel distributors (including distributors of heating and transportation fuels). At that stage, the program will encompass around 360 businesses throughout California and nearly 85 percent of the state’s total greenhouse gas emissions.

Under the cap-and-trade regulation, companies must hold enough emission allowances to cover their emissions, and are free to buy and sell allowances on the open market. California held its first auction of greenhouse gas allowances on November 14, 2012. California’s GHG cap-and-trade system will reduce GHG emissions from regulated entities by approximately 16 percent, or more, by 2020.

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 ARB 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 ARB estimated that green building standards would reduce GHG emissions by approximately 26 million metric tons of CO_2e ($MMTCO_2e$) by 2020 (ARB 2015c).

2013 Green Building Code

The 2013 California Green Building Standards Code is a code with mandatory and/or voluntary requirements for new residential and nonresidential buildings throughout California. The code is also known as the CALGreen Code. In short, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy and reduce environmental impact during and after construction. In addition to the new statewide mandates, the code encourages local governments to adopt more stringent voluntary provisions, known 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.

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 has 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 to have a less-than-significant impact. 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 and would not conflict with applicable GHG-reduction plans, policies, or regulations. The SLOAPCD's GHG emission thresholds are summarized in Table 16.

Table 16
SLOAPCD Greenhouse Gas Thresholds of Significance

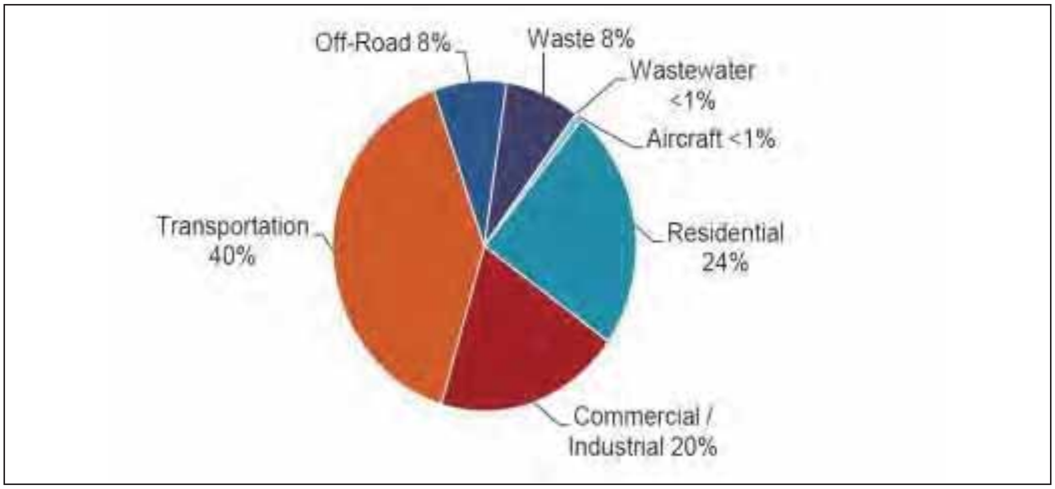
Project	Draft Threshold
Projects other than Stationary Sources	1. Compliance with Qualified GHG Reduction Strategy; or 2. 1,150 MT CO_2e/year; or 3. 4.9 MT CO_2e/SP/year (residents+employees)
Stationary Sources (Industrial)	10,000 MT CO_2e/year
Construction	Amortized over the project life and added to 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 ($MTCO_2e$), 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 3, 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).

Figure 3
City of Paso Robles
Community-wide GHG Emissions by Sector (2005)



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.

IMPACT ANALYSIS

GHG impacts attributable to the proposed project are summarized in Table 17.

Table 17
Summary of Project-Related Greenhouse Gas Emissions Impacts

GHG Impacts	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	■	☐	☐
B) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	■	☐	☐

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 D 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 $MTCO_2e$/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*.

PROJECT IMPACTS AND MITIGATION MEASURES

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

Impact GHG-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?***

Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 from mobile sources. To a lesser extent, other GHG pollutants, such as CH_4 and N_2O, 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 18. Based on the modeling conducted, annual GHG emissions associated with construction of the main hotel would total approximately 643.4 $MTCO_2e$. Future construction of the proposed second hotel, boutique hotel, and lodge would generate an additional 519 $MTCO_2e$. Amortized GHG emissions, when averaged over the assumed 25-year life of the project, would total approximately 46.5 $MTCO_2e$/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 18
Construction-Generated GHG Emissions Without Mitigation

Construction Year	GHG Emissions ($MTCO_2e$/Year)
Main Hotel	643.4
Second Hotel, Boutique Hotel, & Lodge	519.0
Construction Total	1,162.4
Amortized Net Change in Construction Emissions	46.5

Amortized emissions are quantified based on an estimated 25-year project life.
Refer to Appendix D 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 Tables 19 through 21. As depicted, operational GHG emissions for the main hotel would total approximately 1,904.6 $MTCO_2e$/year. Future construction of the second hotel, boutique hotel, and lodge would generate an additional 2,059.5 $MTCO_2e$/year. In total the project would generate roughly 3,964 $MTCO_2e$/year under full buildout conditions. With the inclusion of amortized construction emissions and reductions associated with the removal of the existing residential dwelling, the project would result in an estimated overall net increase of approximately 3,997 $MTCO_2e$/year. A majority of the increased GHG emissions would be associated with energy use and the operation of motor vehicles. GHG emissions would also be associated with solid waste generation, as well as, water use and conveyance.

Based on the modeling conducted, net increases in GHG emissions would exceed the SLOAPCD's significance threshold of 1,150 $MTCO_2e$/year. If unmitigated, project-generated GHG emissions would also conflict with GHG-reduction planning efforts, including the City of Paso Robles CAP. As a result, net increases in project-generated GHG emissions would result in a ***potentially significant*** impact.

Table 19
Operational GHG Emissions Without Mitigation – Main Hotel

Source	GHG Emissions ($MTCO_2e$/Year)
Area Source	0.01
Energy Use	923.7
Motor Vehicles	937.8
Waste Generation	33.9
Water Use and Conveyance	9.3
Total Project-Generated Emissions	1,904.6

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

Table 20
Operational GHG Emissions Without Mitigation – Second Hotel, Boutique Hotel & Lodge

Source	GHG Emissions ($MTCO_2e$/Year)
Area Source	0.01
Energy Use	997.5
Motor Vehicles	1,013.4
Waste Generation	38.6
Water Use and Conveyance	9.9
Total Project-Generated Emissions	2,059.5
SLOAPCD Significance Threshold	1,150
Exceeds Significance Threshold?	No

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

Table 21
Summary of Total Operational GHG Emissions Without Mitigation

Project Phase	GHG Emissions ($MTCO_2e$/Year)
Main Hotel	1,904.6
Second Hotel, Boutique, and Lodge	2,059.5
Total Project-Generated Emissions	3,964.1
Amortized Construction Emissions	46.5
Removed Emissions	-13.3
Net Increase	**3,997.3**
SLOAPCD Significance Threshold	1,150
Exceeds Significance Threshold?	**Yes**

Refer to Appendix D for modeling assumptions and results.

Mitigation Measures

GHG-1: The proposed project shall implement, at a minimum, the following GHG-reduction measures:

a. Install high efficiency lights in parking lots, streets, and other public areas.
b. Comply with mandatory California Green Building Standards Code bicycle parking standards.
c. Install bicycle facilities and/or amenities beyond those required in building standards.
d. Incorporate 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.
e. The project site shall be designed to minimize barriers to pedestrian access and interconnectivity.
f. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.).
g. Comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation.
h. Divert 65 percent of non-hazardous construction or demolition debris.
i. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.
j. Implement Mitigation Measure AQ-2.
k. Implement Mitigation Measure AQ-3,e-k.

Significance After Mitigation

As discussed earlier in this report, the *City of Paso Robles 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* for the proposed project is included in Appendix C.

With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with the City's CAP. Mitigation Measure AQ-2, includes additional measures that would further reduce GHG-emissions, including designated parking space for alternatively fueled vehicles, the installation of energy-saving systems in hotel guest rooms, and the installation of onsite bicycle facilities in excess of current building standards. Implementation of Mitigation Measure AQ-3,e-k, would help to reduce short-term GHG emissions, including emissions of black carbon. With mitigation, increased GHG emissions associated with the proposed project would be considered to have a ***less-than-significant*** impact and would not conflict with GHG-reduction planning efforts, including the *City of Paso Robles CAP*.

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APPENDIX A

SLOAPCD ASBESTOS DEMOLITION/ RENOVATION NOTIFICATION FORM

SLO COUNTY apcd
Air Pollution Control District
San Luis Obispo County

3433 Roberto Court, San Luis Obispo, CA 93401
805-781-5912 – FAX: 805-781-1002

Naturally Occurring Asbestos Construction and Grading Project Form

Applicant Information/Property Owner		**Project Name**	
Address		**Project Address**	
City, State, Zip		**City, State, Zip**	
Email for Contact Person		**Project Site Latitude, Longitude**	**Assessors Parcel Number**
Phone Number	**Date Submitted**	**Agent**	**Phone Number**

Check Applicable	DESCRIPTION (attach applicable required information)	APCD REQUIREMENT 1	APCD REQUIREMENT 2
	Project is subject to ATCM regulation but exempt (See Website Map) http://www.slocleanair.org/business/pdf/serpentine-	Geological Evaluation	Exemption Request Form
	Project is subject to ATCM regulation and project is disturbing more than one acre	Geological Evaluation	Dust Control Measure Plan
	Project is subject to ATCM regulation and project is disturbing less than one acre	Geological Evaluation	Mini Dust Control Measure Plan

Please note that the applicant will be invoiced for any associated fees.

REQUIRED APPLICANT SIGNATURE:

Legal Declaration/Authorized Signature

Date

APCD OFFICE USE ONLY

Geological Evaluation	Exemption Request Form	Dust Control Measure Plan	Monitoring, Health and Safety Plan
Approved Yes ☐ No ☐	Approved: Yes ☐ No ☐	Approved: Yes ☐ No ☐	Approved: Yes ☐ No ☐
Comments:	Comments:	Comments:	

APCD Staff:	Date Received:	Date Reviewed	OIS Site #	OIS Project #
Invoice No.	Basic Fee	Additional Fees	Billable Hrs	Total Fees

SLO COUNTY apcd Air Pollution Control District San Luis Obispo County

3433 Roberto Court, San Luis Obispo, CA 93401
805-781-5912 – FAX: 805-781-1002

Naturally Occurring Asbestos
Construction & Grading Project Exemption Request Form

Applicant Information/ Property Owner		**Project Name**	
Address		**Project Address**	
City, State, Zip		**City, State, Zip**	
Email Address		**Project Site Latitude, Longitude**	**Assessors Parcel Number**
Phone Number	**Date Submitted**	**Agent**	**Phone Number**

The District may provide an exemption from Section 93105 of the California Code of Regulations - Asbestos Airborne Toxic Control Measu For Construction, Grading, Quarrying, And Surface Mining Operations for any property that has any portion of the area to be disturbed located in a geographic ultramafic rock unit; if a registered geologist has conducted a geologic evaluation of the property and determined that no serpentine or ultramafic rock is likely to be found in the area to be disturbed. Before an exemption can be granted, the owner/operator must provide a copy of a report detailing the geologic evaluation to the District for consideration. The District will approve or deny the exemption within 90 days. An outline of the required geological evaluation is provided in the District handout **"ASBESTOS AIRBORNE TOXIC CONTROL MEASURES FOR CONSTRUCTION, GRADING, QUARRYING, AND SURFACE MINING OPERATIONS – Geological Evaluation Requirements." See the APCD Website map: http://www.slocleanair.org/business/asbestos.php**

NOTE: A basic exemption evaluation fee of $172.00 will be charged.

APPLICANT MUST SIGN BELOW:

I request the San Luis Obispo County Air Pollution Control District grant this project exemption from the requirements of the ATCM based on the attached geological evaluation.

Legal Declaration/Authorized Signature

Date:

OFFICE USE ONLY - APCD Required Element – Geological Evaluation			
Date Received:	Date Reviewed:	OIS Site #:	OIS Project #:
	APCD Staff:	Approved	Not Approved
Comments:			

ASBESTOS DEMOLITION/RENOVATION NOTIFICATION FORM
GENERAL INFORMATION

The asbestos NESHAP, 40 CFR, Part 61, Subpart M, requires written notification of demolition or renovation operations under Section 61.145. Only complete notification forms are acceptable. A complete accredited asbestos survey must accompany the notification in order to be complete. Incomplete notification may result in enforcement action.

The original notification should be typewritten and **postmarked or delivered** no later than **ten working days** prior to the beginning of the asbestos removal activity (dates specified in Section VIII) or demolition (dates specified in Section IX). Notification fees apply (See attached fee schedule). Please submit the notification form to:

AIR POLLUTION
CONTROL DISTRICT
COUNTY OF SAN LUIS OBISPO

Mark Elliott, Air Quality Specialist
Enforcement Division
3433 Roberto Court
San Luis Obispo, CA 93401
(805) 781-5912 Phone
(805) 781-1002 Fax

Tim Fuhs, Air Quality Specialist
Enforcement Division
3433 Roberto Court
San Luis Obispo, CA 93401
(805) 781-5912 Phone
(805) 781-1002 Fax

Revisions are required if there are any changes to removal or demolition dates, amounts of asbestos present or removed, or to contractors, transporters, or disposal site. There is a $115.00 Revision Fee. Revisions may be faxed to the fax number above.

I. **Type of Notification:** Enter "O" if the notification is a first time or original notification, "R" if the notification is a revision of a prior notification, or "C" if the activity has been cancelled.

II. **Facility Information:** Enter the names, addresses, contact persons and telephone numbers of the following:

Owner: Legal owner of the site at which asbestos is being removed or demolition planned.

Removal Contractor: Contractor hired to remove asbestos.

Other Operator: Demolition contractor, general contractor, or any other person who leases, operates, controls, or supervises the site.

If known, the name of the site supervisor should be entered as the contact person for the notification. If additional parties share responsibility for the site, demolition activity, renovations or ACM removal, include complete information (including name, address, contact person and telephone number) on additional sheets submitted with the form.

III. **Type of Operation:** Enter "D" for facility demolition, "R" for facility renovation, "O" for ordered demolitions, or "E" for emergency renovations.

IV. **Is Asbestos Present?** Answer "Yes" or "No" regardless of the amount or type of asbestos. Pursuant to Section 61.145.a, submit a complete accredited asbestos survey with this notification.

V. **Facility Description:** Provide detailed information on the areas being renovated or demolished. If applicable, provide the floor numbers and room numbers where renovations are to be conducted.

Site Location: Provide information needed to locate site in the event that the address alone is inadequate.

Building Size: Provide in square meters or square feet.

No. of Floors: Enter the number of floors including basement or ground level floors.

Age in Years: Enter approximate age of the facility.

Present Use/Prior Use: Describe the primary use of the facility or enter the following codes:
H – Hospital; S – School; P – Public Building; O – Office; I – Industrial; U – University or College;
B – Ship; C – Commercial; or R – Residence.

VI. **Asbestos Detection Procedure:** Describe methods and procedures used to determine whether ACM is present at the site, including a description of the analytical methods employed. This must be performed by a licensed asbestos consultant or site surveillance technician.

VII. **Approximate Amount of Asbestos Including:** (1) Regulated ACM to be removed (including nonfriable ACM to be sanded, ground or abraded); (2) Category I ACM not removed; and (3) Category II ACM not removed.

For both removals and demolitions, enter the amount of RACM to be removed by entering a number in the appropriate box and an "X" for the unit. For demolitions only, enter the amount of Category I and II nonfriable asbestos not to be removed in the appropriate boxes.

Category I nonfriable material includes packing, gaskets, resilient floor covering and asphalt roofing materials containing more than one percent asbestos. Category II nonfriable material includes any material, excluding Category I products, containing more than one percent asbestos, that when dry, cannot be crumbled, pulverized or reduced to powder.

VIII. **Scheduled Dates of Asbestos Removal (MM/DD/YY):** Enter scheduled dates (month/day/year) for asbestos removal work. Asbestos removal work includes any activity, including site preparation, which may break up, dislodge or disturb asbestos material.

IX. **Scheduled Dates of Demo/Renovation (MM/DD/YY):** Enter scheduled dates (month/day/year) for beginning and ending the planned demolition or renovation.

X. **Description of Planned Demolition or Renovation Work and Method(s) to be Used:** Include in this description of the demolition and renovation techniques to be used and a description of the areas and types of facility components which will be affected by this work.

XI. **Description of Engineering Controls and Work Practices to be Used to Control Emissions of Asbestos at the Demolition and Renovation Site:** Describe the work practices and engineering controls selected to ensure compliance with the requirements of the regulations, including both asbestos removal and waste-handling emission control procedures.

XII. **Waste Transporter:** Name, address and telephone number of the asbestos waste transporter.

XIII. **Waste Disposal Site:** Identify the waste disposal site, including the complete name, location and telephone number of the facility. If ACM is to be disposed of at more than one site, provide complete information on an additional sheet submitted with the form.

XIV. **If Demolition Ordered by a Government Agency, please identify the Agency below:** Provide the name of the responsible official, title and agency, authority under which the order was issued, the dates of the order and the dates of the ordered demolition.

XV. **Emergency Renovation Information:** Provide the date and time of the emergency, a description of the event and a description of unsafe conditions, equipment damage or financial burden resulting from the event. The information should be detailed enough to evaluate whether a renovation falls within the emergency exception.

XVI. **Description of Procedures to be Followed in the Event that Unexpected Asbestos is Found or Previously Nonfriable Asbestos Material Becomes Crumbled, Pulverized or Reduced to Powder:** Provide adequate information to demonstrate that appropriate actions have been considered and can be implemented to control asbestos emissions adequately, including at a minimum, conformance with applicable work practice standards.

XVII. **Certification of Presence of Trained Supervisor:** One year after promulgation of the applicable regulation, the notifier must certify that a person trained in asbestos-removal procedures will supervise the demolition or renovation. The supervisor is responsible for the activity on-site. Evidence that the training has been completed by the supervisor must be available for inspection during normal business hours.

XVIII. **Certification:** Please certify the accuracy and completeness of the information provided by signing and dating the notification form.

Asbestos NESHAP Fees

Demolition Projects Without Asbestos	
Notification Fee	$ 402.00
Demolition or Renovation Projects With Asbestos	
Less than 260 lineal feet of material; less than 160 square feet of material; or less than 35 cubic feet of material	$ 402.00
260 lineal feet or more of material but less than 1,000 lineal feet of material; 160 square feet or more of material but less than 1,000 square feet of material; or 35 cubic feet or more of material but less than 1,000 cubic feet of material	$ 632.00
1,000 lineal, square, or cubic feet or more of material but less than 10,000 lineal, square, or cubic feet of material	$ 920.00
10,000 lineal, square, or cubic feet or more of material	$1,495.00
Revisions	
Any notification revision	$ 115.00

DEMOLITION: Notification and ten-working-day wait required on all subject demolitions even if Regulated Asbestos Containing Material (RACM) is not present.

RENOVATION: Notification and ten-working-day wait required on all subject renovations when RACM is more than threshold amount (threshold amounts: 260 LF, 160 SF, 35 CF). When RACM is **below** threshold amount, notification is not required.

RESIDENTIAL DEMOLITION AND RENOVATION: NESHAP notification requirements may not apply to a single family residential structure demolition or renovation project **unl**ess the residential property is subject to NESHAP by other means. Call the San Luis Obispo County Air Pollution Control District (APCD)for applicability before you demolish any structure.

*Additional fees **MAY** apply to any project if significant APCD staff time is needed to determine compliance.

Annual notifications for small, unexpected jobs are assessed the appropriate fee and are due upon notification submittal.

For additional information, an Asbestos NESHAP Notification Form, or other Asbestos related issues, check our website at www.slocleanair.org/business/asbestos.asp or call the APCD at 805-781-5912.

NOTIFICATION OF DEMOLITION AND RENOVATION

OPERATOR PROJECT # | POSTMARK | NOTIFICATION # | DATE RECEIVED

I. TYPE OF NOTIFICATION (O - Original R - Revised C - Cancelled CO - Courtesy)

II. FACILITY INFORMATION (Identify Owner, Removal Contractor, and Other Operator)

OWNER NAME:

ADDRESS:

CITY: | STATE: | ZIP:

CONTACT: | EMAIL: | TELEPHONE:

REMOVAL CONTRACTOR:

ADDRESS:

CITY: | STATE: | ZIP:

CONTACT: | EMAIL: | TELEPHONE:

OTHER OPERATOR:

ADDRESS:

CITY: | STATE: | ZIP:

CONTACT: | EMAIL: | TELEPHONE:

III. TYPE OF OPERATION D - Demo O - Ordered Demo (*Must have written order from municipality*) R - Renovation
E - Emergency Renovation/Demolition (*Written approval/authorization issued by APCD*)

IV. IS ASBESTOS PRESENT? Yes / No (Circle one) **Attach an accredited asbestos survey in order to be accepted**

V. FACILITY DESCRIPTION (Include building name, number, and floor or room number)

BUILDING NAME:

ADDRESS:

CITY: | STATE: | COUNTY:

SITE LOCATION:

BUILDING SIZE: | NUMBER OF FLOORS: | AGE IN YEARS:

PRESENT USE: | PRIOR USE:

VI. PROCEDURE INCLUDING ANALYTICAL METHOD, IF APPROPRIATE, USED TO DETECT THE PRESENCE OF ASBESTOS MATERIAL

VII. APPROXIMATE AMOUNT OF 1. Regulated ACM to be removed 2. Category I ACM not removed 3. Category II ACM not removed	RACM TO BE REMOVED	NONFRIABLE ASBESTOS MATERIAL NOT TO BE REMOVED		NONFRIABLE ASBESTOS MATERIAL TO BE REMOVED		UNIT OF MEASURE
		CAT I	CAT II	CAT I	CAT II	
PIPES						Linear Feet
SURFACE AREA						Square Feet
VOL RACM OFF FACILITY COMPONENT						Cubic Feet

VIII. SCHEDULED DATES ASBESTOS REMOVAL | START: | COMPLETE:

NOTE: Date Changes Require Revisions Faxed to (805) 781-1002 and **a per revision fee of $115.00.**

IX. SCHEDULED DATES DEMO/RENOVATION | START: | COMPLETE:

NOTE: Date Changes Require Revisions Faxed to (805) 781-1002 and a **per revision fee of $115.00.**

NOTIFICATION OF DEMOLITION AND RENOVATION *(Continued)*

X. DESCRIPTION OF PLANNED DEMOLITION OR RENOVATION WORK, AND METHOD(S) TO BE USED:

XI. DESCRIPTION OF WORK PRACTICES AND ENGINEERING CONTROLS AND TO BE USED TO PREVENT EMISSIONS OF ASBESTOS AT THE DEMOLITION AND RENOVATION SITE:

XII. ASBESTOS WASTE TRANSPORTER #1:

OWNER NAME:

ADDRESS:

CITY: STATE: ZIP:

CONTACT: TELEPHONE:

ASBESTOS WASTE TRANSPORTER #2:

NAME:

ADDRESS:

CITY: STATE: ZIP:

CONTACT: TELEPHONE:

XIII. ASBESTOS WASTE DISPOSAL SITE:

NAME:

ADDRESS:

CITY: STATE: ZIP:

CONTACT: TELEPHONE:

XIV. IF DEMOLITION ORDERED BY A GOVERNMENT AGENCY, PLEASE IDENTIFY THE AGENCY BELOW AND ATTACH ORDER

NAME: TITLE:

AUTHORITY:

DATE OF ORDER (MM/DD/YY): DATE ORDERED TO BEGIN (MM/DD/YY):

ADDRESS:

XV. FOR EMERGENCY RENOVATIONS (*Written authorization from the APCD is required*):

DATE AND HOUR OR EMERGENCY (MM/DD/YY):

DESCRIPTION OF THE SUDDEN, UNEXPECTED EVENT:

EXPLANATION OF HOW THE EVENT CAUSED UNSAFE CONDITIONS OR WOULD CAUSE EQUIPMENT DAMAGE OR AN UNREASONABLE FINANCIAL BURDEN:

XVI. DESCRIPTION OF PROCEDURES TO BE FOLLOWED IN THE EVENT THAT UNEXPECTED ASBESTOS IS FOUND OR PREVIOUSLY NONFRIABLE ASBESTOS MATERIAL BECOMES CRUMBLED, PULVERIZED, OR REDUCED TO POWDER:

XVII. I CERTIFY THAT AN INDIVIDUAL TRAINED IN THE PROVISIONS OF THIS REGULATION (40 CFR PART 61, SUBPART M) WILL BE ON-SITE DURING THE DEMOLITION OR RENOVATION AND EVIDENCE THAT THE REQUIRED TRAINING HAS BEEN ACCOMPLISHED BY THIS PERSON WILL BE AVAILABLE FOR INSPECTION DURING NORMAL BUSINESS HOURS (REQUIRED 1 YEAR AFTER PROMULGATION).

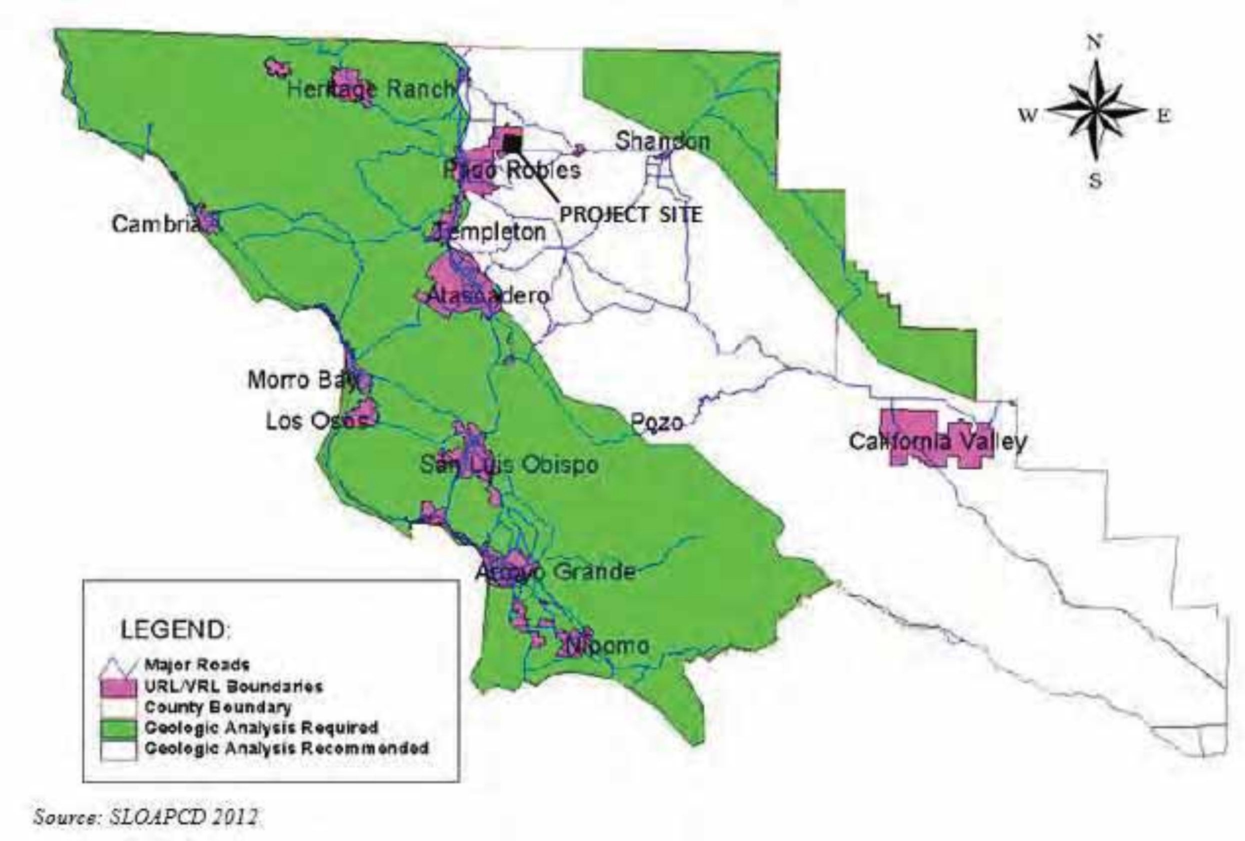
(Print Name) (Signature of Owner/Operator) (Date)

XVIII. I CERTIFY THAT THE ABOVE INFORMATION IS CORRECT.

(Print Name) (Signature of Owner/Operator) (Date)

APPENDIX B

NATURALLY OCCURRING ASBESTOS ZONES



Source: SLOAPCD 2012

APPENDIX C

CONSISTENCY WITH CITY OF PASO ROBLES CLIMATE ACTION PLAN & SLOAPCD-RECOMMENDED STANDARD AIR QUALITY MITIGATION MEASURES

CITY OF PASO ROBLES CLIMATE ACTION PLAN CONSISTENCY WORKSHEET

A. Project Information

Date:	6/12/2016			
Project Name:	PASO ROBLES RESORT HOTEL			
Project Address:	APNs 025-431-050, 025-436-029, 025-436-030			
Project Type:	Resort Lodging			
Project Size:	291 rooms total. 39.62 acres.			
Existing General Plan Land Use Designation(s):	PARKS OPEN SPACE / RESORT LODGING OVERLAY			
Proposed General Plan Land Use Designation(s):	N/A	Is Proposed Land Use Designation Consistent with Existing GP Land Use Designation(s)?:	**Yes** ☑	**No** ☐
Existing Zoning Designations(s):	PARKS OPEN SPACE / RESORT LODGING OVERLAY			
Proposed Zoning Designations(s):	N/A	Is Proposed Zoning Designation Consistent with Existing Zoning Designation(s)?:	**Yes** ☑	**No** ☐
Project Service Population (Residents + Employees):	N/A			
Brief Project Description:	The proposed project includes the construction of a total of four hotel facilities. The initial phase of construction is anticipated to begin in 2017 and would include the construction of an approximate 136-room main hotel. A second hotel, lodge, and boutique hotel totaling approximately 155 rooms, may be constructed in future years, depending on market conditions.			
Compliance Checklist Prepared By:	Kurt Legleiter, Principal, AMBIENT Air Quality & Noise Consulting, LLC			

**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: 6/12/2016
Project Name: PASO ROBLES RESORT HOTEL

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	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 ☐ No ☑ N/A ☐	
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 ☑ No ☐ N/A ☐	*Yes.* Mitigation has been included to require compliance with this measure.
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 ☐ No ☐ N/A ☐	
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 ☐ No ☐ N/A ☐	
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 ☐ No ☐ N/A ☑	*Not Applicable.* The project is not a residential development.
	For non-residential development, does the project comply with mandatory California Green Building Standards Code bicycle parking standards?	**Mandatory**	Yes ☑ No ☐ N/A ☐	*Yes.* Mitigation has been included to require compliance with this measure.
	Does the project incorporate bicycle facilities and/or amenities beyond those required?	Voluntary	Yes ☑ No ☐ N/A ☐	*Yes.* Mitigation has been included to require compliance with this measure.

CITY OF PASO ROBLES CLIMATE ACTION PLAN CONSISTENCY WORKSHEET

B. CAP Measure Compliance Worksheet (Continued)

Date: 6/12/2016
Project Name: PASO ROBLES RESORT HOTEL

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
Transportation and Land Use (Continued)				
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 ☑ No ☐ N/A ☐	*Yes.* There are no existing bike paths/lanes in the project vicinity. However, Airport Road is planned for the construction of a future bike lane. This measure has been included as mitigation.
	Does project minimize barriers to pedestrian access and interconnectivity?	**Mandatory**	Yes ☑ No ☐ N/A ☐	*Yes.* Mitigation has been included to provide a pedestrian interconnectivity between all proposed uses and to connect onsite uses to existing/planned pedestrian facilities contiguous with the project site.
	Does the project implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)?	**Mandatory**	Yes ☑ No ☐ N/A ☐	*Yes.* Mitigation has been included to provide onsite traffic calming measures.
	Does the project incorporate pedestrian facilities and/or amenities beyond those required?	Voluntary	Yes ☐ No ☐ N/A ☐	
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 ☑ No ☐ N/A ☐	*Yes.* There are no existing transit facilities contiguous to the project site. However, mitigation has been included to provide a shuttle service for guests to local destinations, including Paso Robles Transit/Amtrak Station.
Measure TL-6: Parking Supply Management	Does the project include a reduced number of parking spaces or utilize shared parking?	Voluntary	Yes ☐ No ☐ N/A ☐	
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 ☑ No ☐ N/A ☐	
Measure TL-8: Infill Development	Is the project consistent with the City's land use and zoning code?	**Mandatory**	Yes ☑ No ☐ N/A ☐	*Yes.* The project site is zoned for resort lodging. The proposed project is consistent with current zoning.
	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 ☐ No ☐ N/A ☐	

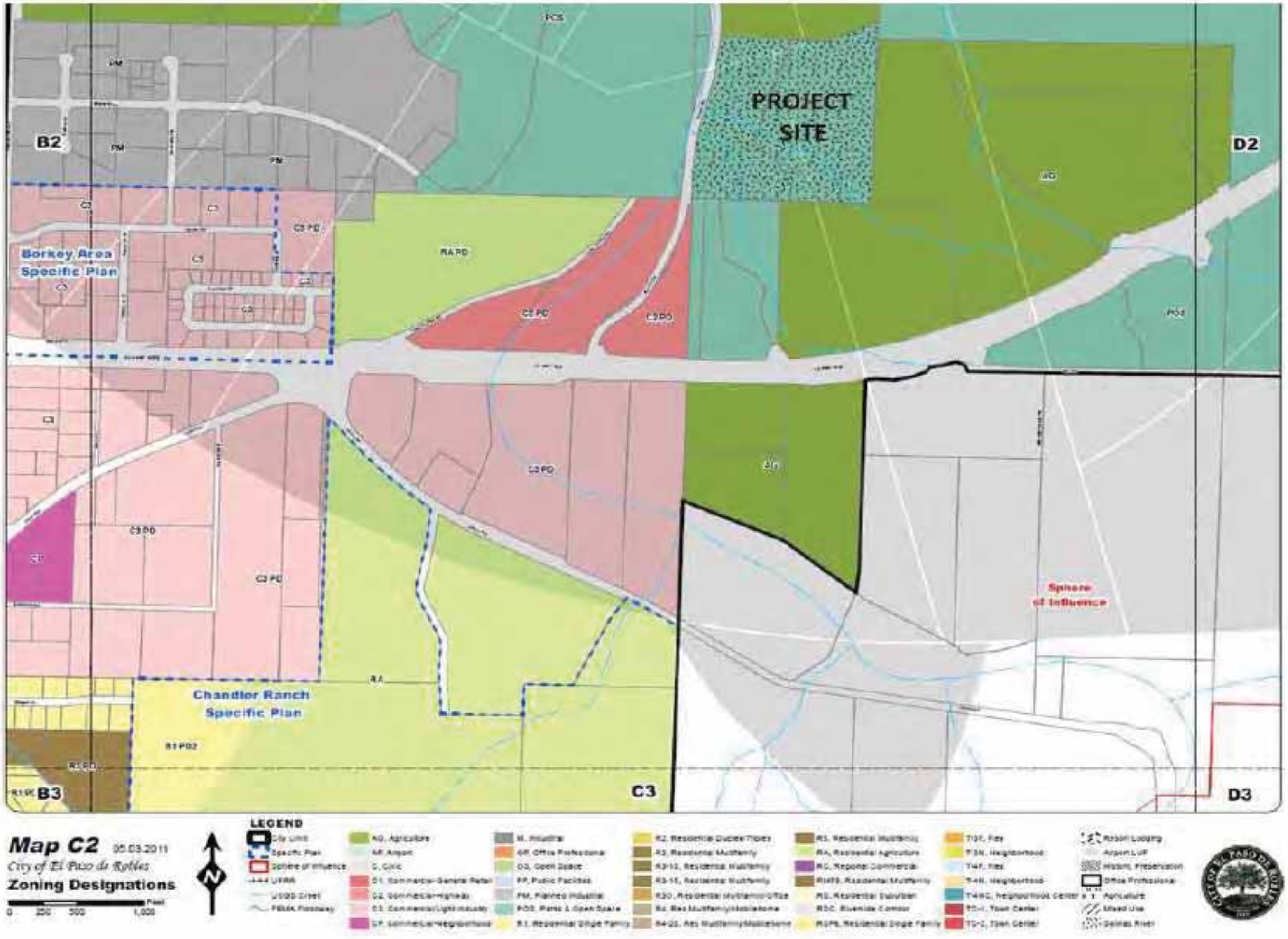
CITY OF PASO ROBLES CLIMATE ACTION PLAN CONSISTENCY WORKSHEET

B. CAP Measure Compliance Worksheet (Continued)

Date: 6/12/2016

Project Name: PASO ROBLES RESORT HOTEL

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 ☑ No ☐ N/A ☐	Yes. Mitigation has been included to require compliance with this measure.
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 ☑ No ☐ N/A ☐	Yes. Mitigation has been included to require compliance with this measure.
	Does the project incorporate grey Voluntary water or recycled water infrastructure?	Voluntary	Yes ☐ No ☐ N/A ☐	
Solid Waste				
Measure S-1: Solid Waste Diversion Rate	If the project involves construction or demolition, will the contractor divert 65 percent of non-hazardous construction or demolition debris?	**Mandatory**	Yes ☑ No ☐ N/A ☐	Yes. Mitigation has been included to require compliance with this measure.
	Does the project provide receptacles for the collection of organic waste?	Voluntary	Yes ☐ No ☐ N/A ☐	
	Does the project include composting facilities?	Voluntary	Yes ☐ No ☑ N/A ☐	
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 ☑ No ☐ N/A ☐	Yes. Mitigation has been included to require compliance with this measure.



Map C2 05.03.2011
City of El Paso de Robles
Zoning Designations

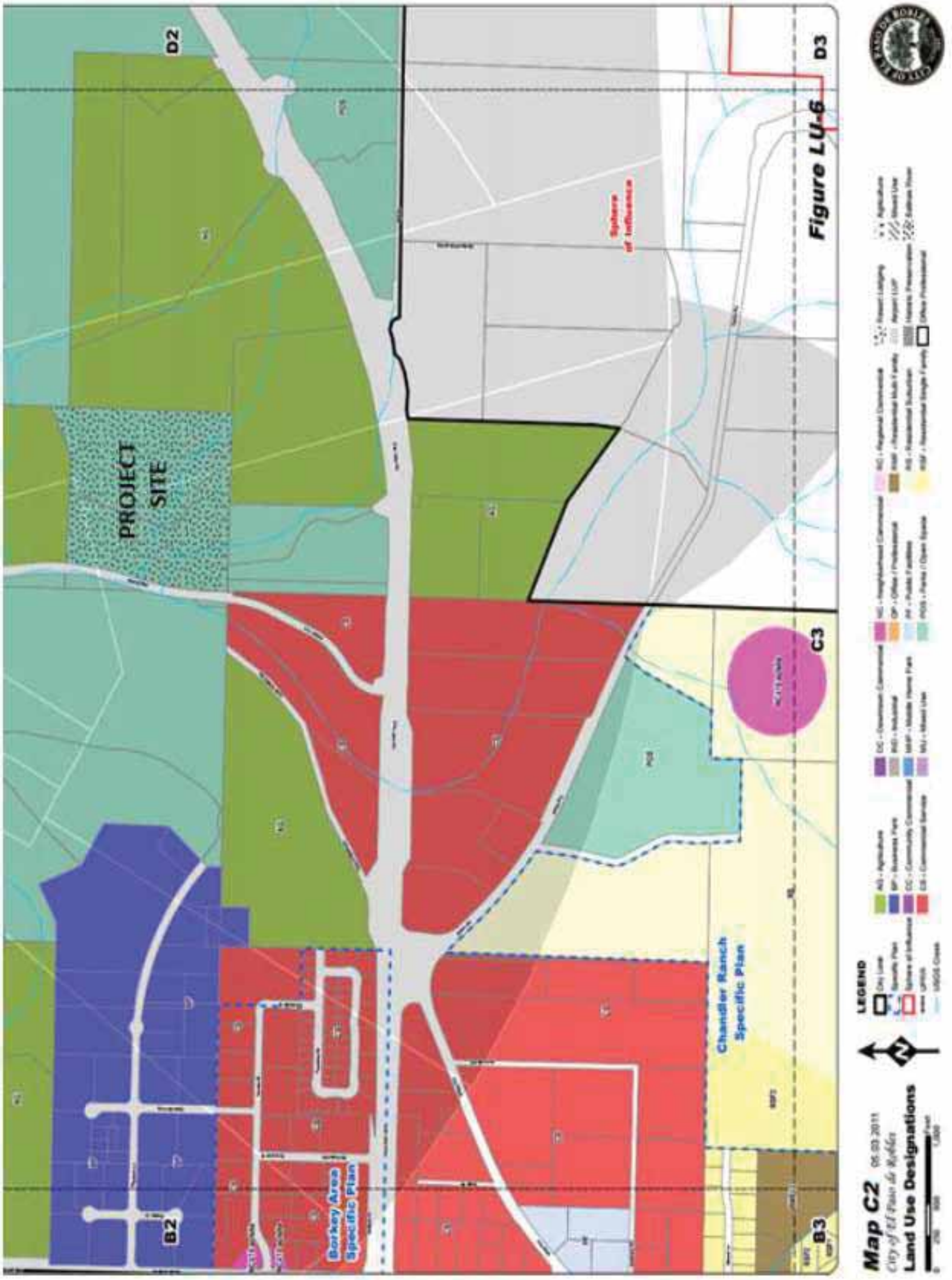


Figure LU-6
Map C2
05.03.2011
City of El Paso de Robles
Land Use Designations
LEGEND
PROJECT SITE
Sphere of Influence
Borkey Area Specific Plan
Chandler Ranch Specific Plan
D2
D3
C3
B2
B3

Consistency with SLOAPCD-Recommended Standard Mitigation Measures for Operational Air Quality Impacts

SLOAPCD Standard Mitigation Measure	Proposed Mitigation Measure
1. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.	*Consistent*. This measure has been included as a mitigation measure.
2. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees.	*Consistent*. This measure has been included as a mitigation measure.
3. Pave and maintain the roads and parking areas.	*Consistent*. This measure has been included in the project design.
4. Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.	*Consistent*. This measure has been included as a mitigation measure.
5. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	*Consistent*. This measure has been included as a mitigation measure.
6. Install high-efficiency heating and cooling systems.	*Consistent*. This measure has been included as a mitigation measure.
7. Utilize high-efficiency gas or solar water heaters.	*Consistent*. This measure has been included as a mitigation measure.
8. Utilize built-in energy efficient appliances (i.e., Energy Star rated).	*Consistent*. This measure has been included as a mitigation measure.
9. Utilize double-paned windows.	*Consistent*. This measure has been included as a mitigation measure. This measure has been revised to state: “Utilize double- or triple-paned windows.”
10. Utilize low energy street lights (i.e., sodium, light-emitting diode [LED]).	*Consistent*. This measure has been included as a mitigation measure. This measure has been revised to include light-emitting diode (LED) as an example.
11. Utilize energy-efficient interior lighting.	*Consistent*. This measure has been included as a mitigation measure.
12. Install door sweeps and weather stripping (if more efficient doors and windows are not available).	*Consistent*. This measure has been included as a mitigation measure.
13. Install energy-reducing programmable thermostats.	*Consistent*. This measure has been included as a mitigation measure.
14. Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.	*Consistent*. This measure has been included as a mitigation measure. This measure has been reworded to be consistent with GHG-reduction measures as follows: “Install low water consumption landscape. Use native plants that do not require watering after they are well established or minimal watering during the summer months and are low ROG emitting.”
15. Develop recreational facility (e.g., parks, gym, pool, etc.) within one-quarter of a mile from site.	*Consistent*. Although the project does not include development of recreational facilities, the project site is located within ¼ mile of Ravine Water Park.
16. Provide a designated parking space for alternatively fueled vehicles.	*Consistent*. This measure has been included as a mitigation measure.
17. Provide vanpool, shuttle, mini bus service (alternative fueled preferred).	*Consistent*. This measure has been revised to be consistent with recommended GHG-reduction measures, as follows: “Provide a shuttle service for guests to local destinations, including Paso Robles Transit/Amtrak Station.”
18. Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe (including appropriate signalization and signage).	*Consistent*. This measure has been revised to be consistent with recommended GHG-reduction measures, as follows: “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.”
19. Provide secure on-site bicycle indoor storage, lockers, or Racks.	*Consistent*. This measure has been revised to be consistent with recommended GHG-reduction measures, as follows: “Provide on-site bicycle parking beyond those required by California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only).”

Consistency with SLOAPCD-Recommended Standard Mitigation Measures for Operational Air Quality Impacts

SLOAPCD Standard Mitigation Measure	Proposed Mitigation Measure
20. Provide easements or land dedications and construct bikeways and pedestrian walkways.	*Consistent*. This measure has been included as a mitigation measure.
21. Driveway design standards (e.g., speed bumps, curved driveway) for self-enforcing of reduced speed limits for unpaved driveways; and Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.	*Consistent*. This measure has been revised to be consistent with recommended GHG-mitigation measures, as follows: "Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)"
The following additional mitigation measures have also been included:	
22. Install energy-saving systems in guest rooms that reduce energy usage when rooms are not occupied.	
23. Provide native and drought tolerant trees beyond those required as mitigation for tree removal.	
The proposed mitigation measures identified in this table have been reviewed and approved by SLOAPCD.	

Summary of Proposed Mitigation Measures

Short-Term Construction

Mitigation Measures:

AQ-1: The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans:

- a. Reduce the amount of the disturbed area where possible.
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.
- c. All dirt stock pile areas should be sprayed daily as needed.
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.
- j. Install wheel washers at the construction site entrance, wash off the tires or tracks of all trucks and equipment leaving the site, or implement other SLOAPCD-approved methods sufficient to minimize the track-out of soil onto paved roadways.
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.
- l. The burning of vegetative material shall be prohibited.
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.
- n. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.

AQ-3: The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:

- a. Implement Mitigation Measure AQ-1, as identified in “Impact AQ-C”, above.
- b. Demolition of onsite structures shall comply with the National Emission Standards for Hazardous Air Emissions (NESHAP) requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of onsite structures, the SLOAPCD shall be notified, per NESHAP requirements. SLOAPCD notification form and reporting requirements are included in Appendix A. Additional information may be obtained at website url: http://slocleanair.org/business/asbestos.php.
- c. If during demolition of existing structures, paint is separated from the construction materials (e.g. chemically or

physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements. Contact the SLOAPCD Enforcement Division at (805) 781-5912 for more information. Approval of a lead work plan and permit may be required. Lead work plans, if required, will need to be submitted to SLOAPCD ten days prior to the start of demolition

d. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
    1) Shall not idle the vehicle’s primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
    2) Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

e. Maintain all construction equipment in proper tune according to manufacturer’s specifications;

f. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

g. 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;

h. Idling of all on and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation.

i. Electrify equipment when possible;

j. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,

k. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

Long-Term Operation

AQ-2: To reduce operational emissions, the proposed project shall implement the following measures. The project proponent shall submit proof to the Paso Robles Community Development Department Staff that implementation of all measures have been met in accordance with a time schedule deemed appropriate by Community Development Department staff.

a. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.

b. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees.

c. Pave and maintain roads in parking areas.

d. Plant drought tolerant native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.

e. Provide native and drought tolerant trees beyond those required as mitigation for tree removal.

f. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.

Summary of Proposed Mitigation Measures

g. Install high-efficiency heating and cooling systems.
h. Utilize high-efficiency gas or solar water heaters.
i. Utilize built-in energy efficient appliances (i.e., Energy Star rated).
j. Utilize double- or triple-paned windows.
k. Utilize low energy street lights (i.e., sodium, light-emitting diode [LED]).
l. Utilize energy-efficient interior lighting.
m. Install door sweeps and weather stripping (if more efficient doors and windows are not available).
n. Install energy-reducing programmable thermostats.
o. Install low water consumption landscape. Use native plants that do not require watering after they are well established or minimal watering during the summer months and are low ROG emitting.
p. Provide a designated parking space for alternatively fueled vehicles.
q. Provide a shuttle service for guests to local destinations, including Paso Robles Transit/Amtrak Station
r. Install energy-saving systems in guest rooms that reduce energy usage when rooms are not occupied.
s. 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
t. Provide on-site bicycle parking beyond those required by California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only).
u. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)

GHG-1: The proposed project shall implement, at a minimum, the following GHG-reduction measures:

a. Install high efficiency lights in parking lots, streets, and other public areas.
b. Comply with mandatory California Green Building Standards Code bicycle parking standards.
c. Install bicycle facilities and/or amenities beyond those required in building standards.
d. Incorporate 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.
e. The project site shall be designed to minimize barriers to pedestrian access and interconnectivity.
f. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.).
g. Comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation.
h. Divert 65 percent of non-hazardous construction or demolition debris.
i. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.
j. Implement Mitigation Measure AQ-2.
k. Implement Mitigation Measure AQ-3,e-k.

APPENDIX D

EMISSIONS MODELING

DAILY EMISSIONS SUMMARY: PHASE I - SUMMER

		UNMITIGATED DAILY EMISSIONS - SUMMER			
		ROG	NOX	ROG+NOX	EXH PM10
Demolition					
	On-Site	4.05	42.7	46.75	2.13
	Off-Site	0.09	0.48	0.57	0.006
	Total	4.14	43.18	47.32	2.136
Site Preparation					
	On-Site	4.84	51.75	56.59	2.75
	Off-Site	0.07	0.1	0.17	0.001
	Total	4.91	51.85	56.76	2.751
Grading/Excavation					
	On-Site	6.1	69.59	75.69	3.32
	Off-Site	0.08	0.11	0.19	0.001
	Total	6.18	69.7	75.88	3.321
Building Construction-Yr2017					
	On-Site	3.1	26.4	29.5	1.78
	Off-Site	1.08	4.6	5.68	0.06
	Total	4.18	31	35.18	1.84
Building Construction-Yr2018					
	On-Site	2.67	23.26	25.93	1.49
	Off-Site	0.98	4.18	5.16	0.06
	Total	3.65	27.44	31.09	1.55
Paving					
	On-Site	2.03	17.16	19.19	0.94
	Off-Site	0.05	0.07	0.12	0.001
	Total	2.08	17.23	19.31	0.941
Architectural Coating					
	On-Site	319.37	2.01	321.38	0.15
	Off-Site	0.09	0.13	0.22	0.002
	Total	319.46	2.14	321.6	0.152
	MAX DAILY-YR 2017	4.91	51.85	56.76	2.751
	MAX DAILY- YR 2018	325.19	46.81	372	2.643
	THRESHOLD			137	7

**Assumes building construction, architectural coating, and paving could potentially occur simultaneously.*

Totals may not sum due to rounding.

		MITIGATED DAILY EMISSIONS - SUMMER			
		ROG	NOX	ROG+NOX	EXH PM10
Demolition					
	On-Site	4.05	42.7	46.75	2.13
	Off-Site	0.09	0.48	0.57	0.006
	Total	4.14	43.18	47.32	2.136
Site Preparation					
	On-Site	4.84	51.75	56.59	2.75
	Off-Site	0.07	0.1	0.17	0.001
	Total	4.91	51.85	56.76	2.751
Grading/Excavation					
	On-Site	6.1	69.59	75.69	3.32
	Off-Site	0.08	0.11	0.19	0.001
	Total	6.18	69.7	75.88	3.321
Building Construction-Yr2017					
	On-Site	3.1	26.4	29.5	1.78
	Off-Site	1.08	4.6	5.68	0.06
	Total	4.18	31	35.18	1.84
Building Construction-Yr2018					
	On-Site	2.67	23.26	25.93	1.49
	Off-Site	0.98	4.18	5.16	0.06
	Total	3.65	27.44	31.09	1.55
Paving					
	On-Site	2.03	17.16	19.19	0.94
	Off-Site	0.05	0.07	0.12	0.001
	Total	2.08	17.23	19.31	0.941
Architectural Coating					
	On-Site	64.1	2.01	66.11	0.15
	Off-Site	0.09	0.13	0.22	0.002
	Total	64.19	2.14	66.33	0.152
	MAX DAILY-YR 2017	4.91	51.85	56.76	2.751
	MAX DAILY- YR 2018	69.92	46.81	116.73	2.643
	THRESHOLD			137	7

**Assumes building construction, architectural coating, and paving could potentially occur simultaneously.*

Mitigation includes use of low-VOC paint (maximum 50 g/L)

DAILY EMISSIONS SUMMARY: PHASE I - WINTER

		UNMITIGATED DAILY EMISSIONS - WINTER			
		ROG	NOX	ROG+NOX	EXH PM10
Demolition					
	On-Site	4.05	42.7	46.75	2.13
	Off-Site	0.1	0.5	0.6	0.006
	Total	4.15	43.2	47.35	2.136
Site Preparation					
	On-Site	4.84	51.75	56.59	2.75
	Off-Site	0.07	0.11	0.18	0.001
	Total	4.91	51.86	56.77	2.751
Grading/Excavation					
	On-Site	6.1	69.59	75.69	3.32
	Off-Site	0.08	0.13	0.21	0.001
	Total	6.18	69.72	75.9	3.321
Building Construction-Yr2017					
	On-Site	3.1	26.4	29.5	1.78
	Off-Site	1.25	4.76	6.01	0.06
	Total	4.35	31.16	35.51	1.84
Building Construction-Yr2018					
	On-Site	2.67	23.26	25.93	1.49
	Off-Site	1.13	4.33	5.46	0.06
	Total	3.8	27.59	31.39	1.55
Paving					
	On-Site	2.03	17.16	19.19	0.94
	Off-Site	0.05	0.08	0.13	0.001
	Total	2.08	17.24	19.32	0.941
Architectural Coating					
	On-Site	319.37	2.01	321.38	0.15
	Off-Site	0.09	0.15	0.24	0.002
	Total	319.46	2.16	321.62	0.152
	MAX DAILY-YR 2017	4.91	51.86	56.77	2.751
	MAX DAILY- YR 2018	325.34	46.99	372.33	2.643
	THRESHOLD			137	7

**Assumes building construction, architectural coating, and paving could potentially occur simultaneously.*

Totals may not sum due to rounding.

		MITIGATED DAILY EMISSIONS - WINTER			
		ROG	NOX	ROG+NOX	EXH PM10
Demolition					
	On-Site	4.05	42.7	46.75	2.13
	Off-Site	0.1	0.5	0.6	0.006
	Total	4.15	43.2	47.35	2.136
Site Preparation					
	On-Site	4.84	51.75	56.59	2.75
	Off-Site	0.07	0.11	0.18	0.001
	Total	4.91	51.86	56.77	2.751
Grading/Excavation					
	On-Site	6.1	69.59	75.69	3.32
	Off-Site	0.08	0.13	0.21	0.001
	Total	6.18	69.72	75.9	3.321
Building Construction-Yr2017					
	On-Site	3.1	26.4	29.5	1.78
	Off-Site	1.25	4.76	6.01	0.06
	Total	4.35	31.16	35.51	1.84
Building Construction-Yr2018					
	On-Site	2.67	23.26	25.93	1.49
	Off-Site	1.13	4.33	5.46	0.06
	Total	3.8	27.59	31.39	1.55
Paving					
	On-Site	2.03	17.16	19.19	0.94
	Off-Site	0.05	0.08	0.13	0.001
	Total	2.08	17.24	19.32	0.941
Architectural Coating					
	On-Site	64.1	2.01	66.11	0.15
	Off-Site	0.09	0.15	0.24	0.002
	Total	64.19	2.16	66.35	0.152
	MAX DAILY-YR 2017	4.91	51.86	56.77	2.751
	MAX DAILY- YR 2018	70.07	46.99	117.06	2.643
	THRESHOLD			137	7

**Assumes building construction, architectural coating, and paving could potentially occur simultaneously.*

Mitigation includes use of low-VOC paint (maximum 50 g/L)

DAILY EMISSIONS SUMMARY: PHASE II - SUMMER

		UNMITIGATED DAILY EMISSIONS - SUMMER			
		ROG	NOX	ROG+NOX	EXH PM10
Site Preparation					
	On-Site	3.73	38.86	42.59	1.93
	Off-Site	0.05	0.07	0.12	0.001
	Total	3.78	38.93	42.71	1.931
Grading/Excavation					
	On-Site	2.56	25.9	28.46	1.37
	Off-Site	0.04	0.06	0.1	0.001
	Total	2.6	25.96	28.56	1.371
Building Construction-Yr2020					
	On-Site	2.11	19.08	21.19	1.11
	Off-Site	0.77	3.03	3.8	0.04
	Total	2.88	22.11	24.99	1.15
Building Construction-Yr2021					
	On-Site	1.89	17.34	19.23	0.96
	Off-Site	0.73	2.49	3.22	0.04
	Total	2.62	19.83	22.45	1
Paving					
	On-Site	1.45	12.66	14.11	0.67
	Off-Site	0.04	0.06	0.1	0.001
	Total	1.49	12.72	14.21	0.671
Architectural Coating					
	On-Site	263.6	1.52	265.12	0.09
	Off-Site	0.06	0.09	0.15	0.002
	Total	263.66	1.61	265.27	0.092
	MAX DAILY-YR 2020	3.78	38.93	42.71	1.931
	MAX DAILY- YR 2021	267.77	34.16	**301.93**	1.763
	THRESHOLD			137	7

**Assumes building construction, architectural coating, and paving could potentially occur simultaneously.*

Totals may not sum due to rounding.

		MITIGATED DAILY EMISSIONS - SUMMER			
		ROG	NOX	ROG+NOX	EXH PM10
Site Preparation					
	On-Site	3.73	38.86	42.59	1.93
	Off-Site	0.05	0.07	0.12	0.001
	Total	3.78	38.93	42.71	1.931
Grading/Excavation					
	On-Site	2.56	25.9	28.46	1.37
	Off-Site	0.04	0.06	0.1	0.001
	Total	2.6	25.96	28.56	1.371
Building Construction-Yr2020					
	On-Site	2.11	19.08	21.19	1.11
	Off-Site	0.77	3.03	3.8	0.04
	Total	2.88	22.11	24.99	1.15
Building Construction-Yr2021					
	On-Site	1.89	17.34	19.23	0.96
	Off-Site	0.73	2.49	3.22	0.04
	Total	2.62	19.83	22.45	1
Paving					
	On-Site	1.45	12.66	14.11	0.67
	Off-Site	0.04	0.06	0.1	0.001
	Total	1.49	12.72	14.21	0.671
Architectural Coating					
	On-Site	52.89	1.52	54.41	0.09
	Off-Site	0.06	0.09	0.15	0.002
	Total	52.95	1.61	54.56	0.092
	MAX DAILY-YR 2020	3.78	38.93	42.71	1.931
	MAX DAILY- YR 2021	57.06	34.16	91.22	1.763
	THRESHOLD			137	7

**Assumes building construction, architectural coating, and paving could potentially occur simultaneously.*

Mitigation includes use of low-VOC paint (maximum 50 g/L)

DAILY EMISSIONS SUMMARY: PHASE II - WINTER

	UNMITIGATED DAILY EMISSIONS - WINTER			
	ROG	NOX	ROG+NOX	EXH PM10
Site Preparation				
On-Site	3.73	38.86	42.59	1.93
Off-Site	0.05	0.08	0.13	0.001
Total	3.78	38.94	42.72	1.931
Grading/Excavation				
On-Site	2.56	25.9	28.46	1.37
Off-Site	0.04	0.07	0.11	0.001
Total	2.6	25.97	28.57	1.371
Building Construction-Yr2020				
On-Site	2.11	19.08	21.19	1.11
Off-Site	0.89	3.13	4.02	0.04
Total	3	22.21	25.21	1.15
Building Construction-Yr2021				
On-Site	1.89	17.34	19.23	0.96
Off-Site	0.84	2.59	3.43	0.04
Total	2.73	19.93	22.66	1
Paving				
On-Site	1.45	12.66	14.11	0.67
Off-Site	0.04	0.06	0.1	0.001
Total	1.49	12.72	14.21	0.671
Architectural Coating				
On-Site	263.6	1.52	265.12	0.09
Off-Site	0.06	0.1	0.16	0.002
Total	263.66	1.62	265.28	0.092
MAX DAILY-YR 2020	3.78	38.94	42.72	1.931
MAX DAILY- YR 2021	267.88	34.27	**302.15**	1.763
THRESHOLD			137	7

**Assumes building construction, architectural coating, and paving could potentially occur simultaneously.*

Totals may not sum due to rounding.

	MITIGATED DAILY EMISSIONS - WINTER			
	ROG	NOX	ROG+NOX	EXH PM10
Site Preparation				
On-Site	3.73	38.86	42.59	1.93
Off-Site	0.05	0.08	0.13	0.001
Total	3.78	38.94	42.72	1.931
Grading/Excavation				
On-Site	2.56	25.9	28.46	1.37
Off-Site	0.04	0.07	0.11	0.001
Total	2.6	25.97	28.57	1.371
Building Construction-Yr2020				
On-Site	2.11	19.08	21.19	1.11
Off-Site	0.89	3.13	4.02	0.04
Total	3	22.21	25.21	1.15
Building Construction-Yr2021				
On-Site	1.89	17.34	19.23	0.96
Off-Site	0.84	2.59	3.43	0.04
Total	2.73	19.93	22.66	1
Paving				
On-Site	1.45	12.66	14.11	0.67
Off-Site	0.04	0.06	0.1	0.001
Total	1.49	12.72	14.21	0.671
Architectural Coating				
On-Site	52.89	1.52	54.41	0.09
Off-Site	0.06	0.1	0.16	0.002
Total	52.95	1.62	54.57	0.092
MAX DAILY-YR 2020	3.78	38.94	42.72	1.931
MAX DAILY- YR 2021	57.17	34.27	91.44	1.763
THRESHOLD			137	7

**Assumes building construction, architectural coating, and paving could potentially occur simultaneously.*

Mitigation includes use of low-VOC paint (maximum 50 g/L)

CONSTRUCTION SCHEDULE

CONSTRUCTION ACTIVITY	#DAYS	DAYS/QTR				
		2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1
DEMOLITION	20	20				
SITE PREPARATION	5	5				
GRADING	20	8				
BUILDING CONST-2017	224	27	60	60	60	
BUILDING CONST-2018	31					31
PAVING	20					20
ARCHITECTURAL COATING	20					20

ANNUAL UNMITIGATED CONSTRUCTION-GENERATED EMISSIONS

				PM10		
	ROG	NOX	ROG+NOX	FUG	EXH	TOT
DEMOLITION	0.04	0.43	0.47	0.00	0.02	0.02
	0.00	0.01	0.01	0.00	0.00	0.00
	0.04	0.43	0.47	0.00	0.02	0.02
SITE PREPARATION	0.01	0.13	0.14	0.05	0.01	0.02
	0.00	0.00	0.00	0.00	0.00	0.00
	0.01	0.13	0.14	0.05	0.01	0.02
GRADING	0.06	0.70	0.76	0.12	0.01	0.02
	0.00	0.00	0.00	0.00	0.00	0.00
	0.06	0.70	0.76	0.12	0.01	0.02
BUILDING CONSTRUCTION-2017	0.33	2.84	3.17	0.00	0.19	0.19
	0.12	0.51	0.64	0.17	0.01	0.17
	0.46	3.35	3.81	0.17	0.20	0.36
TOTAL YR 2017:	0.57	4.61	5.18	0.35	0.24	0.43
BUILDING CONSTRUCTION-2018	0.03	0.27	0.30	0.00	0.02	0.02
	0.01	0.05	0.06	0.02	0.00	0.02
	0.04	0.32	0.36	0.02	0.02	0.04
PAVING-2018	0.02	0.17	0.19	0.00	0.01	0.02
	0.00	0.00	0.00	0.00	0.00	0.00
	0.02	0.17	0.19	0.00	0.01	0.02
ARCHITECTURAL COATING-2018	2.87	0.02	2.89	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00
	2.88	0.02	2.89	0.00	0.00	0.00
TOTAL YR 2018:	2.94	0.51	3.45	0.02	0.03	0.06

QUARTERLY UNMITIGATED CONSTRUCTION-GENERATED EMISSIONS

				PM10		
	ROG	NOX	ROG+NOX	FUG	EXH	TOT
EMISSIONS - 2017 Q1						
DEMOLITION	0.04	0.43	0.47	0.00	0.02	0.02
SITE PREPARATION	0.01	0.13	0.14	0.05	0.01	0.02
GRADING	0.06	0.70	0.76	0.12	0.01	0.02
BUILDING CONSTRUCTION	0.06	0.40	0.46	0.02	0.02	0.04
TOTAL	0.17	1.66	1.83	0.20	0.06	0.11
THRESHOLD			2.5	2.5	0.13	
EXCEEDS THRESHOLD?			NO	NO	NO	
EMISSIONS - 2017 Q2-Q4						
BUILDING CONSTRUCTION	0.12	0.90	1.02	0.04	0.05	0.10
TOTAL	0.12	0.90	1.02	0.04	0.05	0.10
THRESHOLD			2.5	2.5	0.13	
EXCEEDS THRESHOLD?			NO	NO	NO	
EMISSIONS - 2018 Q1						
BUILDING CONSTRUCTION	0.04	0.32	0.36	0.02	0.02	0.04
PAVING	0.02	0.17	0.19	0.00	0.01	0.02
ARCHITECTURAL COATING	2.88	0.02	2.89	0.00	0.00	0.00
TOTAL	2.94	0.51	**3.45**	0.02	0.03	0.06
THRESHOLD			2.5	2.5	0.13	
EXCEEDS THRESHOLD?			**YES**	NO	NO	

QUARTERLY MITIGATED CONSTRUCTION-GENERATED EMISSIONS

				PM10		
EMISSIONS - 2018 Q1	ROG	NOX	ROG+NOX	FUG	EXH	TOT
BUILDING CONSTRUCTION	0.04	0.32	0.36	0.02	0.02	0.04
PAVING	0.02	0.17	0.19	0.00	0.01	0.02
ARCHITECTURAL COATING	0.58	0.02	0.60	0.00	0.00	0.00
TOTAL	0.64	0.51	1.15	0.02	0.03	0.06
THRESHOLD			2.5	2.5	0.13	
EXCEEDS THRESHOLD?			NO	NO	NO	

**Mitigation includes use of low-VOC paint (max 50 g/L).*

CONSTRUCTION SCHEDULE

		DAYS/QTR				
CONSTRUCTION ACTIVITY	#DAYS	2020 Q1	2020 Q2	2020 Q3	2020 Q4	2021 Q1
SITE PREPARATION	10	10				
GRADING	20	8				
BUILDING CONST-2020	222	42	60	60	60	
BUILDING CONST-2021	8					8
PAVING	20					20
ARCHITECTURAL COATING	20					20

ANNUAL UNMITIGATED CONSTRUCTION-GENERATED EMISSIONS

				PM10		
	ROG	NOX	ROG+NOX	FUG	EXH	TOT
SITE PREPARATION	0.02	0.19	0.21	0.09	0.01	0.10
	0.00	0.00	0.00	0.00	0.00	0.00
	0.02	0.19	0.21	0.09	0.01	0.10
GRADING	0.26	0.26	0.52	0.07	0.01	0.08
	0.00	0.00	0.00	0.00	0.00	0.00
	0.26	0.26	0.52	0.07	0.01	0.08
BUILDING CONSTRUCTION-2020	0.22	2.02	2.25	0.00	0.12	0.12
	0.09	0.33	0.42	0.15	0.00	0.16
	0.31	2.36	2.67	0.15	0.12	0.27
TOTAL YR 2020:	0.59	2.81	3.40	0.31	0.15	0.46
BUILDING CONSTRUCTION-2021	0.02	0.16	0.17	0.00	0.01	0.01
	0.01	0.02	0.03	0.01	0.00	0.01
	0.02	0.18	0.20	0.01	0.01	0.02
PAVING-2021	0.01	0.13	0.14	0.00	0.01	0.01
	0.00	0.00	0.00	0.00	0.00	0.00
	0.01	0.13	0.14	0.00	0.01	0.01
ARCHITECTURAL COATING-2021	2.64	0.02	2.65	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00
	2.64	0.02	2.65	0.00	0.00	0.00
TOTAL YR 2021:	2.68	0.32	3.00	0.02	0.02	0.03

QUARTERLY UNMITIGATED CONSTRUCTION-GENERATED EMISSIONS

				PM10		
	ROG	NOX	ROG+NOX	FUG	EXH	TOT
EMISSIONS - 2020 Q1						
SITE PREPARATION	0.02	0.19	0.21	0.09	0.01	0.10
GRADING	0.26	0.26	0.52	0.07	0.01	0.08
BUILDING CONSTRUCTION	0.06	0.45	0.50	0.03	0.02	0.05
TOTAL	0.33	0.90	1.23	0.19	0.05	0.23
THRESHOLD			2.5	2.5	0.13	
EXCEEDS THRESHOLD?			NO	NO	NO	
EMISSIONS - 2020 Q2-Q4						
BUILDING CONSTRUCTION	0.08	0.64	0.72	0.04	0.03	0.07
TOTAL	0.08	0.64	0.72	0.04	0.03	0.07
THRESHOLD			2.5	2.5	0.13	
EXCEEDS THRESHOLD?			NO	NO	NO	
EMISSIONS - 2021 Q1						
BUILDING CONSTRUCTION	0.02	0.18	0.20	0.01	0.01	0.02
PAVING	0.01	0.13	0.14	0.00	0.01	0.01
ARCHITECTURAL COATING	2.64	0.02	2.65	0.00	0.00	0.00
TOTAL	2.68	0.32	**3.00**	0.02	0.02	0.03
THRESHOLD			2.5	2.5	0.13	
EXCEEDS THRESHOLD?			**YES**	NO	NO	

QUARTERLY MITIGATED CONSTRUCTION-GENERATED EMISSIONS

				PM10		
EMISSIONS - 2021 Q1	ROG	NOX	ROG+NOX	FUG	EXH	TOT
BUILDING CONSTRUCTION	0.02	0.18	0.20	0.01	0.01	0.02
PAVING	0.01	0.13	0.14	0.00	0.01	0.01
ARCHITECTURAL COATING	0.53	0.02	0.55	0.00	0.00	0.00
TOTAL	0.57	0.32	0.89	0.02	0.02	0.03
THRESHOLD			2.5	2.5	0.13	
EXCEEDS THRESHOLD?			NO	NO	NO	

**Mitigation includes use of low-VOC paint (max 50 g/L).*

EMISSIONS MODELING ASSUMPTIONS - AVERAGE VEHICLE TRIP LENGTH

TRIP-GENERATION RATE

TOTAL NUMBER OF ROOMS	291	
TRIP-GENERATION RATE	5.694	
TOTAL DAILY TRIPS-FULL BOOKING	1656.954	
INCOMING-DEPARTURE DAILY TRIPS (MAX 50% DEPARTURE, 50% ARRIVAL)	291	**17.6%**
IN-COUNTY DAILY GUEST TRIPS (TOTAL DAILY - INCOMING/DEPARTURE)	1365.954	**82.4%**

DIRECTIONAL DISTRIBUTION OF GUEST TRIPS & DISTANCES

INCOMING/DEPARTURE TRIPS - AVERAGE DISTANCE OF TRAVEL

IN/OUT BOUND DIRECTION	CITY/AREA	PERCENT OF TOTAL GUESTS	INCOMING HIGHWAY	PERCENT DISTRIBUTION BY INCOMING HWY	AVG. TRIP LENGTH (MILES)
EAST	FRESNO/NORTH CENTRAL VALLEY	24.15%	SR41/SR46	24.15%	33
EAST	BAKERSFIELD/SOUTH CENTRAL VALLEY	8.82%	SR46	31.50%	33
NORTH	MONTEREY/SF BAY AREA	12.67%	US101 N	12.67%	15
SOUTH	LOS ANGELES/SOCAL	45.36%	US101 S	22.68%	57.5
LOCAL	PASO ROBLES	9.00%	LOCAL	9.00%	13.5

AVERAGE INCOMING/DEPARTURE TRIP LENGTH: 30

AVERAGE DAILY INCOMING/DEPARTURE VMT (30 miles x 291 incoming/departure trips): 8,846

**Based on survey data obtained from the Pismo Beach Oxford Hotel (Jan-Dec, 2012). Local trips assumes a 13-mile trip length, based on the rural setting default obtained from CalEEMod. LA/SoCal trips were divided equally between South Central Valley and South County, assuming 50% traveling I-5, 50% traveling US101.*

IN-COUNTY TRIPS - AVERAGE DISTANCE OF TRAVEL

In-County trips lengths were quantified based on a sampling of trip lengths from the project site to local and regional destinations, per SLOAPCD recommendations. The weighted average trip length for hotel patrons includes in-coming and out-going vehicle trip lengths, as noted above.

LOCAL DESTINATIONS			DISTANCE (MILES)
1	PASO ROBLES	HWY46/24TH STREET (GAS/EATERIES)	3
2	PASO ROBLES	DOWNTOWN PASO ROBLES	4
3	PASO ROBLES	PASO ROBLES EVENT CENTER	3
4	PASO ROBLES	RIVER OAKS GOLF COURSE	3
5	PASO ROBLES	HUNTER RANCH GOLF COURSE	3
6	PASO ROBLES	THE LINKS GOLF COURSE	5
7	PASO ROBLES	RAVINE WATER PARK	0.5
8	PASO ROBLES	TARGET SHOPPING CENTER	7
9	PASO ROBLES	WALMART SHOPPING CENTER	4
10	PASO ROBLES	CUESTA COLLEGE NORTH COUNTY CAMPUS	3
11	PASO ROBLES	ESTRELLA WARBIRD MUSEUM	3
12	CENTRAL COAST	CAMBRIA	33
13	CENTRAL COAST	HEARST CASTLE	36
14	CENTRAL COAST	SAN SIMEON	37
15	CENTRAL COAST	HARMONY	30
16	CENTRAL COAST	CAYUCOS	28
17	CENTRAL COAST	MORRO BAY	32
18	WINERIES-46 EAST	UNION ROAD TASTING ROOMS	1
21	WINERIES-46 EAST	TREANA WINERY	2
22	WINERIES-46 EAST	PARRISH FAMILY VINEYARDS	3
23	WINERIES-46 EAST	PASO ROBLES WINERIES	2.5
24	WINERIES-46 EAST	D ANDINO VINEYARDS	2.5
25	WINERIES-46 EAST	DERVY WINES	2.5
26	WINERIES-46 EAST	J LOHR VINEYARDS	3.5
27	WINERIES-46 EAST	UNCORKED TOURS	4
28	WINERIES-46 EAST	GRIZLEY REPUBLIC	3.5
29	WINERIES-46 EAST	BREAKAWAY TOURS	4
30	WINERIES-46 EAST	WINE LINE TOURS	4.5
31	WINERIES-46 EAST	PIANETTA	3.5
32	WINERIES-46 EAST	EBERLY WINERY	1.5
33	WINERIES-46 EAST	VINA ROBLES	1.5
34	WINERIES-46 EAST	ROBERT HALL	1.5
35	WINERIES-46 EAST	TOBIN JAMES	6.5
36	WINERIES-46 EAST	CHUMEIA	6.5
37	WINERIES-46 EAST	GREY WOLF	8.5
38	WINERIES-46 EAST	FIVE RIVERS	8
39	WINERIES-46 EAST	EOS	0.5
40	WINERIES-46 EAST	BIANCHI	5
41	WINERIES-46 EAST	ARCIERO	3
42	WINERIES-46 EAST	PAUL J ROSILEZ	3.5
43	WINERIES-46 EAST	MALOY O'NEIL	4
44	WINERIES-46 EAST	FALCON NEST	3.5
45	WINERIES-46 EAST	SAN ANTONIO	1.5
46	WINERIES-46 EAST	SEXTANT	2.5
47	WINERIES-46 EAST	STEINBECK	3.5
48	WINERIES-46 EAST	PEAR VALLEY	3
49	WINERIES-46 EAST	RIO SECO	2.5
50	WINERIES-46 EAST	PENMAN SPRINGS	3
51	WINERIES-46 EAST	CLAUTIERE	3.5

52	WINERIES-46 EAST	DERBY	3
53	WINERIES-46 EAST	NORMAN	2.5
54	WINERIES-46 EAST	GRAVEYARD	8.5
55	WINERIES-46 EAST	J&J	9
56	WINERIES-WEST/NORTH	TREANA	8.5
57	WINERIES-WEST/NORTH	STACKED STONE	6.5
58	WINERIES-WEST/NORTH	ECLUSE	8
59	WINERIES-WEST/NORTH	TERRY HOAGE	7
60	WINERIES-WEST/NORTH	LE CUVIER	6.5
61	WINERIES-WEST/NORTH	VILLICANA	6.5
62	WINERIES-WEST/NORTH	CARINA	8
63	WINERIES-WEST/NORTH	ADELAIDA	10.5
64	WINERIES-WEST/NORTH	VILLA CREEK	3
65	WINERIES-WEST/NORTH	RABBIT RIDGE	10.5
66	WINERIES-WEST/NORTH	TABLAS	14.5
67	WINERIES-WEST/NORTH	OPOLO	15.5
68	WINERIES-WEST/NORTH	CALCAREOUS	8.5
69	WINERIES-WEST/NORTH	ALMOND HILL	7
70	WINERIES-WEST/NORTH	DENNER	13.5
71	WINERIES-WEST/NORTH	CHRONIC	7
72	WINERIES-WEST/NORTH	CAPARONE	12
73	WINERIES-WEST/NORTH	FOUR VINES	8
74	WINERIES-WEST/NORTH	LAWRENCE ANDREW	4.5
75	WINERIES-WEST/NORTH	PRWS	3.5
76	WINERIES-WEST/NORTH	LE VIGNE	4
77	WINERIES-WEST/NORTH	CASTORO CELLARS	9
78	WINERIES-WEST/NORTH	SILVER HORSE	8
79	WINERIES-WEST/NORTH	FIRST CRUSH WINES	8
80	WINERIES-WEST/NORTH	FIRESTONE WALKER BREWERY	8
81	WINERIES-WEST/NORTH	DUSI WINES	9
82	WINERIES-46 WEST	PEACHY CANYON	9
83	WINERIES-46 WEST	SUMMERWOOD	8
84	WINERIES-46 WEST	EAGLE CASTLE	9
85	WINERIES-46 WEST	AUSTIN HOPE	9
86	WINERIES-46 WEST	QUAIL CREEK	8
87	WINERIES-46 WEST	DOCE ROBLES	7.5
88	WINERIES-46 WEST	ZENAIDA	8
89	WINERIES-46 WEST	CASTORO CELLARS	8.5
90	WINERIES-46 WEST	BOOKER	9.5
91	WINERIES-46 WEST	GREY WOLF	9
92	WINERIES-46 WEST	CALIZA	9.5
93	WINERIES-46 WEST	LONE MADRONE	10
94	WINERIES-46 WEST	HUNT CELLARS	10
95	WINERIES-46 WEST	ROTTA	11
96	WINERIES-46 WEST	TURLEY	12
97	WINERIES-46 WEST	DOVER CANYON	13
98	WINERIES-46 WEST	HEARTHSTONE	12.5
99	WINERIES-46 WEST	LINNE	10
100	WINERIES-46 WEST	CYPHER	11
101	WINERIES-46 WEST	DONATI	11
102	WINERIES-46 WEST	NINER	9.5
103	WINERIES-46 WEST	MIDNIGHT CELLARS	9.5
104	WINERIES-46 WEST	DARK STAR	9
105	WINERIES-46 WEST	FRATELLI PERATA	8.5
106	WINERIES-46 WEST	KENETH VOLK	9.5
107	WINERIES-46 WEST	WINDWARD	8
108	WINERIES-46 WEST	SHALE OAK	10.5
109	WINERIES-46 WEST	CROAD	11.5
110	WINERIES-46 WEST	ZINALLEY	11
111	WINERIES-46 WEST	LINNE COLADO	11.5
112	WINERIES-46 WEST	JACK CREEK	13.5
113	WINERIES-46 WEST	STEPHENS CELLAR	15
114	WINERIES-46 WEST	EPOCH ESTATE	16
115	WINERIES-46 WEST	LAGO GUISEPPE CELLARS	16
116	WINERIES-46 WEST	ROCKY CREEK	11
117	WINERIES-46 WEST	KALEIDOS	12.5
118	WINERIES-46 WEST	ORCHID HILL	12
		AVERAGE IN-COUNTY TRIP LENGTH:	**8.2**
		AVERAGE DAILY IN-COUNTY VMT:	**11,252**

CALCULATED WEIGHTED AVERAGE TRIP DISTANCE

TOTAL VMT (INCOMING, DEPARTURE & IN-COUNTY):	**20,098**
TOTAL TRIPS (INCOMING, DEPARTURE, IN-COUNTY):	**1,657**
AVERAGE TRIP DISTANCE (WEIGHTED ALL TRIPS):	**12.1**
MODELED TRIP DISTANCE (WEIGHTED ALL TRIPS):	**12.5**

All trip distances rounded up to the nearest 0.5 mile.

Paso Robles Resort Hotel - Phase I (Main Hotel)

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	48.00	1000sqft	1.10	48,000.00	0
Parking Lot	196.00	Space	1.76	78,400.00	0
Hotel	136.00	Room	36.33	197,472.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	546.6	**CH4 Intensity (lb/MWhr)**	0.025	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2017 Construction start year. Includes RPS adjustment.

Land Use - Main Hotel=136 rooms. Total site acreage=~39AC. 196 space parking lot. 48,000 sf other asphalt surfaces.

Construction Phase - 15-month overall construction period based on project-specific data. Construction activity durations based on model defaults.

Off-road Equipment - Construction equipment based on model defaults.

Trips and VMT - Construction vehicle trips based on model defaults.

Demolition - Includes demolition of residence (1195sf). Shop (5000sf) to be removed/repurposed by third party included for quantification of haul truck trips.

Grading - Material balanced onsite. Conservatively assumes entire site rough graded during Phase I.

Vehicle Trips - Based on trip-gen rate derived from the traffic analysis, 5.694 trips/room, includes trips for onsite amenities (e.g., restaurant, meeting rooms, etc.). 12.5m/C-C & 13m/C-W&C-NW trips.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - Assumes 280 mixed hardwood.

Construction Off-road Equipment Mitigation - Includes watering, 15 mph speed limit, T3 equipment.

Area Mitigation - Assumes use of low VOC paint, maximum 50 g/L.

Energy Mitigation - Includes 30% increase in energy efficiency for non-commercial uses with compliance with current building standards, compared to previous standards (CEC 2015) and energy-efficient appliances.

Water Mitigation - Includes installation of low-flow water fixtures and water-efficient irrigation systems.

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	55.00	20.00
tblConstructionPhase	NumDays	740.00	238.00
tblConstructionPhase	NumDays	50.00	20.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	55.00	20.00

tblConstructionPhase	NumDays	30.00	5.00
tblGrading	AcresOfGrading	50.00	187.50
tblLandUse	LotAcreage	4.53	36.33
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.025
tblProjectCharacteristics	CO2IntensityFactor	641.35	546.6
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2019
tblSequestration	NumberOfNewTrees	0.00	280.00
tblVehicleTrips	CC_TL	5.00	12.50
tblVehicleTrips	CNW_TL	5.00	12.50
tblVehicleTrips	ST_TR	8.19	5.69
tblVehicleTrips	SU_TR	5.95	5.69
tblVehicleTrips	WD_TR	8.17	5.69

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.5728	4.6121	4.4573	6.6000e-003	0.3781	0.2594	0.6376	0.1149	0.2426	0.3575	0.0000	565.9302	565.9302	0.1010	0.0000	568.0519
2018	2.9386	0.5115	0.5395	8.8000e-004	0.0218	0.0288	0.0506	5.8500e-003	0.0269	0.0328	0.0000	74.2674	74.2674	0.0141	0.0000	74.5636
Total	**3.5115**	**5.1236**	**4.9968**	**7.4800e-003**	**0.4000**	**0.2882**	**0.6881**	**0.1207**	**0.2695**	**0.3903**	**0.0000**	**640.1976**	**640.1976**	**0.1151**	**0.0000**	**642.6155**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.2249	2.5790	4.2087	6.6000e-003	0.2513	0.1280	0.3793	0.0727	0.1275	0.2002	0.0000	565.9297	565.9297	0.1010	0.0000	568.0514
2018	2.9026	0.3395	0.5669	8.8000e-004	0.0218	0.0180	0.0398	5.8500e-003	0.0179	0.0238	0.0000	74.2674	74.2674	0.0141	0.0000	74.5636
Total	**3.1275**	**2.9185**	**4.7756**	**7.4800e-003**	**0.2731**	**0.1460**	**0.4191**	**0.0786**	**0.1454**	**0.2240**	**0.0000**	**640.1971**	**640.1971**	**0.1151**	**0.0000**	**642.6150**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**10.93**	**43.04**	**4.43**	**0.00**	**31.72**	**49.34**	**39.10**	**34.93**	**46.05**	**42.61**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.5527	6.0000e-005	6.4600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0132
Energy	0.0494	0.4490	0.3771	2.6900e-003		0.0341	0.0341		0.0341	0.0341	0.0000	919.0732	919.0732	0.0291	0.0129	923.6812
Mobile	0.5281	1.5279	5.5710	0.0128	0.9020	0.0191	0.9211	0.2417	0.0176	0.2594	0.0000	936.9892	936.9892	0.0366	0.0000	937.7583
Waste						0.0000	0.0000		0.0000	0.0000	15.1147	0.0000	15.1147	0.8933	0.0000	33.8730
Water						0.0000	0.0000		0.0000	0.0000	1.0945	4.9609	6.0554	0.1126	2.7000e-003	9.2578
Total	**2.1302**	**1.9769**	**5.9546**	**0.0155**	**0.9020**	**0.0533**	**0.9553**	**0.2417**	**0.0518**	**0.2935**	**16.2092**	**1,861.0357**	**1,877.2449**	**1.0716**	**0.0156**	**1,904.5835**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.3229	6.0000e-005	6.4600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0132
Energy	0.0361	0.3281	0.2756	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	742.9613	742.9613	0.0245	0.0101	746.5994
Mobile	0.5281	1.5279	5.5710	0.0128	0.9020	0.0191	0.9211	0.2417	0.0176	0.2594	0.0000	936.9892	936.9892	0.0366	0.0000	937.7583
Waste						0.0000	0.0000		0.0000	0.0000	11.3360	0.0000	11.3360	0.6699	0.0000	25.4048
Water						0.0000	0.0000		0.0000	0.0000	0.8756	4.0149	4.8905	0.0901	2.1600e-003	7.4514
Total	**1.8871**	**1.8560**	**5.8531**	**0.0148**	**0.9020**	**0.0441**	**0.9461**	**0.2417**	**0.0426**	**0.2843**	**12.2116**	**1,683.9779**	**1,696.1895**	**0.8212**	**0.0122**	**1,717.2272**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**11.41**	**6.12**	**1.71**	**4.65**	**0.00**	**17.26**	**0.96**	**0.00**	**17.76**	**3.13**	**24.66**	**9.51**	**9.64**	**23.37**	**21.54**	**9.84**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	205.5200
Total	**205.5200**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/3/2017	5	5	
3	Grading	Grading	2/4/2017	3/3/2017	5	20	
4	Building Construction	Building Construction	3/4/2017	1/31/2018	5	238	
5	Paving	Paving	2/1/2018	2/28/2018	5	20	
6	Architectural Coating	Architectural Coating	3/1/2018	3/28/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 187.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 371,736; Non-Residential Outdoor: 123,912 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	28.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	136.00	53.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.1500e-003	0.0000	3.1500e-003	4.8000e-004	0.0000	4.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0405	0.4270	0.3389	4.0000e-004		0.0213	0.0213		0.0198	0.0198	0.0000	36.6182	36.6182	0.0101	0.0000	36.8292
Total	**0.0405**	**0.4270**	**0.3389**	**4.0000e-004**	**3.1500e-003**	**0.0213**	**0.0244**	**4.8000e-004**	**0.0198**	**0.0203**	**0.0000**	**36.6182**	**36.6182**	**0.0101**	**0.0000**	**36.8292**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3000e-004	4.0800e-003	3.4600e-003	1.0000e-005	2.4000e-004	5.0000e-005	2.9000e-004	7.0000e-005	5.0000e-005	1.1000e-004	0.0000	0.9480	0.9480	1.0000e-005	0.0000	0.9481
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	9.3000e-004	8.1700e-003	2.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1834	1.1834	7.0000e-005	0.0000	1.1848
Total	**9.0000e-004**	**5.0100e-003**	**0.0116**	**3.0000e-005**	**1.6800e-003**	**6.0000e-005**	**1.7400e-003**	**4.5000e-004**	**6.0000e-005**	**5.0000e-004**	**0.0000**	**2.1314**	**2.1314**	**8.0000e-005**	**0.0000**	**2.1329**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2300e-003	0.0000	1.2300e-003	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4800e-003	0.1876	0.2527	4.0000e-004		8.8200e-003	8.8200e-003		8.8200e-003	8.8200e-003	0.0000	36.6182	36.6182	0.0101	0.0000	36.8291
Total	**9.4800e-003**	**0.1876**	**0.2527**	**4.0000e-004**	**1.2300e-003**	**8.8200e-003**	**0.0101**	**1.9000e-004**	**8.8200e-003**	**9.0100e-003**	**0.0000**	**36.6182**	**36.6182**	**0.0101**	**0.0000**	**36.8291**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3000e-004	4.0800e-003	3.4600e-003	1.0000e-005	2.4000e-004	5.0000e-005	2.9000e-004	7.0000e-005	5.0000e-005	1.1000e-004	0.0000	0.9480	0.9480	1.0000e-005	0.0000	0.9481
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	9.3000e-004	8.1700e-003	2.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1834	1.1834	7.0000e-005	0.0000	1.1848
Total	**9.0000e-004**	**5.0100e-003**	**0.0116**	**3.0000e-005**	**1.6800e-003**	**6.0000e-005**	**1.7400e-003**	**4.5000e-004**	**6.0000e-005**	**5.0000e-004**	**0.0000**	**2.1314**	**2.1314**	**8.0000e-005**	**0.0000**	**2.1329**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1294	0.0985	1.0000e-004		6.8900e-003	6.8900e-003		6.3300e-003	6.3300e-003	0.0000	9.0789	9.0789	2.7800e-003	0.0000	9.1373
Total	**0.0121**	**0.1294**	**0.0985**	**1.0000e-004**	**0.0452**	**6.8900e-003**	**0.0521**	**0.0248**	**6.3300e-003**	**0.0312**	**0.0000**	**9.0789**	**9.0789**	**2.7800e-003**	**0.0000**	**9.1373**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	2.8000e-004	2.4500e-003	0.0000	4.3000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3550	0.3550	2.0000e-005	0.0000	0.3554
Total	**1.7000e-004**	**2.8000e-004**	**2.4500e-003**	**0.0000**	**4.3000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3550**	**0.3550**	**2.0000e-005**	**0.0000**	**0.3554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0176	0.0000	0.0176	9.6800e-003	0.0000	9.6800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3800e-003	0.0487	0.0585	1.0000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	9.0788	9.0788	2.7800e-003	0.0000	9.1373
Total	**2.3800e-003**	**0.0487**	**0.0585**	**1.0000e-004**	**0.0176**	**2.4000e-003**	**0.0200**	**9.6800e-003**	**2.4000e-003**	**0.0121**	**0.0000**	**9.0788**	**9.0788**	**2.7800e-003**	**0.0000**	**9.1373**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	2.8000e-004	2.4500e-003	0.0000	4.3000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3550	0.3550	2.0000e-005	0.0000	0.3554
Total	**1.7000e-004**	**2.8000e-004**	**2.4500e-003**	**0.0000**	**4.3000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3550**	**0.3550**	**2.0000e-005**	**0.0000**	**0.3554**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1596	0.0000	0.1596	0.0438	0.0000	0.0438	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0610	0.6959	0.4681	6.2000e-004		0.0332	0.0332		0.0305	0.0305	0.0000	57.2739	57.2739	0.0176	0.0000	57.6424
Total	**0.0610**	**0.6959**	**0.4681**	**6.2000e-004**	**0.1596**	**0.0332**	**0.1928**	**0.0438**	**0.0305**	**0.0744**	**0.0000**	**57.2739**	**57.2739**	**0.0176**	**0.0000**	**57.6424**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	1.2500e-003	0.0109	2.0000e-005	1.9300e-003	1.0000e-005	1.9400e-003	5.1000e-004	1.0000e-005	5.2000e-004	0.0000	1.5779	1.5779	9.0000e-005	0.0000	1.5797
Total	**7.7000e-004**	**1.2500e-003**	**0.0109**	**2.0000e-005**	**1.9300e-003**	**1.0000e-005**	**1.9400e-003**	**5.1000e-004**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**1.5779**	**1.5779**	**9.0000e-005**	**0.0000**	**1.5797**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0623	0.0000	0.0623	0.0171	0.0000	0.0171	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0151	0.2978	0.3794	6.2000e-004		0.0132	0.0132		0.0132	0.0132	0.0000	57.2739	57.2739	0.0176	0.0000	57.6424
Total	**0.0151**	**0.2978**	**0.3794**	**6.2000e-004**	**0.0623**	**0.0132**	**0.0755**	**0.0171**	**0.0132**	**0.0303**	**0.0000**	**57.2739**	**57.2739**	**0.0176**	**0.0000**	**57.6424**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	1.2500e-003	0.0109	2.0000e-005	1.9300e-003	1.0000e-005	1.9400e-003	5.1000e-004	1.0000e-005	5.2000e-004	0.0000	1.5779	1.5779	9.0000e-005	0.0000	1.5797
Total	**7.7000e-004**	**1.2500e-003**	**0.0109**	**2.0000e-005**	**1.9300e-003**	**1.0000e-005**	**1.9400e-003**	**5.1000e-004**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**1.5779**	**1.5779**	**9.0000e-005**	**0.0000**	**1.5797**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3335	2.8386	1.9489	2.8800e-003		0.1915	0.1915		0.1798	0.1798	0.0000	257.4400	257.4400	0.0634	0.0000	258.7706
Total	**0.3335**	**2.8386**	**1.9489**	**2.8800e-003**		**0.1915**	**0.1915**		**0.1798**	**0.1798**	**0.0000**	**257.4400**	**257.4400**	**0.0634**	**0.0000**	**258.7706**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0680	0.4236	0.7821	9.7000e-004	0.0254	5.5200e-003	0.0309	7.2700e-003	5.0800e-003	0.0124	0.0000	86.1136	86.1136	7.0000e-004	0.0000	86.1283
Worker	0.0559	0.0911	0.7959	1.5800e-003	0.1408	1.0500e-003	0.1418	0.0374	9.6000e-004	0.0384	0.0000	115.3413	115.3413	6.4200e-003	0.0000	115.4760
Total	**0.1239**	**0.5147**	**1.5780**	**2.5500e-003**	**0.1661**	**6.5700e-003**	**0.1727**	**0.0447**	**6.0400e-003**	**0.0507**	**0.0000**	**201.4549**	**201.4549**	**7.1200e-003**	**0.0000**	**201.6043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0722	1.5237	1.9152	2.8800e-003		0.0969	0.0969		0.0969	0.0969	0.0000	257.4397	257.4397	0.0634	0.0000	258.7703
Total	**0.0722**	**1.5237**	**1.9152**	**2.8800e-003**		**0.0969**	**0.0969**		**0.0969**	**0.0969**	**0.0000**	**257.4397**	**257.4397**	**0.0634**	**0.0000**	**258.7703**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0680	0.4236	0.7821	9.7000e-004	0.0254	5.5200e-003	0.0309	7.2700e-003	5.0800e-003	0.0124	0.0000	86.1136	86.1136	7.0000e-004	0.0000	86.1283
Worker	0.0559	0.0911	0.7959	1.5800e-003	0.1408	1.0500e-003	0.1418	0.0374	9.6000e-004	0.0384	0.0000	115.3413	115.3413	6.4200e-003	0.0000	115.4760
Total	**0.1239**	**0.5147**	**1.5780**	**2.5500e-003**	**0.1661**	**6.5700e-003**	**0.1727**	**0.0447**	**6.0400e-003**	**0.0507**	**0.0000**	**201.4549**	**201.4549**	**7.1200e-003**	**0.0000**	**201.6043**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0307	0.2675	0.2016	3.1000e-004		0.0172	0.0172		0.0162	0.0162	0.0000	27.2285	27.2285	6.6600e-003	0.0000	27.3684
Total	**0.0307**	**0.2675**	**0.2016**	**3.1000e-004**		**0.0172**	**0.0172**		**0.0162**	**0.0162**	**0.0000**	**27.2285**	**27.2285**	**6.6600e-003**	**0.0000**	**27.3684**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.9900e-003	0.0414	0.0811	1.0000e-004	2.7200e-003	5.4000e-004	3.2600e-003	7.8000e-004	5.0000e-004	1.2800e-003	0.0000	9.0554	9.0554	7.0000e-005	0.0000	9.0570
Worker	5.0800e-003	8.5800e-003	0.0735	1.7000e-004	0.0151	1.1000e-004	0.0152	4.0000e-003	1.0000e-004	4.1000e-003	0.0000	11.8731	11.8731	6.2000e-004	0.0000	11.8861
Total	**0.0121**	**0.0500**	**0.1546**	**2.7000e-004**	**0.0178**	**6.5000e-004**	**0.0184**	**4.7800e-003**	**6.0000e-004**	**5.3800e-003**	**0.0000**	**20.9285**	**20.9285**	**6.9000e-004**	**0.0000**	**20.9430**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.7200e-003	0.1630	0.2049	3.1000e-004		0.0104	0.0104		0.0104	0.0104	0.0000	27.2285	27.2285	6.6600e-003	0.0000	27.3684
Total	**7.7200e-003**	**0.1630**	**0.2049**	**3.1000e-004**		**0.0104**	**0.0104**		**0.0104**	**0.0104**	**0.0000**	**27.2285**	**27.2285**	**6.6600e-003**	**0.0000**	**27.3684**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.9900e-003	0.0414	0.0811	1.0000e-004	2.7200e-003	5.4000e-004	3.2600e-003	7.8000e-004	5.0000e-004	1.2800e-003	0.0000	9.0554	9.0554	7.0000e-005	0.0000	9.0570
Worker	5.0800e-003	8.5800e-003	0.0735	1.7000e-004	0.0151	1.1000e-004	0.0152	4.0000e-003	1.0000e-004	4.1000e-003	0.0000	11.8731	11.8731	6.2000e-004	0.0000	11.8861
Total	**0.0121**	**0.0500**	**0.1546**	**2.7000e-004**	**0.0178**	**6.5000e-004**	**0.0184**	**4.7800e-003**	**6.0000e-004**	**5.3800e-003**	**0.0000**	**20.9285**	**20.9285**	**6.9000e-004**	**0.0000**	**20.9430**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	3.7500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0199**	**0.1716**	**0.1449**	**2.2000e-004**		**9.3900e-003**	**9.3900e-003**		**8.6400e-003**	**8.6400e-003**	**0.0000**	**20.3687**	**20.3687**	**6.3400e-003**	**0.0000**	**20.5019**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	8.2000e-004	7.0500e-003	2.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1387	1.1387	6.0000e-005	0.0000	1.1400
Total	**4.9000e-004**	**8.2000e-004**	**7.0500e-003**	**2.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.1387**	**1.1387**	**6.0000e-005**	**0.0000**	**1.1400**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.4900e-003	0.1106	0.1693	2.2000e-004		5.9800e-003	5.9800e-003		5.9800e-003	5.9800e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	3.7500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.2400e-003**	**0.1106**	**0.1693**	**2.2000e-004**		**5.9800e-003**	**5.9800e-003**		**5.9800e-003**	**5.9800e-003**	**0.0000**	**20.3687**	**20.3687**	**6.3400e-003**	**0.0000**	**20.5019**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	8.2000e-004	7.0500e-003	2.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1387	1.1387	6.0000e-005	0.0000	1.1400
Total	**4.9000e-004**	**8.2000e-004**	**7.0500e-003**	**2.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.1387**	**1.1387**	**6.0000e-005**	**0.0000**	**1.1400**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.8717					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0185	3.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total	**2.8747**	**0.0201**	**0.0185**	**3.0000e-005**		**1.5100e-003**	**1.5100e-003**		**1.5100e-003**	**1.5100e-003**	**0.0000**	**2.5533**	**2.5533**	**2.4000e-004**	**0.0000**	**2.5584**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.8000e-004	1.4800e-003	0.0127	3.0000e-005	2.6000e-003	2.0000e-005	2.6200e-003	6.9000e-004	2.0000e-005	7.1000e-004	0.0000	2.0497	2.0497	1.1000e-004	0.0000	2.0519
Total	**8.8000e-004**	**1.4800e-003**	**0.0127**	**3.0000e-005**	**2.6000e-003**	**2.0000e-005**	**2.6200e-003**	**6.9000e-004**	**2.0000e-005**	**7.1000e-004**	**0.0000**	**2.0497**	**2.0497**	**1.1000e-004**	**0.0000**	**2.0519**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.8717					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.9000e-004	0.0136	0.0183	3.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total	**2.8723**	**0.0136**	**0.0183**	**3.0000e-005**		**9.5000e-004**	**9.5000e-004**		**9.5000e-004**	**9.5000e-004**	**0.0000**	**2.5533**	**2.5533**	**2.4000e-004**	**0.0000**	**2.5584**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.8000e-004	1.4800e-003	0.0127	3.0000e-005	2.6000e-003	2.0000e-005	2.6200e-003	6.9000e-004	2.0000e-005	7.1000e-004	0.0000	2.0497	2.0497	1.1000e-004	0.0000	2.0519
Total	**8.8000e-004**	**1.4800e-003**	**0.0127**	**3.0000e-005**	**2.6000e-003**	**2.0000e-005**	**2.6200e-003**	**6.9000e-004**	**2.0000e-005**	**7.1000e-004**	**0.0000**	**2.0497**	**2.0497**	**1.1000e-004**	**0.0000**	**2.0519**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5281	1.5279	5.5710	0.0128	0.9020	0.0191	0.9211	0.2417	0.0176	0.2594	0.0000	936.9892	936.9892	0.0366	0.0000	937.7583
Unmitigated	0.5281	1.5279	5.5710	0.0128	0.9020	0.0191	0.9211	0.2417	0.0176	0.2594	0.0000	936.9892	936.9892	0.0366	0.0000	937.7583

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	773.84	773.84	773.84	2,396,226	2,396,226
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	773.84	773.84	773.84	2,396,226	2,396,226

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	13.00	12.50	12.50	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.455742	0.042240	0.214741	0.150125	0.067745	0.009842	0.017929	0.023584	0.002328	0.001395	0.008801	0.000839	0.004689

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	385.8228	385.8228	0.0177	3.5300e-003	387.2874
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	430.3273	430.3273	0.0197	3.9400e-003	431.9610
NaturalGas Mitigated	0.0361	0.3281	0.2756	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	357.1385	357.1385	6.8500e-003	6.5500e-003	359.3120
NaturalGas Unmitigated	0.0494	0.4490	0.3771	2.6900e-003		0.0341	0.0341		0.0341	0.0341	0.0000	488.7459	488.7459	9.3700e-003	8.9600e-003	491.7203

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	9.15875e+006	0.0494	0.4490	0.3771	2.6900e-003		0.0341	0.0341		0.0341	0.0341	0.0000	488.7459	488.7459	9.3700e-003	8.9600e-003	491.7203
Total		**0.0494**	**0.4490**	**0.3771**	**2.6900e-003**		**0.0341**	**0.0341**		**0.0341**	**0.0341**	**0.0000**	**488.7459**	**488.7459**	**9.3700e-003**	**8.9600e-003**	**491.7203**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	6.69252e+006	0.0361	0.3281	0.2756	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	357.1385	357.1385	6.8500e-003	6.5500e-003	359.3120
Total		**0.0361**	**0.3281**	**0.2756**	**1.9700e-003**		**0.0249**	**0.0249**		**0.0249**	**0.0249**	**0.0000**	**357.1385**	**357.1385**	**6.8500e-003**	**6.5500e-003**	**359.3120**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.66666e+006	413.2219	0.0189	3.7800e-003	414.7906
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	68992	17.1054	7.8000e-004	1.6000e-004	17.1704
Total		**430.3273**	**0.0197**	**3.9400e-003**	**431.9610**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.48716e +006	368.7173	0.0169	3.3700e-003	370.1170
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	68992	17.1054	7.8000e-004	1.6000e-004	17.1704
Total		**385.8228**	**0.0176**	**3.5300e-003**	**387.2874**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.3229	6.0000e-005	6.4600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0132
Unmitigated	1.5527	6.0000e-005	6.4600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0132

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2872					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2649					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.1000e-004	6.0000e-005	6.4600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0132
Total	**1.5527**	**6.0000e-005**	**6.4600e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0125**	**0.0125**	**3.0000e-005**	**0.0000**	**0.0132**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0574					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2649					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.1000e-004	6.0000e-005	6.4600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0132
Total	**1.3229**	**6.0000e-005**	**6.4600e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0125**	**0.0125**	**3.0000e-005**	**0.0000**	**0.0132**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.8905	0.0901	2.1600e-003	7.4514
Unmitigated	6.0554	0.1126	2.7000e-003	9.2578

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	3.44988 / 0.38332	6.0554	0.1126	2.7000e-003	9.2578
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**6.0554**	**0.1126**	**2.7000e-003**	**9.2578**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	2.7599 / 0.359938	4.8905	0.0901	2.1600e-003	7.4514
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.8905**	**0.0901**	**2.1600e-003**	**7.4514**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.3360	0.6699	0.0000	25.4048
Unmitigated	15.1147	0.8933	0.0000	33.8730

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	74.46	15.1147	0.8933	0.0000	33.8730
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**15.1147**	**0.8933**	**0.0000**	**33.8730**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	55.845	11.3360	0.6699	0.0000	25.4048
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**11.3360**	**0.6699**	**0.0000**	**25.4048**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	205.5200	0.0000	0.0000	205.5200

10.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Mixed Hardwood	280	205.5200	0.0000	0.0000	205.5200
Total		**205.5200**	**0.0000**	**0.0000**	**205.5200**

Paso Robles Resort Hotel - Phase I (Main Hotel)

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	48.00	1000sqft	1.10	48,000.00	0
Parking Lot	196.00	Space	1.76	78,400.00	0
Hotel	136.00	Room	36.33	197,472.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	546.6	**CH4 Intensity (lb/MWhr)**	0.025	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2017 Construction start year. Includes RPS adjustment.

Land Use - Main Hotel=136 rooms. Total site acreage=~39AC. 196 space parking lot. 48,000 sf other asphalt surfaces.

Construction Phase - 15-month overall construction period based on project-specific data. Construction activity durations based on model defaults.

Off-road Equipment - Construction equipment based on model defaults.

Trips and VMT - Construction vehicle trips based on model defaults.

Demolition - Includes demolition of residence (1195sf). Shop (5000sf) to be removed/repurposed by third party included for quantification of haul truck trips.

Grading - Material balanced onsite. Conservatively assumes entire site rough graded during Phase I.

Vehicle Trips - Based on trip-gen rate derived from the traffic analysis, 5.694 trips/room, includes trips for onsite amenities (e.g., restaurant, meeting rooms, etc.). 12.5m/C-C & 13m/C-W&C-NW trips.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - Assumes 280 mixed hardwood.

Construction Off-road Equipment Mitigation - Includes watering, 15 mph speed limit, T3 equipment.

Area Mitigation - Assumes use of low VOC paint, maximum 50 g/L.

Energy Mitigation - Includes 30% increase in energy efficiency for non-commercial uses with compliance with current building standards, compared to previous standards (CEC 2015) and energy-efficient appliances.

Water Mitigation - Includes installation of low-flow water fixtures and water-efficient irrigation systems.

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	55.00	20.00
tblConstructionPhase	NumDays	740.00	238.00
tblConstructionPhase	NumDays	50.00	20.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	55.00	20.00

tblConstructionPhase	NumDays	30.00	5.00
tblGrading	AcresOfGrading	50.00	187.50
tblLandUse	LotAcreage	4.53	36.33
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.025
tblProjectCharacteristics	CO2IntensityFactor	641.35	546.6
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2019
tblSequestration	NumberOfNewTrees	0.00	280.00
tblVehicleTrips	CC_TL	5.00	12.50
tblVehicleTrips	CNW_TL	5.00	12.50
tblVehicleTrips	ST_TR	8.19	5.69
tblVehicleTrips	SU_TR	5.95	5.69
tblVehicleTrips	WD_TR	8.17	5.69

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1755	69.7038	47.9052	0.0640	18.2442	3.3186	20.9997	9.9779	3.0531	12.5129	0.0000	6,494.3118	6,494.3118	1.9441	0.0000	6,535.1375
2018	287.5527	27.4419	29.4622	0.0511	1.5859	1.5506	3.1365	0.4255	1.4565	1.8820	0.0000	4,665.9365	4,665.9365	0.7055	0.0000	4,680.7523
Total	**293.7282**	**97.1458**	**77.3674**	**0.1151**	**19.8301**	**4.8692**	**24.1362**	**10.4034**	**4.5097**	**14.3950**	**0.0000**	**11,160.2483**	**11,160.2483**	**2.6496**	**0.0000**	**11,215.8899**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.7506	29.8916	39.0434	0.0640	7.2238	1.3248	8.1862	3.9202	1.3247	4.8824	0.0000	6,494.3118	6,494.3118	1.9441	0.0000	6,535.1375
2018	287.3135	18.3552	29.7451	0.0511	1.5859	0.9579	2.5438	0.4255	0.9533	1.3788	0.0000	4,665.9365	4,665.9365	0.7055	0.0000	4,680.7523
Total	**289.0641**	**48.2468**	**68.7885**	**0.1151**	**8.8097**	**2.2827**	**10.7299**	**4.3457**	**2.2780**	**6.2613**	**0.0000**	**11,160.2483**	**11,160.2483**	**2.6496**	**0.0000**	**11,215.8899**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**1.59**	**50.34**	**11.09**	**0.00**	**55.57**	**53.12**	**55.54**	**58.23**	**49.49**	**56.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.5081	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879
Energy	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210
Mobile	2.8563	7.9476	29.2124	0.0724	5.0873	0.1050	5.1923	1.3604	0.0967	1.4572		5,840.7630	5,840.7630	0.2220		5,845.4252
Total	**11.6350**	**10.4080**	**31.3180**	**0.0872**	**5.0873**	**0.2921**	**5.3794**	**1.3604**	**0.2838**	**1.6443**		**8,792.9013**	**8,792.9013**	**0.2788**	**0.0541**	**8,815.5341**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.2493	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879
Energy	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
Mobile	2.8563	7.9476	29.2124	0.0724	5.0873	0.1050	5.1923	1.3604	0.0967	1.4572		5,840.7630	5,840.7630	0.2220		5,845.4252
Total	**10.3033**	**9.7456**	**30.7616**	**0.0832**	**5.0873**	**0.2417**	**5.3290**	**1.3604**	**0.2335**	**1.5939**		**7,997.9851**	**7,997.9851**	**0.2636**	**0.0396**	**8,015.7801**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	11.45	6.36	1.78	4.55	0.00	17.24	0.94	0.00	17.74	3.06	0.00	9.04	9.04	5.46	26.92	9.07

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/3/2017	5	5	
3	Grading	Grading	2/4/2017	3/3/2017	5	20	
4	Building Construction	Building Construction	3/4/2017	1/31/2018	5	238	
5	Paving	Paving	2/1/2018	2/28/2018	5	20	
6	Architectural Coating	Architectural Coating	3/1/2018	3/28/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 187.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 371,736; Non-Residential Outdoor: 123,912 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	28.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	136.00	53.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3147	0.0000	0.3147	0.0477	0.0000	0.0477			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**0.3147**	**2.1252**	**2.4399**	**0.0477**	**1.9797**	**2.0274**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0305	0.3953	0.2776	1.0500e-003	0.0244	4.9200e-003	0.0293	6.6600e-003	4.5200e-003	0.0112		104.6007	104.6007	7.0000e-004		104.6154
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0573	0.0839	0.8251	1.6900e-003	0.1483	1.0800e-003	0.1494	0.0393	9.9000e-004	0.0403		135.7071	135.7071	7.2600e-003		135.8595
Total	**0.0878**	**0.4791**	**1.1027**	**2.7400e-003**	**0.1727**	**6.0000e-003**	**0.1786**	**0.0460**	**5.5100e-003**	**0.0515**		**240.3077**	**240.3077**	**7.9600e-003**		**240.4749**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1228	0.0000	0.1228	0.0186	0.0000	0.0186			0.0000			0.0000
Off-Road	0.9478	18.7614	25.2649	0.0399		0.8817	0.8817		0.8817	0.8817	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**0.9478**	**18.7614**	**25.2649**	**0.0399**	**0.1228**	**0.8817**	**1.0044**	**0.0186**	**0.8817**	**0.9003**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0305	0.3953	0.2776	1.0500e-003	0.0244	4.9200e-003	0.0293	6.6600e-003	4.5200e-003	0.0112		104.6007	104.6007	7.0000e-004		104.6154
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0573	0.0839	0.8251	1.6900e-003	0.1483	1.0800e-003	0.1494	0.0393	9.9000e-004	0.0403		135.7071	135.7071	7.2600e-003		135.8595
Total	**0.0878**	**0.4791**	**1.1027**	**2.7400e-003**	**0.1727**	**6.0000e-003**	**0.1786**	**0.0460**	**5.5100e-003**	**0.0515**		**240.3077**	**240.3077**	**7.9600e-003**		**240.4749**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0687	0.1007	0.9902	2.0300e-003	0.1780	1.3000e-003	0.1793	0.0472	1.1900e-003	0.0484		162.8485	162.8485	8.7100e-003		163.0314
Total	**0.0687**	**0.1007**	**0.9902**	**2.0300e-003**	**0.1780**	**1.3000e-003**	**0.1793**	**0.0472**	**1.1900e-003**	**0.0484**		**162.8485**	**162.8485**	**8.7100e-003**		**163.0314**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	0.9515	19.4584	23.4003	0.0391		0.9611	0.9611		0.9611	0.9611	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**0.9515**	**19.4584**	**23.4003**	**0.0391**	**7.0458**	**0.9611**	**8.0069**	**3.8730**	**0.9611**	**4.8340**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0687	0.1007	0.9902	2.0300e-003	0.1780	1.3000e-003	0.1793	0.0472	1.1900e-003	0.0484		162.8485	162.8485	8.7100e-003		163.0314
Total	**0.0687**	**0.1007**	**0.9902**	**2.0300e-003**	**0.1780**	**1.3000e-003**	**0.1793**	**0.0472**	**1.1900e-003**	**0.0484**		**162.8485**	**162.8485**	**8.7100e-003**		**163.0314**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					15.9643	0.0000	15.9643	4.3838	0.0000	4.3838			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**15.9643**	**3.3172**	**19.2815**	**4.3838**	**3.0518**	**7.4356**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0764	0.1118	1.1002	2.2600e-003	0.1977	1.4400e-003	0.1992	0.0524	1.3200e-003	0.0538		180.9428	180.9428	9.6800e-003		181.1460
Total	**0.0764**	**0.1118**	**1.1002**	**2.2600e-003**	**0.1977**	**1.4400e-003**	**0.1992**	**0.0524**	**1.3200e-003**	**0.0538**		**180.9428**	**180.9428**	**9.6800e-003**		**181.1460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2261	0.0000	6.2261	1.7097	0.0000	1.7097			0.0000			0.0000
Off-Road	1.5128	29.7798	37.9432	0.0617		1.3234	1.3234		1.3234	1.3234	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**1.5128**	**29.7798**	**37.9432**	**0.0617**	**6.2261**	**1.3234**	**7.5495**	**1.7097**	**1.3234**	**3.0330**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0764	0.1118	1.1002	2.2600e-003	0.1977	1.4400e-003	0.1992	0.0524	1.3200e-003	0.0538		180.9428	180.9428	9.6800e-003		181.1460
Total	**0.0764**	**0.1118**	**1.1002**	**2.2600e-003**	**0.1977**	**1.4400e-003**	**0.1992**	**0.0524**	**1.3200e-003**	**0.0538**		**180.9428**	**180.9428**	**9.6800e-003**		**181.1460**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5601	3.8417	5.6129	9.0100e-003	0.2414	0.0510	0.2924	0.0689	0.0469	0.1158		887.0196	887.0196	7.0700e-003		887.1680
Worker	0.5193	0.7605	7.4813	0.0153	1.3445	9.8000e-003	1.3543	0.3566	8.9600e-003	0.3656		1,230.4109	1,230.4109	0.0658		1,231.7928
Total	**1.0794**	**4.6022**	**13.0942**	**0.0244**	**1.5859**	**0.0608**	**1.6467**	**0.4255**	**0.0559**	**0.4814**		**2,117.4305**	**2,117.4305**	**0.0729**		**2,118.9608**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6712	14.1741	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**0.6712**	**14.1741**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5601	3.8417	5.6129	9.0100e-003	0.2414	0.0510	0.2924	0.0689	0.0469	0.1158		887.0196	887.0196	7.0700e-003		887.1680
Worker	0.5193	0.7605	7.4813	0.0153	1.3445	9.8000e-003	1.3543	0.3566	8.9600e-003	0.3656		1,230.4109	1,230.4109	0.0658		1,231.7928
Total	**1.0794**	**4.6022**	**13.0942**	**0.0244**	**1.5859**	**0.0608**	**1.6467**	**0.4255**	**0.0559**	**0.4814**		**2,117.4305**	**2,117.4305**	**0.0729**		**2,118.9608**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5388	3.5121	5.4291	9.0000e-003	0.2414	0.0470	0.2884	0.0689	0.0432	0.1121		871.9385	871.9385	6.9200e-003		872.0839
Worker	0.4435	0.6690	6.5004	0.0153	1.3445	9.2700e-003	1.3538	0.3566	8.5400e-003	0.3651		1,184.0590	1,184.0590	0.0592		1,185.3028
Total	**0.9823**	**4.1811**	**11.9296**	**0.0243**	**1.5859**	**0.0563**	**1.6422**	**0.4255**	**0.0518**	**0.4773**		**2,055.9976**	**2,055.9976**	**0.0662**		**2,057.3867**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6712	14.1741	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**0.6712**	**14.1741**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5388	3.5121	5.4291	9.0000e-003	0.2414	0.0470	0.2884	0.0689	0.0432	0.1121		871.9385	871.9385	6.9200e-003		872.0839
Worker	0.4435	0.6690	6.5004	0.0153	1.3445	9.2700e-003	1.3538	0.3566	8.5400e-003	0.3651		1,184.0590	1,184.0590	0.0592		1,185.3028
Total	**0.9823**	**4.1811**	**11.9296**	**0.0243**	**1.5859**	**0.0563**	**1.6422**	**0.4255**	**0.0518**	**0.4773**		**2,055.9976**	**2,055.9976**	**0.0662**		**2,057.3867**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.3747					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9861**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**		**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0489	0.0738	0.7170	1.6900e-003	0.1483	1.0200e-003	0.1493	0.0393	9.4000e-004	0.0403		130.5948	130.5948	6.5300e-003		130.7319
Total	**0.0489**	**0.0738**	**0.7170**	**1.6900e-003**	**0.1483**	**1.0200e-003**	**0.1493**	**0.0393**	**9.4000e-004**	**0.0403**		**130.5948**	**130.5948**	**6.5300e-003**		**130.7319**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5490	11.0645	16.9276	0.0223		0.5982	0.5982		0.5982	0.5982	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.3747					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9237**	**11.0645**	**16.9276**	**0.0223**		**0.5982**	**0.5982**		**0.5982**	**0.5982**	**0.0000**	**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0489	0.0738	0.7170	1.6900e-003	0.1483	1.0200e-003	0.1493	0.0393	9.4000e-004	0.0403		130.5948	130.5948	6.5300e-003		130.7319
Total	**0.0489**	**0.0738**	**0.7170**	**1.6900e-003**	**0.1483**	**1.0200e-003**	**0.1493**	**0.0393**	**9.4000e-004**	**0.0403**		**130.5948**	**130.5948**	**6.5300e-003**		**130.7319**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	287.1661					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**287.4647**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0880	0.1328	1.2905	3.0400e-003	0.2669	1.8400e-003	0.2688	0.0708	1.7000e-003	0.0725		235.0705	235.0705	0.0118		235.3175
Total	**0.0880**	**0.1328**	**1.2905**	**3.0400e-003**	**0.2669**	**1.8400e-003**	**0.2688**	**0.0708**	**1.7000e-003**	**0.0725**		**235.0705**	**235.0705**	**0.0118**		**235.3175**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	287.1661					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**287.2255**	**1.3570**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0880	0.1328	1.2905	3.0400e-003	0.2669	1.8400e-003	0.2688	0.0708	1.7000e-003	0.0725		235.0705	235.0705	0.0118		235.3175
Total	**0.0880**	**0.1328**	**1.2905**	**3.0400e-003**	**0.2669**	**1.8400e-003**	**0.2688**	**0.0708**	**1.7000e-003**	**0.0725**		**235.0705**	**235.0705**	**0.0118**		**235.3175**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8563	7.9476	29.2124	0.0724	5.0873	0.1050	5.1923	1.3604	0.0967	1.4572		5,840.7630	5,840.7630	0.2220		5,845.4252
Unmitigated	2.8563	7.9476	29.2124	0.0724	5.0873	0.1050	5.1923	1.3604	0.0967	1.4572		5,840.7630	5,840.7630	0.2220		5,845.4252

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	773.84	773.84	773.84	2,396,226	2,396,226
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	773.84	773.84	773.84	2,396,226	2,396,226

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	13.00	12.50	12.50	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.455742	0.042240	0.214741	0.150125	0.067745	0.009842	0.017929	0.023584	0.002328	0.001395	0.008801	0.000839	0.004689

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
NaturalGas Unmitigated	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	25092.5	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210
Total		**0.2706**	**2.4601**	**2.0664**	**0.0148**		**0.1870**	**0.1870**		**0.1870**	**0.1870**		**2,952.0552**	**2,952.0552**	**0.0566**	**0.0541**	**2,970.0210**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	18.3357	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1977**	**1.7976**	**1.5100**	**0.0108**		**0.1366**	**0.1366**		**0.1366**	**0.1366**		**2,157.1389**	**2,157.1389**	**0.0414**	**0.0396**	**2,170.2669**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.2493	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879
Unmitigated	8.5081	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5735					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.9309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.7100e-003	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879
Total	**8.5081**	**3.6000e-004**	**0.0392**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0832**	**0.0832**	**2.3000e-004**		**0.0879**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3147					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.9309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.7100e-003	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879
Total	**7.2493**	**3.6000e-004**	**0.0392**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0832**	**0.0832**	**2.3000e-004**		**0.0879**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Paso Robles Resort Hotel - Phase I (Main Hotel)

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	48.00	1000sqft	1.10	48,000.00	0
Parking Lot	196.00	Space	1.76	78,400.00	0
Hotel	136.00	Room	36.33	197,472.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	546.6	**CH4 Intensity (lb/MWhr)**	0.025	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2017 Construction start year. Includes RPS adjustment.

Land Use - Main Hotel=136 rooms. Total site acreage=~39AC. 196 space parking lot. 48,000 sf other asphalt surfaces.

Construction Phase - 15-month overall construction period based on project-specific data. Construction activity durations based on model defaults.

Off-road Equipment - Construction equipment based on model defaults.

Trips and VMT - Construction vehicle trips based on model defaults.

Demolition - Includes demolition of residence (1195sf). Shop (5000sf) to be removed/repurposed by third party included for quantification of haul truck trips.

Grading - Material balanced onsite. Conservatively assumes entire site rough graded during Phase I.

Vehicle Trips - Based on trip-gen rate derived from the traffic analysis, 5.694 trips/room, includes trips for onsite amenities (e.g., restaurant, meeting rooms, etc.). 12.5m/C-C & 13m/C-W&C-NW trips.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - Assumes 280 mixed hardwood.

Construction Off-road Equipment Mitigation - Includes watering, 15 mph speed limit, T3 equipment.

Area Mitigation - Assumes use of low VOC paint, maximum 50 g/L.

Energy Mitigation - Includes 30% increase in energy efficiency for non-commercial uses with compliance with current building standards, compared to previous standards (CEC 2015) and energy-efficient appliances.

Water Mitigation - Includes installation of low-flow water fixtures and water-efficient irrigation systems.

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	55.00	20.00
tblConstructionPhase	NumDays	740.00	238.00
tblConstructionPhase	NumDays	50.00	20.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	55.00	20.00

tblConstructionPhase	NumDays	30.00	5.00
tblGrading	AcresOfGrading	50.00	187.50
tblLandUse	LotAcreage	4.53	36.33
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.025
tblProjectCharacteristics	CO2IntensityFactor	641.35	546.6
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2019
tblSequestration	NumberOfNewTrees	0.00	280.00
tblVehicleTrips	CC_TL	5.00	12.50
tblVehicleTrips	CNW_TL	5.00	12.50
tblVehicleTrips	ST_TR	8.19	5.69
tblVehicleTrips	SU_TR	5.95	5.69
tblVehicleTrips	WD_TR	8.17	5.69

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1808	69.7188	47.9103	0.0639	18.2442	3.3186	20.9997	9.9779	3.0531	12.5129	0.0000	6,485.9013	6,485.9013	1.9441	0.0000	6,526.7270
2018	287.5582	27.5854	32.0574	0.0504	1.5859	1.5514	3.1372	0.4255	1.4573	1.8828	0.0000	4,601.3942	4,601.3942	0.7055	0.0000	4,616.2100
Total	**293.7391**	**97.3041**	**79.9676**	**0.1142**	**19.8301**	**4.8700**	**24.1370**	**10.4034**	**4.5104**	**14.3957**	**0.0000**	**11,087.2955**	**11,087.2955**	**2.6496**	**0.0000**	**11,142.9370**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.9160	29.9065	39.0484	0.0639	7.2238	1.3248	8.1862	3.9202	1.3247	4.8824	0.0000	6,485.9013	6,485.9013	1.9441	0.0000	6,526.7270
2018	287.3190	18.4987	32.3403	0.0504	1.5859	0.9587	2.5445	0.4255	0.9541	1.3796	0.0000	4,601.3942	4,601.3942	0.7055	0.0000	4,616.2100
Total	**289.2350**	**48.4052**	**71.3887**	**0.1142**	**8.8097**	**2.2835**	**10.7307**	**4.3457**	**2.2788**	**6.2620**	**0.0000**	**11,087.2954**	**11,087.2954**	**2.6496**	**0.0000**	**11,142.9370**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**1.53**	**50.25**	**10.73**	**0.00**	**55.57**	**53.11**	**55.54**	**58.23**	**49.48**	**56.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.5081	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879
Energy	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210
Mobile	3.0793	8.4101	31.9112	0.0699	5.0873	0.1054	5.1927	1.3604	0.0971	1.4576		5,647.1445	5,647.1445	0.2222		5,651.8106
Total	**11.8580**	**10.8706**	**34.0168**	**0.0847**	**5.0873**	**0.2925**	**5.3798**	**1.3604**	**0.2842**	**1.6447**		**8,599.2829**	**8,599.2829**	**0.2790**	**0.0541**	**8,621.9194**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.2493	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879
Energy	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
Mobile	3.0793	8.4101	31.9112	0.0699	5.0873	0.1054	5.1927	1.3604	0.0971	1.4576		5,647.1445	5,647.1445	0.2222		5,651.8106
Total	**10.5263**	**10.2081**	**33.4604**	**0.0807**	**5.0873**	**0.2422**	**5.3295**	**1.3604**	**0.2339**	**1.5943**		**7,804.3666**	**7,804.3666**	**0.2638**	**0.0396**	**7,822.1654**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**11.23**	**6.09**	**1.64**	**4.69**	**0.00**	**17.21**	**0.94**	**0.00**	**17.71**	**3.06**	**0.00**	**9.24**	**9.24**	**5.46**	**26.92**	**9.28**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/3/2017	5	5	
3	Grading	Grading	2/4/2017	3/3/2017	5	20	
4	Building Construction	Building Construction	3/4/2017	1/31/2018	5	238	
5	Paving	Paving	2/1/2018	2/28/2018	5	20	
6	Architectural Coating	Architectural Coating	3/1/2018	3/28/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 187.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 371,736; Non-Residential Outdoor: 123,912 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	28.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	136.00	53.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3147	0.0000	0.3147	0.0477	0.0000	0.0477			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**0.3147**	**2.1252**	**2.4399**	**0.0477**	**1.9797**	**2.0274**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0355	0.4045	0.3878	1.0500e-003	0.0244	4.9300e-003	0.0293	6.6600e-003	4.5400e-003	0.0112		104.3573	104.3573	7.1000e-004		104.3723
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0613	0.0951	0.8289	1.6100e-003	0.1483	1.0800e-003	0.1494	0.0393	9.9000e-004	0.0403		129.3992	129.3992	7.2600e-003		129.5516
Total	**0.0967**	**0.4996**	**1.2167**	**2.6600e-003**	**0.1727**	**6.0100e-003**	**0.1787**	**0.0460**	**5.5300e-003**	**0.0515**		**233.7565**	**233.7565**	**7.9700e-003**		**233.9239**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1228	0.0000	0.1228	0.0186	0.0000	0.0186			0.0000			0.0000
Off-Road	0.9478	18.7614	25.2649	0.0399		0.8817	0.8817		0.8817	0.8817	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**0.9478**	**18.7614**	**25.2649**	**0.0399**	**0.1228**	**0.8817**	**1.0044**	**0.0186**	**0.8817**	**0.9003**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0355	0.4045	0.3878	1.0500e-003	0.0244	4.9300e-003	0.0293	6.6600e-003	4.5400e-003	0.0112		104.3573	104.3573	7.1000e-004		104.3723
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0613	0.0951	0.8289	1.6100e-003	0.1483	1.0800e-003	0.1494	0.0393	9.9000e-004	0.0403		129.3992	129.3992	7.2600e-003		129.5516
Total	**0.0967**	**0.4996**	**1.2167**	**2.6600e-003**	**0.1727**	**6.0100e-003**	**0.1787**	**0.0460**	**5.5300e-003**	**0.0515**		**233.7565**	**233.7565**	**7.9700e-003**		**233.9239**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.1141	0.9947	1.9400e-003	0.1780	1.3000e-003	0.1793	0.0472	1.1900e-003	0.0484		155.2790	155.2790	8.7100e-003		155.4620
Total	**0.0735**	**0.1141**	**0.9947**	**1.9400e-003**	**0.1780**	**1.3000e-003**	**0.1793**	**0.0472**	**1.1900e-003**	**0.0484**		**155.2790**	**155.2790**	**8.7100e-003**		**155.4620**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	0.9515	19.4584	23.4003	0.0391		0.9611	0.9611		0.9611	0.9611	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**0.9515**	**19.4584**	**23.4003**	**0.0391**	**7.0458**	**0.9611**	**8.0069**	**3.8730**	**0.9611**	**4.8340**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.1141	0.9947	1.9400e-003	0.1780	1.3000e-003	0.1793	0.0472	1.1900e-003	0.0484		155.2790	155.2790	8.7100e-003		155.4620
Total	**0.0735**	**0.1141**	**0.9947**	**1.9400e-003**	**0.1780**	**1.3000e-003**	**0.1793**	**0.0472**	**1.1900e-003**	**0.0484**		**155.2790**	**155.2790**	**8.7100e-003**		**155.4620**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					15.9643	0.0000	15.9643	4.3838	0.0000	4.3838			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**15.9643**	**3.3172**	**19.2815**	**4.3838**	**3.0518**	**7.4356**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0817	0.1268	1.1052	2.1500e-003	0.1977	1.4400e-003	0.1992	0.0524	1.3200e-003	0.0538		172.5323	172.5323	9.6800e-003		172.7355
Total	**0.0817**	**0.1268**	**1.1052**	**2.1500e-003**	**0.1977**	**1.4400e-003**	**0.1992**	**0.0524**	**1.3200e-003**	**0.0538**		**172.5323**	**172.5323**	**9.6800e-003**		**172.7355**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2261	0.0000	6.2261	1.7097	0.0000	1.7097			0.0000			0.0000
Off-Road	1.5128	29.7798	37.9432	0.0617		1.3234	1.3234		1.3234	1.3234	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**1.5128**	**29.7798**	**37.9432**	**0.0617**	**6.2261**	**1.3234**	**7.5495**	**1.7097**	**1.3234**	**3.0330**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category						lb/day								lb/day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0817	0.1268	1.1052	2.1500e-003	0.1977	1.4400e-003	0.1992	0.0524	1.3200e-003	0.0538		172.5323	172.5323	9.6800e-003		172.7355
Total	**0.0817**	**0.1268**	**1.1052**	**2.1500e-003**	**0.1977**	**1.4400e-003**	**0.1992**	**0.0524**	**1.3200e-003**	**0.0538**		**172.5323**	**172.5323**	**9.6800e-003**		**172.7355**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category						lb/day								lb/day		
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6894	3.9010	8.2979	8.9600e-003	0.2414	0.0519	0.2933	0.0689	0.0477	0.1166		877.4830	877.4830	7.3200e-003		877.6366
Worker	0.5554	0.8620	7.5156	0.0146	1.3445	9.8000e-003	1.3543	0.3566	8.9600e-003	0.3656		1,173.2194	1,173.2194	0.0658		1,174.6014
Total	**1.2448**	**4.7631**	**15.8135**	**0.0236**	**1.5859**	**0.0617**	**1.6476**	**0.4255**	**0.0567**	**0.4822**		**2,050.7024**	**2,050.7024**	**0.0731**		**2,052.2380**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6712	14.1741	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**0.6712**	**14.1741**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6894	3.9010	8.2979	8.9600e-003	0.2414	0.0519	0.2933	0.0689	0.0477	0.1166		877.4830	877.4830	7.3200e-003		877.6366
Worker	0.5554	0.8620	7.5156	0.0146	1.3445	9.8000e-003	1.3543	0.3566	8.9600e-003	0.3656		1,173.2194	1,173.2194	0.0658		1,174.6014
Total	**1.2448**	**4.7631**	**15.8135**	**0.0236**	**1.5859**	**0.0617**	**1.6476**	**0.4255**	**0.0567**	**0.4822**		**2,050.7024**	**2,050.7024**	**0.0731**		**2,052.2380**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category						lb/day								lb/day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6615	3.5657	8.0575	8.9400e-003	0.2414	0.0478	0.2892	0.0689	0.0439	0.1129		862.5402	862.5402	7.1800e-003		862.6909
Worker	0.4712	0.7588	6.4672	0.0146	1.3445	9.2700e-003	1.3538	0.3566	8.5400e-003	0.3651		1,128.9151	1,128.9151	0.0592		1,130.1588
Total	**1.1327**	**4.3245**	**14.5247**	**0.0235**	**1.5859**	**0.0571**	**1.6430**	**0.4255**	**0.0525**	**0.4780**		**1,991.4552**	**1,991.4552**	**0.0664**		**1,992.8497**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category						lb/day								lb/day		
Off-Road	0.6712	14.1741	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**0.6712**	**14.1741**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6615	3.5657	8.0575	8.9400e-003	0.2414	0.0478	0.2892	0.0689	0.0439	0.1129		862.5402	862.5402	7.1800e-003		862.6909
Worker	0.4712	0.7588	6.4672	0.0146	1.3445	9.2700e-003	1.3538	0.3566	8.5400e-003	0.3651		1,128.9151	1,128.9151	0.0592		1,130.1588
Total	**1.1327**	**4.3245**	**14.5247**	**0.0235**	**1.5859**	**0.0571**	**1.6430**	**0.4255**	**0.0525**	**0.4780**		**1,991.4552**	**1,991.4552**	**0.0664**		**1,992.8497**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.3747					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9861**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**		**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category						lb/day								lb/day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0520	0.0837	0.7133	1.6100e-003	0.1483	1.0200e-003	0.1493	0.0393	9.4000e-004	0.0403		124.5127	124.5127	6.5300e-003		124.6499
Total	**0.0520**	**0.0837**	**0.7133**	**1.6100e-003**	**0.1483**	**1.0200e-003**	**0.1493**	**0.0393**	**9.4000e-004**	**0.0403**		**124.5127**	**124.5127**	**6.5300e-003**		**124.6499**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category						lb/day								lb/day		
Off-Road	0.5490	11.0645	16.9276	0.0223		0.5982	0.5982		0.5982	0.5982	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.3747					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9237**	**11.0645**	**16.9276**	**0.0223**		**0.5982**	**0.5982**		**0.5982**	**0.5982**	**0.0000**	**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0520	0.0837	0.7133	1.6100e-003	0.1483	1.0200e-003	0.1493	0.0393	9.4000e-004	0.0403		124.5127	124.5127	6.5300e-003		124.6499
Total	**0.0520**	**0.0837**	**0.7133**	**1.6100e-003**	**0.1483**	**1.0200e-003**	**0.1493**	**0.0393**	**9.4000e-004**	**0.0403**		**124.5127**	**124.5127**	**6.5300e-003**		**124.6499**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	287.1661					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**287.4647**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category						lb/day							lb/day			
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0936	0.1507	1.2839	2.9000e-003	0.2669	1.8400e-003	0.2688	0.0708	1.7000e-003	0.0725		224.1228	224.1228	0.0118		224.3698
Total	**0.0936**	**0.1507**	**1.2839**	**2.9000e-003**	**0.2669**	**1.8400e-003**	**0.2688**	**0.0708**	**1.7000e-003**	**0.0725**		**224.1228**	**224.1228**	**0.0118**		**224.3698**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category						lb/day							lb/day			
Archit. Coating	287.1661					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**287.2255**	**1.3570**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0936	0.1507	1.2839	2.9000e-003	0.2669	1.8400e-003	0.2688	0.0708	1.7000e-003	0.0725		224.1228	224.1228	0.0118		224.3698
Total	**0.0936**	**0.1507**	**1.2839**	**2.9000e-003**	**0.2669**	**1.8400e-003**	**0.2688**	**0.0708**	**1.7000e-003**	**0.0725**		**224.1228**	**224.1228**	**0.0118**		**224.3698**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0793	8.4101	31.9112	0.0699	5.0873	0.1054	5.1927	1.3604	0.0971	1.4576		5,647.1445	5,647.1445	0.2222		5,651.8106
Unmitigated	3.0793	8.4101	31.9112	0.0699	5.0873	0.1054	5.1927	1.3604	0.0971	1.4576		5,647.1445	5,647.1445	0.2222		5,651.8106

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	773.84	773.84	773.84	2,396,226	2,396,226
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	773.84	773.84	773.84	2,396,226	2,396,226

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	13.00	12.50	12.50	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.455742	0.042240	0.214741	0.150125	0.067745	0.009842	0.017929	0.023584	0.002328	0.001395	0.008801	0.000839	0.004689

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
NaturalGas Unmitigated	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	25092.5	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210
Total		**0.2706**	**2.4601**	**2.0664**	**0.0148**		**0.1870**	**0.1870**		**0.1870**	**0.1870**		**2,952.0552**	**2,952.0552**	**0.0566**	**0.0541**	**2,970.0210**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	18.3357	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1977**	**1.7976**	**1.5100**	**0.0108**		**0.1366**	**0.1366**		**0.1366**	**0.1366**		**2,157.1389**	**2,157.1389**	**0.0414**	**0.0396**	**2,170.2669**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.2493	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879
Unmitigated	8.5081	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5735					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.9309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.7100e-003	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879
Total	**8.5081**	**3.6000e-004**	**0.0392**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0832**	**0.0832**	**2.3000e-004**		**0.0879**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3147					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.9309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.7100e-003	3.6000e-004	0.0392	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.3000e-004		0.0879
Total	**7.2493**	**3.6000e-004**	**0.0392**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0832**	**0.0832**	**2.3000e-004**		**0.0879**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Paso Robles Resort Hotel - Phase I (Main Hotel)

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	48.00	1000sqft	1.10	48,000.00	0
Parking Lot	196.00	Space	1.76	78,400.00	0
Hotel	136.00	Room	36.33	197,472.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	488.3	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes 2022 Buildout year. Construction does not apply.

Land Use - Main Hotel=136 rooms. Total site acreage=36.33. 196 space parking lot. 48,000 sf other asphalt surfaces.

Construction Phase - Const. does not apply.

Off-road Equipment - .

Trips and VMT - .

Demolition - .

Grading - .

Vehicle Trips - Based on trip-gen rate derived from the traffic analysis, 5.694 trips/room, includes trips for onsite amenities (e.g., restaurant, meeting rooms, etc.). 12.5/13 miles for NW/W trips.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - .

Construction Off-road Equipment Mitigation - .

Area Mitigation - Assumes use of low VOC paint, maximum 50 g/L.

Energy Mitigation - Includes 30% increase in energy efficiency for non-commercial uses with compliance with current building standards, compared to previous standards (CEC 2015) and energy-efficient appliances.

Water Mitigation - Includes installation of low-flow water fixtures and water-efficient irrigation systems.

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstructionPhase	NumDays	50.00	1.00
tblLandUse	LotAcreage	4.53	36.33
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	488.3
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2022
tblVehicleTrips	CC_TL	5.00	12.50
tblVehicleTrips	CNW_TL	5.00	12.50
tblVehicleTrips	ST_TR	8.19	5.69
tblVehicleTrips	SU_TR	5.95	5.69
tblVehicleTrips	WD_TR	8.17	5.69

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	2.6700e-003	0.0290	0.0238	4.0000e-005	6.3700e-003	1.1500e-003	7.5200e-003	1.0300e-003	1.0700e-003	2.1000e-003	0.0000	3.6506	3.6506	5.2000e-004	0.0000	3.6615
Total	**2.6700e-003**	**0.0290**	**0.0238**	**4.0000e-005**	**6.3700e-003**	**1.1500e-003**	**7.5200e-003**	**1.0300e-003**	**1.0700e-003**	**2.1000e-003**	**0.0000**	**3.6506**	**3.6506**	**5.2000e-004**	**0.0000**	**3.6615**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	2.6700e-003	0.0290	0.0238	4.0000e-005	6.3700e-003	1.1500e-003	7.5200e-003	1.0300e-003	1.0700e-003	2.1000e-003	0.0000	3.6506	3.6506	5.2000e-004	0.0000	3.6615
Total	**2.6700e-003**	**0.0290**	**0.0238**	**4.0000e-005**	**6.3700e-003**	**1.1500e-003**	**7.5200e-003**	**1.0300e-003**	**1.0700e-003**	**2.1000e-003**	**0.0000**	**3.6506**	**3.6506**	**5.2000e-004**	**0.0000**	**3.6615**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.5526	6.0000e-005	6.4100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0131
Energy	0.0494	0.4490	0.3771	2.6900e-003		0.0341	0.0341		0.0341	0.0341	0.0000	873.1748	873.1748	0.0267	0.0129	877.7332
Mobile	0.4536	1.1013	4.5942	0.0128	0.9027	0.0167	0.9194	0.2419	0.0154	0.2573	0.0000	888.5415	888.5415	0.0306	0.0000	889.1846
Waste						0.0000	0.0000		0.0000	0.0000	15.1147	0.0000	15.1147	0.8933	0.0000	33.8730
Water						0.0000	0.0000		0.0000	0.0000	1.0945	4.4318	5.5263	0.1126	2.7000e-003	8.7281
Total	**2.0556**	**1.5504**	**4.9778**	**0.0155**	**0.9027**	**0.0508**	**0.9535**	**0.2419**	**0.0495**	**0.2915**	**16.2092**	**1,766.1605**	**1,782.3697**	**1.0632**	**0.0156**	**1,809.5320**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.3229	6.0000e-005	6.4100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0131
Energy	0.0361	0.3281	0.2756	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	701.8097	701.8097	0.0224	0.0101	705.4034
Mobile	0.4536	1.1013	4.5942	0.0128	0.9027	0.0167	0.9194	0.2419	0.0154	0.2573	0.0000	888.5415	888.5415	0.0306	0.0000	889.1846
Waste						0.0000	0.0000		0.0000	0.0000	11.3360	0.0000	11.3360	0.6699	0.0000	25.4048
Water						0.0000	0.0000		0.0000	0.0000	0.8756	3.5867	4.4623	0.0901	2.1600e-003	7.0228
Total	**1.8126**	**1.4295**	**4.8762**	**0.0148**	**0.9027**	**0.0416**	**0.9444**	**0.2419**	**0.0403**	**0.2823**	**12.2116**	**1,593.9504**	**1,606.1620**	**0.8130**	**0.0122**	**1,627.0287**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**11.82**	**7.80**	**2.04**	**4.65**	**0.00**	**18.08**	**0.96**	**0.00**	**18.55**	**3.15**	**24.66**	**9.75**	**9.89**	**23.53**	**21.54**	**10.09**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/2/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	52.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8500e-003	0.0000	5.8500e-003	8.9000e-004	0.0000	8.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0200e-003	0.0214	0.0170	2.0000e-005		1.0600e-003	1.0600e-003		9.9000e-004	9.9000e-004	0.0000	1.8309	1.8309	5.0000e-004	0.0000	1.8415
Total	**2.0200e-003**	**0.0214**	**0.0170**	**2.0000e-005**	**5.8500e-003**	**1.0600e-003**	**6.9100e-003**	**8.9000e-004**	**9.9000e-004**	**1.8800e-003**	**0.0000**	**1.8309**	**1.8309**	**5.0000e-004**	**0.0000**	**1.8415**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.2000e-004	7.5700e-003	6.4300e-003	2.0000e-005	4.4000e-004	9.0000e-005	5.3000e-004	1.2000e-004	8.0000e-005	2.1000e-004	0.0000	1.7606	1.7606	1.0000e-005	0.0000	1.7608
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.1000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0592	0.0592	0.0000	0.0000	0.0592
Total	**6.5000e-004**	**7.6200e-003**	**6.8400e-003**	**2.0000e-005**	**5.1000e-004**	**9.0000e-005**	**6.0000e-004**	**1.4000e-004**	**8.0000e-005**	**2.3000e-004**	**0.0000**	**1.8197**	**1.8197**	**1.0000e-005**	**0.0000**	**1.8201**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8500e-003	0.0000	5.8500e-003	8.9000e-004	0.0000	8.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0200e-003	0.0214	0.0170	2.0000e-005		1.0600e-003	1.0600e-003		9.9000e-004	9.9000e-004	0.0000	1.8309	1.8309	5.0000e-004	0.0000	1.8415
Total	**2.0200e-003**	**0.0214**	**0.0170**	**2.0000e-005**	**5.8500e-003**	**1.0600e-003**	**6.9100e-003**	**8.9000e-004**	**9.9000e-004**	**1.8800e-003**	**0.0000**	**1.8309**	**1.8309**	**5.0000e-004**	**0.0000**	**1.8415**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.2000e-004	7.5700e-003	6.4300e-003	2.0000e-005	4.4000e-004	9.0000e-005	5.3000e-004	1.2000e-004	8.0000e-005	2.1000e-004	0.0000	1.7606	1.7606	1.0000e-005	0.0000	1.7608
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.1000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0592	0.0592	0.0000	0.0000	0.0592
Total	**6.5000e-004**	**7.6200e-003**	**6.8400e-003**	**2.0000e-005**	**5.1000e-004**	**9.0000e-005**	**6.0000e-004**	**1.4000e-004**	**8.0000e-005**	**2.3000e-004**	**0.0000**	**1.8197**	**1.8197**	**1.0000e-005**	**0.0000**	**1.8201**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4536	1.1013	4.5942	0.0128	0.9027	0.0167	0.9194	0.2419	0.0154	0.2573	0.0000	888.5415	888.5415	0.0306	0.0000	889.1846
Unmitigated	0.4536	1.1013	4.5942	0.0128	0.9027	0.0167	0.9194	0.2419	0.0154	0.2573	0.0000	888.5415	888.5415	0.0306	0.0000	889.1846

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	774.38	774.38	774.38	2,397,910	2,397,910
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	774.38	774.38	774.38	2,397,910	2,397,910

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	13.00	12.50	12.50	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.454968	0.042327	0.214633	0.150226	0.067641	0.009835	0.017975	0.024142	0.002353	0.001408	0.008947	0.000814	0.004731

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	344.6712	344.6712	0.0155	3.5300e-003	346.0913
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	384.4289	384.4289	0.0173	3.9400e-003	386.0129
NaturalGas Mitigated	0.0361	0.3281	0.2756	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	357.1385	357.1385	6.8500e-003	6.5500e-003	359.3120
NaturalGas Unmitigated	0.0494	0.4490	0.3771	2.6900e-003		0.0341	0.0341		0.0341	0.0341	0.0000	488.7459	488.7459	9.3700e-003	8.9600e-003	491.7203

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	9.15875e +006	0.0494	0.4490	0.3771	2.6900e-003		0.0341	0.0341		0.0341	0.0341	0.0000	488.7459	488.7459	9.3700e-003	8.9600e-003	491.7203
Total		**0.0494**	**0.4490**	**0.3771**	**2.6900e-003**		**0.0341**	**0.0341**		**0.0341**	**0.0341**	**0.0000**	**488.7459**	**488.7459**	**9.3700e-003**	**8.9600e-003**	**491.7203**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	6.69252e +006	0.0361	0.3281	0.2756	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	357.1385	357.1385	6.8500e-003	6.5500e-003	359.3120
Total		**0.0361**	**0.3281**	**0.2756**	**1.9700e-003**		**0.0249**	**0.0249**		**0.0249**	**0.0249**	**0.0000**	**357.1385**	**357.1385**	**6.8500e-003**	**6.5500e-003**	**359.3120**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.66666e +006	369.1479	0.0166	3.7800e-003	370.6690
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	68992	15.2810	6.9000e-004	1.6000e-004	15.3439
Total		**384.4289**	**0.0173**	**3.9400e-003**	**386.0129**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.48716e +006	329.3902	0.0148	3.3700e-003	330.7474
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	68992	15.2810	6.9000e-004	1.6000e-004	15.3439
Total		**344.6712**	**0.0155**	**3.5300e-003**	**346.0913**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.3229	6.0000e-005	6.4100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0131
Unmitigated	1.5526	6.0000e-005	6.4100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0131

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2872					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2649					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-004	6.0000e-005	6.4100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0131
Total	**1.5527**	**6.0000e-005**	**6.4100e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0125**	**0.0125**	**3.0000e-005**	**0.0000**	**0.0131**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0574					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2649					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-004	6.0000e-005	6.4100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0131
Total	**1.3229**	**6.0000e-005**	**6.4100e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0125**	**0.0125**	**3.0000e-005**	**0.0000**	**0.0131**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.4623	0.0901	2.1600e-003	7.0228
Unmitigated	5.5263	0.1126	2.7000e-003	8.7281

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	3.44988 / 0.38332	5.5263	0.1126	2.7000e-003	8.7281
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**5.5263**	**0.1126**	**2.7000e-003**	**8.7281**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	2.7599 / 0.359938	4.4623	0.0901	2.1600e-003	7.0228
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.4623**	**0.0901**	**2.1600e-003**	**7.0228**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	15.1147	0.8933	0.0000	33.8730
Mitigated	11.3360	0.6699	0.0000	25.4048

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	74.46	15.1147	0.8933	0.0000	33.8730
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**15.1147**	**0.8933**	**0.0000**	**33.8730**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	55.845	11.3360	0.6699	0.0000	25.4048
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**11.3360**	**0.6699**	**0.0000**	**25.4048**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Paso Robles Resort Hotel - Phase I at Buildout

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	48.00	1000sqft	1.10	48,000.00	0
Parking Lot	196.00	Space	1.76	78,400.00	0
Hotel	136.00	Room	36.33	197,472.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	488.3	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes 2022 Buildout year. Construction does not apply.

Land Use - Main Hotel=136 rooms. Total site acreage=36.33. 196 space parking lot. 48,000 sf other asphalt surfaces.

Construction Phase - Const. does not apply.

Off-road Equipment - .

Trips and VMT - .

Demolition - .

Grading - .

Vehicle Trips - Based on trip-gen rate derived from the traffic analysis, 5.694 trips/room, includes trips for onsite amenities (e.g., restaurant, meeting rooms, etc.). 12.5/13 miles for NW/W trips.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - .

Construction Off-road Equipment Mitigation - .

Area Mitigation - Assumes use of low VOC paint, maximum 50 g/L.

Energy Mitigation - Includes 30% increase in energy efficiency for non-commercial uses with compliance with current building standards, compared to previous standards (CEC 2015) and energy-efficient appliances.

Water Mitigation - Includes installation of low-flow water fixtures and water-efficient irrigation systems.

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstructionPhase	NumDays	50.00	1.00
tblLandUse	LotAcreage	4.53	36.33
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	488.3
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2022
tblVehicleTrips	CC_TL	5.00	12.50
tblVehicleTrips	CNW_TL	5.00	12.50
tblVehicleTrips	ST_TR	8.19	5.69
tblVehicleTrips	SU_TR	5.95	5.69
tblVehicleTrips	WD_TR	8.17	5.69

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	5.2373	57.4618	45.0296	0.0808	12.7583	2.3089	15.0672	2.0595	2.1487	4.2081	0.0000	8,057.341 9	8,057.341 9	1.1407	0.0000	8,081.295 9
Total	**5.2373**	**57.4618**	**45.0296**	**0.0808**	**12.7583**	**2.3089**	**15.0672**	**2.0595**	**2.1487**	**4.2081**	**0.0000**	**8,057.341 9**	**8,057.341 9**	**1.1407**	**0.0000**	**8,081.295 9**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	5.2373	57.4618	45.0296	0.0808	12.7583	2.3089	15.0672	2.0595	2.1487	4.2081	0.0000	8,057.341 9	8,057.341 9	1.1407	0.0000	8,081.295 9
Total	**5.2373**	**57.4618**	**45.0296**	**0.0808**	**12.7583**	**2.3089**	**15.0672**	**2.0595**	**2.1487**	**4.2081**	**0.0000**	**8,057.341 9**	**8,057.341 9**	**1.1407**	**0.0000**	**8,081.295 9**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.5080	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878
Energy	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210
Mobile	2.4599	5.7133	23.9972	0.0725	5.0912	0.0917	5.1829	1.3615	0.0846	1.4460		5,536.6285	5,536.6285	0.1856		5,540.5260
Total	**11.2385**	**8.1737**	**26.1025**	**0.0872**	**5.0912**	**0.2788**	**5.3700**	**1.3615**	**0.2717**	**1.6331**		**8,488.7669**	**8,488.7669**	**0.2424**	**0.0541**	**8,510.6347**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.2492	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878
Energy	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
Mobile	2.4599	5.7133	23.9972	0.0725	5.0912	0.0917	5.1829	1.3615	0.0846	1.4460		5,536.6285	5,536.6285	0.1856		5,540.5260
Total	**9.9068**	**7.5113**	**25.5461**	**0.0833**	**5.0912**	**0.2284**	**5.3196**	**1.3615**	**0.2213**	**1.5828**		**7,693.8506**	**7,693.8506**	**0.2272**	**0.0396**	**7,710.8807**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	11.85	8.10	2.13	4.55	0.00	18.06	0.94	0.00	18.53	3.08	0.00	9.36	9.36	6.28	26.92	9.40

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/2/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	52.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.7054	0.0000	11.7054	1.7726	0.0000	1.7726			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**11.7054**	**2.1252**	**13.8306**	**1.7726**	**1.9797**	**3.7523**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1318	14.6809	10.3110	0.0392	0.9046	0.1826	1.0873	0.2476	0.1680	0.4155		3,885.1675	3,885.1675	0.0261		3,885.7153
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0573	0.0839	0.8251	1.6900e-003	0.1483	1.0800e-003	0.1494	0.0393	9.9000e-004	0.0403		135.7071	135.7071	7.2600e-003		135.8595
Total	**1.1891**	**14.7647**	**11.1362**	**0.0409**	**1.0529**	**0.1837**	**1.2366**	**0.2869**	**0.1690**	**0.4558**		**4,020.8746**	**4,020.8746**	**0.0334**		**4,021.5748**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.7054	0.0000	11.7054	1.7726	0.0000	1.7726			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**11.7054**	**2.1252**	**13.8306**	**1.7726**	**1.9797**	**3.7523**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1318	14.6809	10.3110	0.0392	0.9046	0.1826	1.0873	0.2476	0.1680	0.4155		3,885.1675	3,885.1675	0.0261		3,885.7153
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0573	0.0839	0.8251	1.6900e-003	0.1483	1.0800e-003	0.1494	0.0393	9.9000e-004	0.0403		135.7071	135.7071	7.2600e-003		135.8595
Total	**1.1891**	**14.7647**	**11.1362**	**0.0409**	**1.0529**	**0.1837**	**1.2366**	**0.2869**	**0.1690**	**0.4558**		**4,020.8746**	**4,020.8746**	**0.0334**		**4,021.5748**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4599	5.7133	23.9972	0.0725	5.0912	0.0917	5.1829	1.3615	0.0846	1.4460		5,536.6285	5,536.6285	0.1856		5,540.5260
Unmitigated	2.4599	5.7133	23.9972	0.0725	5.0912	0.0917	5.1829	1.3615	0.0846	1.4460		5,536.6285	5,536.6285	0.1856		5,540.5260

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	774.38	774.38	774.38	2,397,910	2,397,910
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	774.38	774.38	774.38	2,397,910	2,397,910

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	13.00	12.50	12.50	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.454968	0.042327	0.214633	0.150226	0.067641	0.009835	0.017975	0.024142	0.002353	0.001408	0.008947	0.000814	0.004731

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
NaturalGas Unmitigated	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	25092.5	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210
Total		**0.2706**	**2.4601**	**2.0664**	**0.0148**		**0.1870**	**0.1870**		**0.1870**	**0.1870**		**2,952.0552**	**2,952.0552**	**0.0566**	**0.0541**	**2,970.0210**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	18.3357	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1977**	**1.7976**	**1.5100**	**0.0108**		**0.1366**	**0.1366**		**0.1366**	**0.1366**		**2,157.1389**	**2,157.1389**	**0.0414**	**0.0396**	**2,170.2669**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.2492	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878
Unmitigated	8.5080	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5735					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.9309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.6100e-003	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878
Total	**8.5080**	**3.5000e-004**	**0.0389**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0832**	**0.0832**	**2.2000e-004**		**0.0878**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3147					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.9309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.6100e-003	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878
Total	**7.2492**	**3.5000e-004**	**0.0389**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0832**	**0.0832**	**2.2000e-004**		**0.0878**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Paso Robles Resort Hotel - Phase I at Buildout

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	48.00	1000sqft	1.10	48,000.00	0
Parking Lot	196.00	Space	1.76	78,400.00	0
Hotel	136.00	Room	36.33	197,472.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	488.3	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes 2022 Buildout year. Construction does not apply.

Land Use - Main Hotel=136 rooms. Total site acreage=36.33. 196 space parking lot. 48,000 sf other asphalt surfaces.

Construction Phase - Const. does not apply.

Off-road Equipment - .

Trips and VMT - .

Demolition - .

Grading - .

Vehicle Trips - Based on trip-gen rate derived from the traffic analysis, 5.694 trips/room, includes trips for onsite amenities (e.g., restaurant, meeting rooms, etc.). 12.5/13 miles for NW/W trips.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - .

Construction Off-road Equipment Mitigation - .

Area Mitigation - Assumes use of low VOC paint, maximum 50 g/L.

Energy Mitigation - Includes 30% increase in energy efficiency for non-commercial uses with compliance with current building standards, compared to previous standards (CEC 2015) and energy-efficient appliances.

Water Mitigation - Includes installation of low-flow water fixtures and water-efficient irrigation systems.

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstructionPhase	NumDays	50.00	1.00
tblLandUse	LotAcreage	4.53	36.33
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	488.3
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2022
tblVehicleTrips	CC_TL	5.00	12.50
tblVehicleTrips	CNW_TL	5.00	12.50
tblVehicleTrips	ST_TR	8.19	5.69
tblVehicleTrips	SU_TR	5.95	5.69
tblVehicleTrips	WD_TR	8.17	5.69

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	5.4274	57.8178	49.1272	0.0807	12.7583	2.3095	15.0679	2.0595	2.1492	4.2087	0.0000	8,041.9947	8,041.9947	1.1410	0.0000	8,065.9563
Total	**5.4274**	**57.8178**	**49.1272**	**0.0807**	**12.7583**	**2.3095**	**15.0679**	**2.0595**	**2.1492**	**4.2087**	**0.0000**	**8,041.9947**	**8,041.9947**	**1.1410**	**0.0000**	**8,065.9563**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	5.4274	57.8178	49.1272	0.0807	12.7583	2.3095	15.0679	2.0595	2.1492	4.2087	0.0000	8,041.9947	8,041.9947	1.1410	0.0000	8,065.9563
Total	**5.4274**	**57.8178**	**49.1272**	**0.0807**	**12.7583**	**2.3095**	**15.0679**	**2.0595**	**2.1492**	**4.2087**	**0.0000**	**8,041.9947**	**8,041.9947**	**1.1410**	**0.0000**	**8,065.9563**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.5080	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878
Energy	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210
Mobile	2.6431	6.0708	26.3818	0.0700	5.0912	0.0920	5.1832	1.3615	0.0848	1.4463		5,355.4445	5,355.4445	0.1858		5,359.3464
Total	**11.4217**	**8.5312**	**28.4871**	**0.0847**	**5.0912**	**0.2791**	**5.3703**	**1.3615**	**0.2719**	**1.6334**		**8,307.5829**	**8,307.5829**	**0.2426**	**0.0541**	**8,329.4551**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.2492	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878
Energy	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
Mobile	2.6431	6.0708	26.3818	0.0700	5.0912	0.0920	5.1832	1.3615	0.0848	1.4463		5,355.4445	5,355.4445	0.1858		5,359.3464
Total	**10.0900**	**7.8688**	**27.9307**	**0.0808**	**5.0912**	**0.2287**	**5.3199**	**1.3615**	**0.2216**	**1.5831**		**7,512.6666**	**7,512.6666**	**0.2274**	**0.0396**	**7,529.7011**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	11.66	7.76	1.95	4.68	0.00	18.04	0.94	0.00	18.51	3.08	0.00	9.57	9.57	6.28	26.92	9.60

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/2/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	52.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.7054	0.0000	11.7054	1.7726	0.0000	1.7726			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**11.7054**	**2.1252**	**13.8306**	**1.7726**	**1.9797**	**3.7523**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3179	15.0257	14.4049	0.0391	0.9046	0.1832	1.0879	0.2476	0.1685	0.4161		3,876.1281	3,876.1281	0.0265		3,876.6837
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0613	0.0951	0.8289	1.6100e-003	0.1483	1.0800e-003	0.1494	0.0393	9.9000e-004	0.0403		129.3992	129.3992	7.2600e-003		129.5516
Total	**1.3792**	**15.1207**	**15.2338**	**0.0407**	**1.0529**	**0.1843**	**1.2373**	**0.2869**	**0.1695**	**0.4564**		**4,005.5273**	**4,005.5273**	**0.0337**		**4,006.2353**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.7054	0.0000	11.7054	1.7726	0.0000	1.7726			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**11.7054**	**2.1252**	**13.8306**	**1.7726**	**1.9797**	**3.7523**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3179	15.0257	14.4049	0.0391	0.9046	0.1832	1.0879	0.2476	0.1685	0.4161		3,876.1281	3,876.1281	0.0265		3,876.6837
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0613	0.0951	0.8289	1.6100e-003	0.1483	1.0800e-003	0.1494	0.0393	9.9000e-004	0.0403		129.3992	129.3992	7.2600e-003		129.5516
Total	**1.3792**	**15.1207**	**15.2338**	**0.0407**	**1.0529**	**0.1843**	**1.2373**	**0.2869**	**0.1695**	**0.4564**		**4,005.5273**	**4,005.5273**	**0.0337**		**4,006.2353**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.6431	6.0708	26.3818	0.0700	5.0912	0.0920	5.1832	1.3615	0.0848	1.4463		5,355.4445	5,355.4445	0.1858		5,359.3464
Unmitigated	2.6431	6.0708	26.3818	0.0700	5.0912	0.0920	5.1832	1.3615	0.0848	1.4463		5,355.4445	5,355.4445	0.1858		5,359.3464

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	774.38	774.38	774.38	2,397,910	2,397,910
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	774.38	774.38	774.38	2,397,910	2,397,910

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	13.00	12.50	12.50	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.454968	0.042327	0.214633	0.150226	0.067641	0.009835	0.017975	0.024142	0.002353	0.001408	0.008947	0.000814	0.004731

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
NaturalGas Unmitigated	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	25092.5	0.2706	2.4601	2.0664	0.0148		0.1870	0.1870		0.1870	0.1870		2,952.0552	2,952.0552	0.0566	0.0541	2,970.0210
Total		**0.2706**	**2.4601**	**2.0664**	**0.0148**		**0.1870**	**0.1870**		**0.1870**	**0.1870**		**2,952.0552**	**2,952.0552**	**0.0566**	**0.0541**	**2,970.0210**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	18.3357	0.1977	1.7976	1.5100	0.0108		0.1366	0.1366		0.1366	0.1366		2,157.1389	2,157.1389	0.0414	0.0396	2,170.2669
Total		**0.1977**	**1.7976**	**1.5100**	**0.0108**		**0.1366**	**0.1366**		**0.1366**	**0.1366**		**2,157.1389**	**2,157.1389**	**0.0414**	**0.0396**	**2,170.2669**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.2492	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878
Unmitigated	8.5080	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5735					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.9309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.6100e-003	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878
Total	**8.5080**	**3.5000e-004**	**0.0389**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0832**	**0.0832**	**2.2000e-004**		**0.0878**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3147					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.9309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.6100e-003	3.5000e-004	0.0389	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		0.0832	0.0832	2.2000e-004		0.0878
Total	**7.2492**	**3.5000e-004**	**0.0389**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**		**0.0832**	**0.0832**	**2.2000e-004**		**0.0878**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Paso Robles Resort Hotel - Phase II

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	187.00	Space	1.68	74,800.00	0
Hotel	155.00	Room	5.17	225,060.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	488.3	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2020 construction start year. Includes RPS adjustment.

Land Use - Phase II Hotels=155 rooms. 187 space parking lot.

Construction Phase - Construction schedule and activity durations based on model defaults.

Off-road Equipment - Construction equipment based on model defaults.

Trips and VMT - Construction vehicle trips based on model defaults.

Demolition - No demolition

Grading - Material balanced onsite.

Vehicle Trips - Based on trip-gen rate derived from the traffic analysis, 5.694 trips/room, includes trips for onsite amenities (e.g., restaurant, meeting rooms, etc.). 12.5/13 miles for NW/W trips.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - Carbon sequestration included in Phase I model run.

Construction Off-road Equipment Mitigation - Includes watering, 15 mph speed limit, T3 equipment.

Area Mitigation - Assumes use of low VOC paint, maximum 50 g/L.

Energy Mitigation - Includes 30% increase in energy efficiency for non-commercial uses with compliance with current building standards, compared to previous standards (CEC 2015) and energy-efficient appliances.

Water Mitigation - Includes installation of low-flow water fixtures and water-efficient irrigation systems.

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	PhaseEndDate	1/25/2021	1/26/2021
tblConstructionPhase	PhaseStartDate	3/10/2020	3/11/2020
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	488.3
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2022
tblVehicleTrips	CC_TL	5.00	12.50
tblVehicleTrips	CNW_TL	5.00	12.50
tblVehicleTrips	ST_TR	8.19	5.69

tblVehicleTrips	SU_TR	5.95	5.69
tblVehicleTrips	WD_TR	8.17	5.69

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.3556	2.8110	3.3195	5.6800e-003	0.3099	0.1460	0.4559	0.1247	0.1367	0.2615	0.0000	457.3575	457.3575	0.0787	0.0000	459.0109
2021	2.6756	0.3230	0.4153	7.3000e-004	0.0167	0.0166	0.0333	4.4900e-003	0.0155	0.0200	0.0000	59.7733	59.7733	0.0121	0.0000	60.0264
Total	**3.0312**	**3.1339**	**3.7348**	**6.4100e-003**	**0.3266**	**0.1625**	**0.4892**	**0.1292**	**0.1522**	**0.2814**	**0.0000**	**517.1308**	**517.1308**	**0.0908**	**0.0000**	**519.0373**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1708	2.0827	3.3556	5.6800e-003	0.2148	0.1129	0.3277	0.0739	0.1125	0.1864	0.0000	457.3572	457.3572	0.0787	0.0000	459.0106
2021	2.6562	0.2768	0.4527	7.3000e-004	0.0167	0.0154	0.0322	4.4900e-003	0.0154	0.0199	0.0000	59.7732	59.7732	0.0121	0.0000	60.0263
Total	**2.8269**	**2.3595**	**3.8083**	**6.4100e-003**	**0.2315**	**0.1283**	**0.3598**	**0.0784**	**0.1279**	**0.2063**	**0.0000**	**517.1304**	**517.1304**	**0.0908**	**0.0000**	**519.0369**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**6.74**	**24.71**	**-1.97**	**0.00**	**29.11**	**21.08**	**26.44**	**39.33**	**15.97**	**26.70**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.4350	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0112	0.0112	3.0000e-005	0.0000	0.0118
Energy	0.0563	0.5117	0.4298	3.0700e-003		0.0389	0.0389		0.0389	0.0389	0.0000	992.3259	992.3259	0.0303	0.0147	997.5095
Mobile	0.5169	1.2552	5.2361	0.0146	1.0288	0.0190	1.0478	0.2757	0.0175	0.2933	0.0000	1,012.6760	1,012.6760	0.0349	0.0000	1,013.4089
Waste						0.0000	0.0000		0.0000	0.0000	17.2258	0.0000	17.2258	1.0180	0.0000	38.6042
Water						0.0000	0.0000		0.0000	0.0000	1.2474	5.0509	6.2983	0.1284	3.0800e-003	9.9474
Total	**2.0083**	**1.7669**	**5.6716**	**0.0177**	**1.0288**	**0.0579**	**1.0868**	**0.2757**	**0.0565**	**0.3322**	**18.4732**	**2,010.0640**	**2,028.5372**	**1.2116**	**0.0178**	**2,059.4818**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.2243	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0112	0.0112	3.0000e-005	0.0000	0.0118
Energy	0.0411	0.3739	0.3141	2.2400e-003		0.0284	0.0284		0.0284	0.0284	0.0000	797.0201	797.0201	0.0254	0.0115	801.1042
Mobile	0.5169	1.2552	5.2361	0.0146	1.0288	0.0190	1.0478	0.2757	0.0175	0.2933	0.0000	1,012.6760	1,012.6760	0.0349	0.0000	1,013.4089
Waste						0.0000	0.0000		0.0000	0.0000	12.9194	0.0000	12.9194	0.7635	0.0000	28.9531
Water						0.0000	0.0000		0.0000	0.0000	0.9979	4.0878	5.0857	0.1027	2.4600e-003	8.0039
Total	**1.7824**	**1.6291**	**5.5559**	**0.0168**	**1.0288**	**0.0475**	**1.0763**	**0.2757**	**0.0460**	**0.3217**	**13.9173**	**1,813.7951**	**1,827.7124**	**0.9265**	**0.0139**	**1,851.4819**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**11.25**	**7.80**	**2.04**	**4.70**	**0.00**	**18.07**	**0.96**	**0.00**	**18.55**	**3.15**	**24.66**	**9.76**	**9.90**	**23.53**	**21.58**	**10.10**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/28/2020	2/10/2020	5	10	
2	Grading	Grading	2/11/2020	3/9/2020	5	20	
3	Building Construction	Building Construction	3/11/2020	1/26/2021	5	230	
4	Paving	Paving	1/27/2021	2/23/2021	5	20	
5	Architectural Coating	Architectural Coating	2/24/2021	3/23/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 340,956; Non-Residential Outdoor: 113,652 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	126.00	49.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0186	0.1943	0.1646	2.0000e-004		9.6500e-003	9.6500e-003		8.8800e-003	8.8800e-003	0.0000	17.2015	17.2015	5.5600e-003	0.0000	17.3183
Total	**0.0186**	**0.1943**	**0.1646**	**2.0000e-004**	**0.0903**	**9.6500e-003**	**0.1000**	**0.0497**	**8.8800e-003**	**0.0585**	**0.0000**	**17.2015**	**17.2015**	**5.5600e-003**	**0.0000**	**17.3183**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	4.0000e-004	3.3600e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.7000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.6319	0.6319	3.0000e-005	0.0000	0.6326
Total	**2.3000e-004**	**4.0000e-004**	**3.3600e-003**	**1.0000e-005**	**8.7000e-004**	**1.0000e-005**	**8.7000e-004**	**2.3000e-004**	**1.0000e-005**	**2.4000e-004**	**0.0000**	**0.6319**	**0.6319**	**3.0000e-005**	**0.0000**	**0.6326**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0352	0.0000	0.0352	0.0194	0.0000	0.0194	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7600e-003	0.0973	0.1170	2.0000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	17.2015	17.2015	5.5600e-003	0.0000	17.3183
Total	**4.7600e-003**	**0.0973**	**0.1170**	**2.0000e-004**	**0.0352**	**4.8100e-003**	**0.0400**	**0.0194**	**4.8100e-003**	**0.0242**	**0.0000**	**17.2015**	**17.2015**	**5.5600e-003**	**0.0000**	**17.3183**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	4.0000e-004	3.3600e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.7000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.6319	0.6319	3.0000e-005	0.0000	0.6326
Total	**2.3000e-004**	**4.0000e-004**	**3.3600e-003**	**1.0000e-005**	**8.7000e-004**	**1.0000e-005**	**8.7000e-004**	**2.3000e-004**	**1.0000e-005**	**2.4000e-004**	**0.0000**	**0.6319**	**0.6319**	**3.0000e-005**	**0.0000**	**0.6326**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0256	0.2590	0.2268	3.0000e-004		0.0137	0.0137		0.0126	0.0126	0.0000	26.1236	26.1236	8.4500e-003	0.0000	26.3010
Total	**0.0256**	**0.2590**	**0.2268**	**3.0000e-004**	**0.0655**	**0.0137**	**0.0793**	**0.0337**	**0.0126**	**0.0463**	**0.0000**	**26.1236**	**26.1236**	**8.4500e-003**	**0.0000**	**26.3010**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	6.7000e-004	5.6000e-003	2.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0532	1.0532	5.0000e-005	0.0000	1.0543
Total	**3.8000e-004**	**6.7000e-004**	**5.6000e-003**	**2.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0532**	**1.0532**	**5.0000e-005**	**0.0000**	**1.0543**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0256	0.0000	0.0256	0.0131	0.0000	0.0131	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.2500e-003	0.1482	0.2038	3.0000e-004		7.8500e-003	7.8500e-003		7.8500e-003	7.8500e-003	0.0000	26.1236	26.1236	8.4500e-003	0.0000	26.3010
Total	**7.2500e-003**	**0.1482**	**0.2038**	**3.0000e-004**	**0.0256**	**7.8500e-003**	**0.0334**	**0.0131**	**7.8500e-003**	**0.0210**	**0.0000**	**26.1236**	**26.1236**	**8.4500e-003**	**0.0000**	**26.3010**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	6.7000e-004	5.6000e-003	2.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0532	1.0532	5.0000e-005	0.0000	1.0543
Total	**3.8000e-004**	**6.7000e-004**	**5.6000e-003**	**2.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0532**	**1.0532**	**5.0000e-005**	**0.0000**	**1.0543**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2238	2.0229	1.7817	2.8400e-003		0.1180	0.1180		0.1109	0.1109	0.0000	244.4889	244.4889	0.0596	0.0000	245.7398
Total	**0.2238**	**2.0229**	**1.7817**	**2.8400e-003**		**0.1180**	**0.1180**		**0.1109**	**0.1109**	**0.0000**	**244.4889**	**244.4889**	**0.0596**	**0.0000**	**245.7398**

3.4 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0528	0.2743	0.6390	8.8000e-004	0.0231	3.7600e-003	0.0269	6.6200e-003	3.4500e-003	0.0101	0.0000	74.0782	74.0782	5.9000e-004	0.0000	74.0906
Worker	0.0342	0.0594	0.4984	1.4400e-003	0.1286	8.6000e-004	0.1294	0.0342	8.0000e-004	0.0350	0.0000	93.7801	93.7801	4.4900e-003	0.0000	93.8744
Total	**0.0870**	**0.3337**	**1.1374**	**2.3200e-003**	**0.1517**	**4.6200e-003**	**0.1563**	**0.0408**	**4.2500e-003**	**0.0451**	**0.0000**	**167.8584**	**167.8584**	**5.0800e-003**	**0.0000**	**167.9649**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0712	1.5025	1.8885	2.8400e-003		0.0956	0.0956		0.0956	0.0956	0.0000	244.4886	244.4886	0.0596	0.0000	245.7395
Total	**0.0712**	**1.5025**	**1.8885**	**2.8400e-003**		**0.0956**	**0.0956**		**0.0956**	**0.0956**	**0.0000**	**244.4886**	**244.4886**	**0.0596**	**0.0000**	**245.7395**

3.4 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0528	0.2743	0.6390	8.8000e-004	0.0231	3.7600e-003	0.0269	6.6200e-003	3.4500e-003	0.0101	0.0000	74.0782	74.0782	5.9000e-004	0.0000	74.0906
Worker	0.0342	0.0594	0.4984	1.4400e-003	0.1286	8.6000e-004	0.1294	0.0342	8.0000e-004	0.0350	0.0000	93.7801	93.7801	4.4900e-003	0.0000	93.8744
Total	**0.0870**	**0.3337**	**1.1374**	**2.3200e-003**	**0.1517**	**4.6200e-003**	**0.1563**	**0.0408**	**4.2500e-003**	**0.0451**	**0.0000**	**167.8584**	**167.8584**	**5.0800e-003**	**0.0000**	**167.9649**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0170	0.1561	0.1488	2.4000e-004		8.5900e-003	8.5900e-003		8.0800e-003	8.0800e-003	0.0000	20.7610	20.7610	5.0000e-003	0.0000	20.8660
Total	**0.0170**	**0.1561**	**0.1488**	**2.4000e-004**		**8.5900e-003**	**8.5900e-003**		**8.0800e-003**	**8.0800e-003**	**0.0000**	**20.7610**	**20.7610**	**5.0000e-003**	**0.0000**	**20.8660**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2900e-003	0.0187	0.0519	7.0000e-005	1.9600e-003	2.8000e-004	2.2400e-003	5.6000e-004	2.6000e-004	8.2000e-004	0.0000	6.2766	6.2766	5.0000e-005	0.0000	6.2777
Worker	2.7000e-003	4.6600e-003	0.0391	1.2000e-004	0.0109	7.0000e-005	0.0110	2.9000e-003	7.0000e-005	2.9700e-003	0.0000	7.8249	7.8249	3.6000e-004	0.0000	7.8324
Total	**6.9900e-003**	**0.0234**	**0.0910**	**1.9000e-004**	**0.0129**	**3.5000e-004**	**0.0132**	**3.4600e-003**	**3.3000e-004**	**3.7900e-003**	**0.0000**	**14.1015**	**14.1015**	**4.1000e-004**	**0.0000**	**14.1101**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.0400e-003	0.1276	0.1603	2.4000e-004		8.1100e-003	8.1100e-003		8.1100e-003	8.1100e-003	0.0000	20.7609	20.7609	5.0000e-003	0.0000	20.8660
Total	**6.0400e-003**	**0.1276**	**0.1603**	**2.4000e-004**		**8.1100e-003**	**8.1100e-003**		**8.1100e-003**	**8.1100e-003**	**0.0000**	**20.7609**	**20.7609**	**5.0000e-003**	**0.0000**	**20.8660**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2900e-003	0.0187	0.0519	7.0000e-005	1.9600e-003	2.8000e-004	2.2400e-003	5.6000e-004	2.6000e-004	8.2000e-004	0.0000	6.2766	6.2766	5.0000e-005	0.0000	6.2777
Worker	2.7000e-003	4.6600e-003	0.0391	1.2000e-004	0.0109	7.0000e-005	0.0110	2.9000e-003	7.0000e-005	2.9700e-003	0.0000	7.8249	7.8249	3.6000e-004	0.0000	7.8324
Total	**6.9900e-003**	**0.0234**	**0.0910**	**1.9000e-004**	**0.0129**	**3.5000e-004**	**0.0132**	**3.4600e-003**	**3.3000e-004**	**3.7900e-003**	**0.0000**	**14.1015**	**14.1015**	**4.1000e-004**	**0.0000**	**14.1101**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0123	0.1266	0.1435	2.2000e-004		6.6500e-003	6.6500e-003		6.1200e-003	6.1200e-003	0.0000	19.5975	19.5975	6.3400e-003	0.0000	19.7306
Paving	2.2000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0145**	**0.1266**	**0.1435**	**2.2000e-004**		**6.6500e-003**	**6.6500e-003**		**6.1200e-003**	**6.1200e-003**	**0.0000**	**19.5975**	**19.5975**	**6.3400e-003**	**0.0000**	**19.7306**

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	6.2000e-004	5.1700e-003	2.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0350	1.0350	5.0000e-005	0.0000	1.0360
Total	**3.6000e-004**	**6.2000e-004**	**5.1700e-003**	**2.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0350**	**1.0350**	**5.0000e-005**	**0.0000**	**1.0360**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.4900e-003	0.1106	0.1693	2.2000e-004		5.9800e-003	5.9800e-003		5.9800e-003	5.9800e-003	0.0000	19.5975	19.5975	6.3400e-003	0.0000	19.7306
Paving	2.2000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.6900e-003**	**0.1106**	**0.1693**	**2.2000e-004**		**5.9800e-003**	**5.9800e-003**		**5.9800e-003**	**5.9800e-003**	**0.0000**	**19.5975**	**19.5975**	**6.3400e-003**	**0.0000**	**19.7306**

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	6.2000e-004	5.1700e-003	2.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0350	1.0350	5.0000e-005	0.0000	1.0360
Total	**3.6000e-004**	**6.2000e-004**	**5.1700e-003**	**2.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0350**	**1.0350**	**5.0000e-005**	**0.0000**	**1.0360**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.6339					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1900e-003	0.0153	0.0182	3.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5569
Total	**2.6361**	**0.0153**	**0.0182**	**3.0000e-005**		**9.4000e-004**	**9.4000e-004**		**9.4000e-004**	**9.4000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.8000e-004**	**0.0000**	**2.5569**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	1.0300e-003	8.6200e-003	3.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.7251	1.7251	8.0000e-005	0.0000	1.7267
Total	**6.0000e-004**	**1.0300e-003**	**8.6200e-003**	**3.0000e-005**	**2.4100e-003**	**2.0000e-005**	**2.4200e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.7251**	**1.7251**	**8.0000e-005**	**0.0000**	**1.7267**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.6339					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.9000e-004	0.0136	0.0183	3.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5569
Total	**2.6345**	**0.0136**	**0.0183**	**3.0000e-005**		**9.5000e-004**	**9.5000e-004**		**9.5000e-004**	**9.5000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.8000e-004**	**0.0000**	**2.5569**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	1.0300e-003	8.6200e-003	3.0000e-005	2.4100e-003	2.0000e-005	2.4200e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.7251	1.7251	8.0000e-005	0.0000	1.7267
Total	**6.0000e-004**	**1.0300e-003**	**8.6200e-003**	**3.0000e-005**	**2.4100e-003**	**2.0000e-005**	**2.4200e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.7251**	**1.7251**	**8.0000e-005**	**0.0000**	**1.7267**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5169	1.2552	5.2361	0.0146	1.0288	0.0190	1.0478	0.2757	0.0175	0.2933	0.0000	1,012.6760	1,012.6760	0.0349	0.0000	1,013.4089
Unmitigated	0.5169	1.2552	5.2361	0.0146	1.0288	0.0190	1.0478	0.2757	0.0175	0.2933	0.0000	1,012.6760	1,012.6760	0.0349	0.0000	1,013.4089

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	882.57	882.57	882.57	2,732,912	2,732,912
Parking Lot	0.00	0.00	0.00		
Total	882.57	882.57	882.57	2,732,912	2,732,912

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	13.00	12.50	12.50	19.40	61.60	19.00	58	38	4
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.454968	0.042327	0.214633	0.150226	0.067641	0.009835	0.017975	0.024142	0.002353	0.001408	0.008947	0.000814	0.004731

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	389.9872	389.9872	0.0176	3.9900e-003	391.5941
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	435.2994	435.2994	0.0196	4.4600e-003	437.0930
NaturalGas Mitigated	0.0411	0.3739	0.3141	2.2400e-003		0.0284	0.0284		0.0284	0.0284	0.0000	407.0329	407.0329	7.8000e-003	7.4600e-003	409.5100
NaturalGas Unmitigated	0.0563	0.5117	0.4298	3.0700e-003		0.0389	0.0389		0.0389	0.0389	0.0000	557.0265	557.0265	0.0107	0.0102	560.4165

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	1.04383e+007	0.0563	0.5117	0.4298	3.0700e-003		0.0389	0.0389		0.0389	0.0389	0.0000	557.0265	557.0265	0.0107	0.0102	560.4165
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0563**	**0.5117**	**0.4298**	**3.0700e-003**		**0.0389**	**0.0389**		**0.0389**	**0.0389**	**0.0000**	**557.0265**	**557.0265**	**0.0107**	**0.0102**	**560.4165**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	7.62751e+006	0.0411	0.3739	0.3141	2.2400e-003		0.0284	0.0284		0.0284	0.0284	0.0000	407.0329	407.0329	7.8000e-003	7.4600e-003	409.5100
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0411**	**0.3739**	**0.3141**	**2.2400e-003**		**0.0284**	**0.0284**		**0.0284**	**0.0284**	**0.0000**	**407.0329**	**407.0329**	**7.8000e-003**	**7.4600e-003**	**409.5100**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.89951e+006	420.7201	0.0190	4.3100e-003	422.4536
Parking Lot	65824	14.5793	6.6000e-004	1.5000e-004	14.6394
Total		**435.2994**	**0.0196**	**4.4600e-003**	**437.0930**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.69493e +006	375.4079	0.0169	3.8400e-003	376.9548
Parking Lot	65824	14.5793	6.6000e-004	1.5000e-004	14.6394
Total		**389.9872**	**0.0176**	**3.9900e-003**	**391.5941**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2243	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0112	0.0112	3.0000e-005	0.0000	0.0118
Unmitigated	1.4350	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0112	0.0112	3.0000e-005	0.0000	0.0118

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2634					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.4000e-004	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0112	0.0112	3.0000e-005	0.0000	0.0118
Total	**1.4350**	**5.0000e-005**	**5.7700e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0112**	**0.0112**	**3.0000e-005**	**0.0000**	**0.0118**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0527					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.4000e-004	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0112	0.0112	3.0000e-005	0.0000	0.0118
Total	**1.2243**	**5.0000e-005**	**5.7700e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0112**	**0.0112**	**3.0000e-005**	**0.0000**	**0.0118**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.0857	0.1027	2.4600e-003	8.0039
Unmitigated	6.2983	0.1284	3.0800e-003	9.9474

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	3.93185 / 0.436872	6.2983	0.1284	3.0800e-003	9.9474
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**6.2983**	**0.1284**	**3.0800e-003**	**9.9474**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	3.14548 / 0.410223	5.0857	0.1027	2.4600e-003	8.0039
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**5.0857**	**0.1027**	**2.4600e-003**	**8.0039**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.9194	0.7635	0.0000	28.9531
Unmitigated	17.2258	1.0180	0.0000	38.6042

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	84.86	17.2258	1.0180	0.0000	38.6042
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**17.2258**	**1.0180**	**0.0000**	**38.6042**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	63.645	12.9194	0.7635	0.0000	28.9531
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**12.9194**	**0.7635**	**0.0000**	**28.9531**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Paso Robles Resort Hotel - Phase II

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	187.00	Space	1.68	74,800.00	0
Hotel	155.00	Room	5.17	225,060.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	488.3	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2020 construction start year. Includes RPS adjustment.

Land Use - Phase II Hotels=155 rooms. 187 space parking lot.

Construction Phase - Construction schedule and activity durations based on model defaults.

Off-road Equipment - Construction equipment based on model defaults.

Trips and VMT - Construction vehicle trips based on model defaults.

Demolition - No demolition

Grading - Material balanced onsite.

Vehicle Trips - Based on trip-gen rate derived from the traffic analysis, 5.694 trips/room, includes trips for onsite amenities (e.g., restaurant, meeting rooms, etc.). 12.5/13 miles for NW/W trips.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - Carbon sequestration included in Phase I model run.

Construction Off-road Equipment Mitigation - Includes watering, 15 mph speed limit, T3 equipment.

Area Mitigation - Assumes use of low VOC paint, maximum 50 g/L.

Energy Mitigation - Includes 30% increase in energy efficiency for non-commercial uses with compliance with current building standards, compared to previous standards (CEC 2015) and energy-efficient appliances.

Water Mitigation - Includes installation of low-flow water fixtures and water-efficient irrigation systems.

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	PhaseEndDate	1/25/2021	1/26/2021
tblConstructionPhase	PhaseStartDate	3/10/2020	3/11/2020
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	488.3
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2022
tblVehicleTrips	CC_TL	5.00	12.50
tblVehicleTrips	CNW_TL	5.00	12.50
tblVehicleTrips	ST_TR	8.19	5.69

tblVehicleTrips	SU_TR	5.95	5.69
tblVehicleTrips	WD_TR	8.17	5.69

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.7717	38.9359	33.6156	0.0493	18.2442	1.9320	20.1762	9.9779	1.7775	11.7553	0.0000	4,331.1144	4,331.1144	1.2332	0.0000	4,357.0109
2021	263.6678	19.8338	25.2944	0.0493	1.4688	0.9938	2.4626	0.3941	0.9337	1.3278	0.0000	4,312.3149	4,312.3149	0.7039	0.0000	4,327.0973
Total	**267.4395**	**58.7696**	**58.9100**	**0.0985**	**19.7130**	**2.9259**	**22.6388**	**10.3720**	**2.7112**	**13.0832**	**0.0000**	**8,643.4293**	**8,643.4293**	**1.9371**	**0.0000**	**8,684.1082**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.4416	19.5303	27.1894	0.0493	7.2238	0.9622	8.1860	3.9202	0.9621	4.8823	0.0000	4,331.1144	4,331.1144	1.2332	0.0000	4,357.0109
2021	263.5084	16.6677	26.5723	0.0493	1.4688	0.9405	2.4093	0.3941	0.9375	1.3315	0.0000	4,312.3149	4,312.3149	0.7039	0.0000	4,327.0973
Total	**264.9500**	**36.1980**	**53.7617**	**0.0985**	**8.6926**	**1.9028**	**10.5953**	**4.3142**	**1.8996**	**6.2138**	**0.0000**	**8,643.4293**	**8,643.4293**	**1.9371**	**0.0000**	**8,684.1082**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.93	38.41	8.74	0.00	55.90	34.97	53.20	58.40	29.93	52.51	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.8635	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790
Energy	0.3084	2.8037	2.3551	0.0168		0.2131	0.2131		0.2131	0.2131		3,364.4747	3,364.4747	0.0645	0.0617	3,384.9504
Mobile	2.8036	6.5115	27.3498	0.0826	5.8025	0.1045	5.9069	1.5517	0.0964	1.6481		6,310.1281	6,310.1281	0.2115		6,314.5701
Total	**10.9754**	**9.3156**	**29.7399**	**0.0994**	**5.8025**	**0.3177**	**6.1201**	**1.5517**	**0.3096**	**1.8613**		**9,674.6776**	**9,674.6776**	**0.2762**	**0.0617**	**9,699.5994**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.7089	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790
Energy	0.2254	2.0488	1.7210	0.0123		0.1557	0.1557		0.1557	0.1557		2,458.5039	2,458.5039	0.0471	0.0451	2,473.4660
Mobile	2.8036	6.5115	27.3498	0.0826	5.8025	0.1045	5.9069	1.5517	0.0964	1.6481		6,310.1281	6,310.1281	0.2115		6,314.5701
Total	**9.7378**	**8.5606**	**29.1057**	**0.0949**	**5.8025**	**0.2603**	**6.0628**	**1.5517**	**0.2522**	**1.8039**		**8,768.7069**	**8,768.7069**	**0.2588**	**0.0451**	**8,788.1150**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**11.28**	**8.10**	**2.13**	**4.56**	**0.00**	**18.06**	**0.94**	**0.00**	**18.53**	**3.08**	**0.00**	**9.36**	**9.36**	**6.29**	**26.93**	**9.40**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/28/2020	2/10/2020	5	10	
2	Grading	Grading	2/11/2020	3/9/2020	5	20	
3	Building Construction	Building Construction	3/11/2020	1/26/2021	5	230	
4	Paving	Paving	1/27/2021	2/23/2021	5	20	
5	Architectural Coating	Architectural Coating	2/24/2021	3/23/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 340,956; Non-Residential Outdoor: 113,652 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	126.00	49.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.7250	38.8640	32.9264	0.0391		1.9309	1.9309		1.7764	1.7764		3,792.2816	3,792.2816	1.2265		3,818.0381
Total	**3.7250**	**38.8640**	**32.9264**	**0.0391**	**18.0663**	**1.9309**	**19.9971**	**9.9307**	**1.7764**	**11.7071**		**3,792.2816**	**3,792.2816**	**1.2265**		**3,818.0381**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0466	0.0719	0.6892	2.0200e-003	0.1780	1.1600e-003	0.1791	0.0472	1.0800e-003	0.0483		144.9651	144.9651	6.6700e-003		145.1051
Total	**0.0466**	**0.0719**	**0.6892**	**2.0200e-003**	**0.1780**	**1.1600e-003**	**0.1791**	**0.0472**	**1.0800e-003**	**0.0483**		**144.9651**	**144.9651**	**6.6700e-003**		**145.1051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	0.9515	19.4584	23.4003	0.0391		0.9611	0.9611		0.9611	0.9611	0.0000	3,792.2816	3,792.2816	1.2265		3,818.0381
Total	**0.9515**	**19.4584**	**23.4003**	**0.0391**	**7.0458**	**0.9611**	**8.0069**	**3.8730**	**0.9611**	**4.8340**	**0.0000**	**3,792.2816**	**3,792.2816**	**1.2265**		**3,818.0381**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0466	0.0719	0.6892	2.0200e-003	0.1780	1.1600e-003	0.1791	0.0472	1.0800e-003	0.0483		144.9651	144.9651	6.6700e-003		145.1051
Total	**0.0466**	**0.0719**	**0.6892**	**2.0200e-003**	**0.1780**	**1.1600e-003**	**0.1791**	**0.0472**	**1.0800e-003**	**0.0483**		**144.9651**	**144.9651**	**6.6700e-003**		**145.1051**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.5551	25.8955	22.6816	0.0297		1.3735	1.3735		1.2636	1.2636		2,879.6353	2,879.6353	0.9313		2,899.1932
Total	**2.5551**	**25.8955**	**22.6816**	**0.0297**	**6.5523**	**1.3735**	**7.9258**	**3.3675**	**1.2636**	**4.6311**		**2,879.6353**	**2,879.6353**	**0.9313**		**2,899.1932**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0389	0.0599	0.5743	1.6900e-003	0.1483	9.7000e-004	0.1493	0.0393	9.0000e-004	0.0402		120.8042	120.8042	5.5600e-003		120.9209
Total	**0.0389**	**0.0599**	**0.5743**	**1.6900e-003**	**0.1483**	**9.7000e-004**	**0.1493**	**0.0393**	**9.0000e-004**	**0.0402**		**120.8042**	**120.8042**	**5.5600e-003**		**120.9209**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133			0.0000			0.0000
Off-Road	0.7250	14.8148	20.3762	0.0297		0.7854	0.7854		0.7854	0.7854	0.0000	2,879.6353	2,879.6353	0.9313		2,899.1932
Total	**0.7250**	**14.8148**	**20.3762**	**0.0297**	**2.5554**	**0.7854**	**3.3409**	**1.3133**	**0.7854**	**2.0988**	**0.0000**	**2,879.6353**	**2,879.6353**	**0.9313**		**2,899.1932**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0389	0.0599	0.5743	1.6900e-003	0.1483	9.7000e-004	0.1493	0.0393	9.0000e-004	0.0402		120.8042	120.8042	5.5600e-003		120.9209
Total	**0.0389**	**0.0599**	**0.5743**	**1.6900e-003**	**0.1483**	**9.7000e-004**	**0.1493**	**0.0393**	**9.0000e-004**	**0.0402**		**120.8042**	**120.8042**	**5.5600e-003**		**120.9209**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1113	19.0839	16.8084	0.0268		1.1128	1.1128		1.0465	1.0465		2,542.4799	2,542.4799	0.6194		2,555.4880
Total	**2.1113**	**19.0839**	**16.8084**	**0.0268**		**1.1128**	**1.1128**		**1.0465**	**1.0465**		**2,542.4799**	**2,542.4799**	**0.6194**		**2,555.4880**

3.4 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4441	2.5252	4.5497	8.2900e-003	0.2231	0.0352	0.2583	0.0637	0.0324	0.0961		773.8789	773.8789	6.0000e-003		774.0050
Worker	0.3263	0.5030	4.8241	0.0142	1.2457	8.1200e-003	1.2538	0.3304	7.5300e-003	0.3379		1,014.7555	1,014.7555	0.0467		1,015.7355
Total	**0.7704**	**3.0282**	**9.3738**	**0.0225**	**1.4688**	**0.0433**	**1.5121**	**0.3941**	**0.0399**	**0.4340**		**1,788.6345**	**1,788.6345**	**0.0527**		**1,789.7405**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6712	14.1741	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880
Total	**0.6712**	**14.1741**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,542.4799**	**2,542.4799**	**0.6194**		**2,555.4880**

3.4 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4441	2.5252	4.5497	8.2900e-003	0.2231	0.0352	0.2583	0.0637	0.0324	0.0961		773.8789	773.8789	6.0000e-003		774.0050
Worker	0.3263	0.5030	4.8241	0.0142	1.2457	8.1200e-003	1.2538	0.3304	7.5300e-003	0.3379		1,014.755 5	1,014.755 5	0.0467		1,015.735 5
Total	**0.7704**	**3.0282**	**9.3738**	**0.0225**	**1.4688**	**0.0433**	**1.5121**	**0.3941**	**0.0399**	**0.4340**		**1,788.634 5**	**1,788.634 5**	**0.0527**		**1,789.740 5**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8931	17.3403	16.5376	0.0268		0.9549	0.9549		0.8979	0.8979		2,542.781 7	2,542.781 7	0.6126		2,555.646 2
Total	**1.8931**	**17.3403**	**16.5376**	**0.0268**		**0.9549**	**0.9549**		**0.8979**	**0.8979**		**2,542.781 7**	**2,542.781 7**	**0.6126**		**2,555.646 2**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4267	2.0285	4.2893	8.2700e-003	0.2231	0.0309	0.2540	0.0637	0.0284	0.0921		772.2819	772.2819	6.0100e-003		772.4081
Worker	0.3046	0.4651	4.4674	0.0142	1.2457	8.0600e-003	1.2537	0.3304	7.4800e-003	0.3379		997.2513	997.2513	0.0441		998.1778
Total	**0.7313**	**2.4935**	**8.7567**	**0.0224**	**1.4688**	**0.0389**	**1.5077**	**0.3941**	**0.0359**	**0.4300**		**1,769.5332**	**1,769.5332**	**0.0501**		**1,770.5859**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6712	14.1741	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,542.7817	2,542.7817	0.6126		2,555.6462
Total	**0.6712**	**14.1741**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,542.7817**	**2,542.7817**	**0.6126**		**2,555.6462**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4267	2.0285	4.2893	8.2700e-003	0.2231	0.0309	0.2540	0.0637	0.0284	0.0921		772.2819	772.2819	6.0100e-003		772.4081
Worker	0.3046	0.4651	4.4674	0.0142	1.2457	8.0600e-003	1.2537	0.3304	7.4800e-003	0.3379		997.2513	997.2513	0.0441		998.1778
Total	**0.7313**	**2.4935**	**8.7567**	**0.0224**	**1.4688**	**0.0389**	**1.5077**	**0.3941**	**0.0359**	**0.4300**		**1,769.5332**	**1,769.5332**	**0.0501**		**1,770.5859**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2308	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	0.2201					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4509**	**12.6607**	**14.3528**	**0.0223**		**0.6652**	**0.6652**		**0.6120**	**0.6120**		**2,160.2530**	**2,160.2530**	**0.6987**		**2,174.9250**

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0363	0.0554	0.5318	1.6900e-003	0.1483	9.6000e-004	0.1493	0.0393	8.9000e-004	0.0402		118.7204	118.7204	5.2500e-003		118.8307
Total	**0.0363**	**0.0554**	**0.5318**	**1.6900e-003**	**0.1483**	**9.6000e-004**	**0.1493**	**0.0393**	**8.9000e-004**	**0.0402**		**118.7204**	**118.7204**	**5.2500e-003**		**118.8307**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5490	11.0645	16.9276	0.0223		0.5982	0.5982		0.5982	0.5982	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	0.2201					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7691**	**11.0645**	**16.9276**	**0.0223**		**0.5982**	**0.5982**		**0.5982**	**0.5982**	**0.0000**	**2,160.2530**	**2,160.2530**	**0.6987**		**2,174.9250**

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0363	0.0554	0.5318	1.6900e-003	0.1483	9.6000e-004	0.1493	0.0393	8.9000e-004	0.0402		118.7204	118.7204	5.2500e-003		118.8307
Total	**0.0363**	**0.0554**	**0.5318**	**1.6900e-003**	**0.1483**	**9.6000e-004**	**0.1493**	**0.0393**	**8.9000e-004**	**0.0402**		**118.7204**	**118.7204**	**5.2500e-003**		**118.8307**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	263.3885					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537
Total	**263.6074**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.8537**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0604	0.0923	0.8864	2.8100e-003	0.2472	1.6000e-003	0.2488	0.0656	1.4800e-003	0.0670		197.8673	197.8673	8.7500e-003		198.0512
Total	**0.0604**	**0.0923**	**0.8864**	**2.8100e-003**	**0.2472**	**1.6000e-003**	**0.2488**	**0.0656**	**1.4800e-003**	**0.0670**		**197.8673**	**197.8673**	**8.7500e-003**		**198.0512**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	263.3885					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0193		281.8537
Total	**263.4479**	**1.3570**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.8537**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0604	0.0923	0.8864	2.8100e-003	0.2472	1.6000e-003	0.2488	0.0656	1.4800e-003	0.0670		197.8673	197.8673	8.7500e-003		198.0512
Total	**0.0604**	**0.0923**	**0.8864**	**2.8100e-003**	**0.2472**	**1.6000e-003**	**0.2488**	**0.0656**	**1.4800e-003**	**0.0670**		**197.8673**	**197.8673**	**8.7500e-003**		**198.0512**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8036	6.5115	27.3498	0.0826	5.8025	0.1045	5.9069	1.5517	0.0964	1.6481		6,310.1281	6,310.1281	0.2115		6,314.5701
Unmitigated	2.8036	6.5115	27.3498	0.0826	5.8025	0.1045	5.9069	1.5517	0.0964	1.6481		6,310.1281	6,310.1281	0.2115		6,314.5701

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	882.57	882.57	882.57	2,732,912	2,732,912
Parking Lot	0.00	0.00	0.00		
Total	882.57	882.57	882.57	2,732,912	2,732,912

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	13.00	12.50	12.50	19.40	61.60	19.00	58	38	4
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.454968	0.042327	0.214633	0.150226	0.067641	0.009835	0.017975	0.024142	0.002353	0.001408	0.008947	0.000814	0.004731

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2254	2.0488	1.7210	0.0123		0.1557	0.1557		0.1557	0.1557		2,458.503 9	2,458.503 9	0.0471	0.0451	2,473.466 0
NaturalGas Unmitigated	0.3084	2.8037	2.3551	0.0168		0.2131	0.2131		0.2131	0.2131		3,364.474 7	3,364.474 7	0.0645	0.0617	3,384.950 4

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	28598	0.3084	2.8037	2.3551	0.0168		0.2131	0.2131		0.2131	0.2131		3,364.474 7	3,364.474 7	0.0645	0.0617	3,384.950 4
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.3084**	**2.8037**	**2.3551**	**0.0168**		**0.2131**	**0.2131**		**0.2131**	**0.2131**		**3,364.474 7**	**3,364.474 7**	**0.0645**	**0.0617**	**3,384.950 4**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	20.8973	0.2254	2.0488	1.7210	0.0123		0.1557	0.1557		0.1557	0.1557		2,458.5039	2,458.5039	0.0471	0.0451	2,473.4660
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2254**	**2.0488**	**1.7210**	**0.0123**		**0.1557**	**0.1557**		**0.1557**	**0.1557**		**2,458.5039**	**2,458.5039**	**0.0471**	**0.0451**	**2,473.4660**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.7089	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790
Unmitigated	7.8635	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.4432					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.4170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2500e-003	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790
Total	**7.8635**	**3.2000e-004**	**0.0350**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0749**	**0.0749**	**2.0000e-004**		**0.0790**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.4170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2500e-003	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790
Total	**6.7089**	**3.2000e-004**	**0.0350**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0749**	**0.0749**	**2.0000e-004**		**0.0790**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Paso Robles Resort Hotel - Phase II

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	187.00	Space	1.68	74,800.00	0
Hotel	155.00	Room	5.17	225,060.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	488.3	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2020 construction start year. Includes RPS adjustment.

Land Use - Phase II Hotels=155 rooms. 187 space parking lot.

Construction Phase - Construction schedule and activity durations based on model defaults.

Off-road Equipment - Construction equipment based on model defaults.

Trips and VMT - Construction vehicle trips based on model defaults.

Demolition - No demolition

Grading - Material balanced onsite.

Vehicle Trips - Based on trip-gen rate derived from the traffic analysis, 5.694 trips/room, includes trips for onsite amenities (e.g., restaurant, meeting rooms, etc.). 12.5/13 miles for NW/W trips.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - Carbon sequestration included in Phase I model run.

Construction Off-road Equipment Mitigation - Includes watering, 15 mph speed limit, T3 equipment.

Area Mitigation - Assumes use of low VOC paint, maximum 50 g/L.

Energy Mitigation - Includes 30% increase in energy efficiency for non-commercial uses with compliance with current building standards, compared to previous standards (CEC 2015) and energy-efficient appliances.

Water Mitigation - Includes installation of low-flow water fixtures and water-efficient irrigation systems.

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	PhaseEndDate	1/25/2021	1/26/2021
tblConstructionPhase	PhaseStartDate	3/10/2020	3/11/2020
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	488.3
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2022
tblVehicleTrips	CC_TL	5.00	12.50
tblVehicleTrips	CNW_TL	5.00	12.50
tblVehicleTrips	ST_TR	8.19	5.69

tblVehicleTrips	SU_TR	5.95	5.69
tblVehicleTrips	WD_TR	8.17	5.69

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.7742	38.9455	33.6031	0.0486	18.2442	1.9320	20.1762	9.9779	1.7775	11.7553	0.0000	4,275.3263	4,275.3263	1.2332	0.0000	4,301.2229
2021	263.6712	19.9287	27.5834	0.0485	1.4688	0.9943	2.4631	0.3941	0.9342	1.3282	0.0000	4,257.3046	4,257.3046	0.7039	0.0000	4,272.0869
Total	**267.4454**	**58.8742**	**61.1864**	**0.0971**	**19.7130**	**2.9263**	**22.6393**	**10.3720**	**2.7116**	**13.0836**	**0.0000**	**8,532.6309**	**8,532.6309**	**1.9371**	**0.0000**	**8,573.3098**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.5568	19.5399	29.4914	0.0486	7.2238	0.9622	8.1860	3.9202	0.9621	4.8823	0.0000	4,275.3263	4,275.3263	1.2332	0.0000	4,301.2229
2021	263.5117	16.7626	28.8613	0.0485	1.4688	0.9410	2.4098	0.3941	0.9379	1.3320	0.0000	4,257.3046	4,257.3046	0.7039	0.0000	4,272.0869
Total	**265.0685**	**36.3025**	**58.3527**	**0.0971**	**8.6926**	**1.9032**	**10.5958**	**4.3142**	**1.9000**	**6.2143**	**0.0000**	**8,532.6309**	**8,532.6309**	**1.9371**	**0.0000**	**8,573.3098**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.89	38.34	4.63	0.00	55.90	34.96	53.20	58.40	29.93	52.50	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.8635	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790
Energy	0.3084	2.8037	2.3551	0.0168		0.2131	0.2131		0.2131	0.2131		3,364.4747	3,364.4747	0.0645	0.0617	3,384.9504
Mobile	3.0123	6.9190	30.0675	0.0798	5.8025	0.1048	5.9073	1.5517	0.0967	1.6484		6,103.6316	6,103.6316	0.2118		6,108.0786
Total	**11.1842**	**9.7230**	**32.4576**	**0.0966**	**5.8025**	**0.3180**	**6.1205**	**1.5517**	**0.3099**	**1.8616**		**9,468.1811**	**9,468.1811**	**0.2765**	**0.0617**	**9,493.1079**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.7089	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790
Energy	0.2254	2.0488	1.7210	0.0123		0.1557	0.1557		0.1557	0.1557		2,458.5039	2,458.5039	0.0471	0.0451	2,473.4660
Mobile	3.0123	6.9190	30.0675	0.0798	5.8025	0.1048	5.9073	1.5517	0.0967	1.6484		6,103.6316	6,103.6316	0.2118		6,108.0786
Total	**9.9466**	**8.9680**	**31.8234**	**0.0920**	**5.8025**	**0.2607**	**6.0631**	**1.5517**	**0.2525**	**1.8042**		**8,562.2104**	**8,562.2104**	**0.2591**	**0.0451**	**8,581.6236**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**11.07**	**7.76**	**1.95**	**4.69**	**0.00**	**18.04**	**0.94**	**0.00**	**18.51**	**3.08**	**0.00**	**9.57**	**9.57**	**6.28**	**26.93**	**9.60**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/28/2020	2/10/2020	5	10	
2	Grading	Grading	2/11/2020	3/9/2020	5	20	
3	Building Construction	Building Construction	3/11/2020	1/26/2021	5	230	
4	Paving	Paving	1/27/2021	2/23/2021	5	20	
5	Architectural Coating	Architectural Coating	2/24/2021	3/23/2021	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 340,956; Non-Residential Outdoor: 113,652 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	126.00	49.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category						lb/day								lb/day		
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.7250	38.8640	32.9264	0.0391		1.9309	1.9309		1.7764	1.7764		3,792.2816	3,792.2816	1.2265		3,818.0381
Total	**3.7250**	**38.8640**	**32.9264**	**0.0391**	**18.0663**	**1.9309**	**19.9971**	**9.9307**	**1.7764**	**11.7071**		**3,792.2816**	**3,792.2816**	**1.2265**		**3,818.0381**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0492	0.0815	0.6766	1.9300e-003	0.1780	1.1600e-003	0.1791	0.0472	1.0800e-003	0.0483		138.1951	138.1951	6.6700e-003		138.3351
Total	**0.0492**	**0.0815**	**0.6766**	**1.9300e-003**	**0.1780**	**1.1600e-003**	**0.1791**	**0.0472**	**1.0800e-003**	**0.0483**		**138.1951**	**138.1951**	**6.6700e-003**		**138.3351**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	0.9515	19.4584	23.4003	0.0391		0.9611	0.9611		0.9611	0.9611	0.0000	3,792.2816	3,792.2816	1.2265		3,818.0381
Total	**0.9515**	**19.4584**	**23.4003**	**0.0391**	**7.0458**	**0.9611**	**8.0069**	**3.8730**	**0.9611**	**4.8340**	**0.0000**	**3,792.2816**	**3,792.2816**	**1.2265**		**3,818.0381**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0492	0.0815	0.6766	1.9300e-003	0.1780	1.1600e-003	0.1791	0.0472	1.0800e-003	0.0483		138.1951	138.1951	6.6700e-003		138.3351
Total	**0.0492**	**0.0815**	**0.6766**	**1.9300e-003**	**0.1780**	**1.1600e-003**	**0.1791**	**0.0472**	**1.0800e-003**	**0.0483**		**138.1951**	**138.1951**	**6.6700e-003**		**138.3351**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.5551	25.8955	22.6816	0.0297		1.3735	1.3735		1.2636	1.2636		2,879.6353	2,879.6353	0.9313		2,899.1932
Total	**2.5551**	**25.8955**	**22.6816**	**0.0297**	**6.5523**	**1.3735**	**7.9258**	**3.3675**	**1.2636**	**4.6311**		**2,879.6353**	**2,879.6353**	**0.9313**		**2,899.1932**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0410	0.0679	0.5639	1.6100e-003	0.1483	9.7000e-004	0.1493	0.0393	9.0000e-004	0.0402		115.1626	115.1626	5.5600e-003		115.2793
Total	**0.0410**	**0.0679**	**0.5639**	**1.6100e-003**	**0.1483**	**9.7000e-004**	**0.1493**	**0.0393**	**9.0000e-004**	**0.0402**		**115.1626**	**115.1626**	**5.5600e-003**		**115.2793**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133			0.0000			0.0000
Off-Road	0.7250	14.8148	20.3762	0.0297		0.7854	0.7854		0.7854	0.7854	0.0000	2,879.6353	2,879.6353	0.9313		2,899.1932
Total	**0.7250**	**14.8148**	**20.3762**	**0.0297**	**2.5554**	**0.7854**	**3.3409**	**1.3133**	**0.7854**	**2.0988**	**0.0000**	**2,879.6353**	**2,879.6353**	**0.9313**		**2,899.1932**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0410	0.0679	0.5639	1.6100e-003	0.1483	9.7000e-004	0.1493	0.0393	9.0000e-004	0.0402		115.1626	115.1626	5.5600e-003		115.2793
Total	**0.0410**	**0.0679**	**0.5639**	**1.6100e-003**	**0.1483**	**9.7000e-004**	**0.1493**	**0.0393**	**9.0000e-004**	**0.0402**		**115.1626**	**115.1626**	**5.5600e-003**		**115.2793**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1113	19.0839	16.8084	0.0268		1.1128	1.1128		1.0465	1.0465		2,542.4799	2,542.4799	0.6194		2,555.4880
Total	**2.1113**	**19.0839**	**16.8084**	**0.0268**		**1.1128**	**1.1128**		**1.0465**	**1.0465**		**2,542.4799**	**2,542.4799**	**0.6194**		**2,555.4880**

3.4 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5411	2.5630	6.9393	8.2400e-003	0.2231	0.0358	0.2589	0.0637	0.0329	0.0966		765.4805	765.4805	6.2500e-003		765.6118
Worker	0.3445	0.5705	4.7365	0.0135	1.2457	8.1200e-003	1.2538	0.3304	7.5300e-003	0.3379		967.3659	967.3659	0.0467		968.3459
Total	**0.8856**	**3.1336**	**11.6758**	**0.0218**	**1.4688**	**0.0439**	**1.5126**	**0.3941**	**0.0404**	**0.4345**		**1,732.8464**	**1,732.8464**	**0.0529**		**1,733.9577**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6712	14.1741	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880
Total	**0.6712**	**14.1741**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,542.4799**	**2,542.4799**	**0.6194**		**2,555.4880**

3.4 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5411	2.5630	6.9393	8.2400e-003	0.2231	0.0358	0.2589	0.0637	0.0329	0.0966		765.4805	765.4805	6.2500e-003		765.6118
Worker	0.3445	0.5705	4.7365	0.0135	1.2457	8.1200e-003	1.2538	0.3304	7.5300e-003	0.3379		967.3659	967.3659	0.0467		968.3459
Total	**0.8856**	**3.1336**	**11.6758**	**0.0218**	**1.4688**	**0.0439**	**1.5126**	**0.3941**	**0.0404**	**0.4345**		**1,732.8464**	**1,732.8464**	**0.0529**		**1,733.9577**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8931	17.3403	16.5376	0.0268		0.9549	0.9549		0.8979	0.8979		2,542.7817	2,542.7817	0.6126		2,555.6462
Total	**1.8931**	**17.3403**	**16.5376**	**0.0268**		**0.9549**	**0.9549**		**0.8979**	**0.8979**		**2,542.7817**	**2,542.7817**	**0.6126**		**2,555.6462**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5159	2.0613	6.6715	8.2100e-003	0.2231	0.0314	0.2545	0.0637	0.0289	0.0926		763.8812	763.8812	6.2700e-003		764.0128
Worker	0.3212	0.5272	4.3742	0.0135	1.2457	8.0600e-003	1.2537	0.3304	7.4800e-003	0.3379		950.6417	950.6417	0.0441		951.5682
Total	**0.8371**	**2.5884**	**11.0457**	**0.0217**	**1.4688**	**0.0394**	**1.5082**	**0.3941**	**0.0363**	**0.4304**		**1,714.5229**	**1,714.5229**	**0.0504**		**1,715.5810**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6712	14.1741	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,542.7817	2,542.7817	0.6126		2,555.6462
Total	**0.6712**	**14.1741**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,542.7817**	**2,542.7817**	**0.6126**		**2,555.6462**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5159	2.0613	6.6715	8.2100e-003	0.2231	0.0314	0.2545	0.0637	0.0289	0.0926		763.8812	763.8812	6.2700e-003		764.0128
Worker	0.3212	0.5272	4.3742	0.0135	1.2457	8.0600e-003	1.2537	0.3304	7.4800e-003	0.3379		950.6417	950.6417	0.0441		951.5682
Total	**0.8371**	**2.5884**	**11.0457**	**0.0217**	**1.4688**	**0.0394**	**1.5082**	**0.3941**	**0.0363**	**0.4304**		**1,714.5229**	**1,714.5229**	**0.0504**		**1,715.5810**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2308	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	0.2201					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4509**	**12.6607**	**14.3528**	**0.0223**		**0.6652**	**0.6652**		**0.6120**	**0.6120**		**2,160.2530**	**2,160.2530**	**0.6987**		**2,174.9250**

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0628	0.5207	1.6100e-003	0.1483	9.6000e-004	0.1493	0.0393	8.9000e-004	0.0402		113.1716	113.1716	5.2500e-003		113.2819
Total	**0.0382**	**0.0628**	**0.5207**	**1.6100e-003**	**0.1483**	**9.6000e-004**	**0.1493**	**0.0393**	**8.9000e-004**	**0.0402**		**113.1716**	**113.1716**	**5.2500e-003**		**113.2819**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5490	11.0645	16.9276	0.0223		0.5982	0.5982		0.5982	0.5982	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	0.2201					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7691**	**11.0645**	**16.9276**	**0.0223**		**0.5982**	**0.5982**		**0.5982**	**0.5982**	**0.0000**	**2,160.2530**	**2,160.2530**	**0.6987**		**2,174.9250**

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0628	0.5207	1.6100e-003	0.1483	9.6000e-004	0.1493	0.0393	8.9000e-004	0.0402		113.1716	113.1716	5.2500e-003		113.2819
Total	**0.0382**	**0.0628**	**0.5207**	**1.6100e-003**	**0.1483**	**9.6000e-004**	**0.1493**	**0.0393**	**8.9000e-004**	**0.0402**		**113.1716**	**113.1716**	**5.2500e-003**		**113.2819**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	263.3885					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537
Total	**263.6074**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.8537**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.1046	0.8679	2.6800e-003	0.2472	1.6000e-003	0.2488	0.0656	1.4800e-003	0.0670		188.6194	188.6194	8.7500e-003		188.8032
Total	**0.0637**	**0.1046**	**0.8679**	**2.6800e-003**	**0.2472**	**1.6000e-003**	**0.2488**	**0.0656**	**1.4800e-003**	**0.0670**		**188.6194**	**188.6194**	**8.7500e-003**		**188.8032**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	263.3885					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0193		281.8537
Total	**263.4479**	**1.3570**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.8537**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.1046	0.8679	2.6800e-003	0.2472	1.6000e-003	0.2488	0.0656	1.4800e-003	0.0670		188.6194	188.6194	8.7500e-003		188.8032
Total	**0.0637**	**0.1046**	**0.8679**	**2.6800e-003**	**0.2472**	**1.6000e-003**	**0.2488**	**0.0656**	**1.4800e-003**	**0.0670**		**188.6194**	**188.6194**	**8.7500e-003**		**188.8032**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0123	6.9190	30.0675	0.0798	5.8025	0.1048	5.9073	1.5517	0.0967	1.6484		6,103.6316	6,103.6316	0.2118		6,108.0786
Unmitigated	3.0123	6.9190	30.0675	0.0798	5.8025	0.1048	5.9073	1.5517	0.0967	1.6484		6,103.6316	6,103.6316	0.2118		6,108.0786

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	882.57	882.57	882.57	2,732,912	2,732,912
Parking Lot	0.00	0.00	0.00		
Total	882.57	882.57	882.57	2,732,912	2,732,912

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	13.00	12.50	12.50	19.40	61.60	19.00	58	38	4
Parking Lot	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.454968	0.042327	0.214633	0.150226	0.067641	0.009835	0.017975	0.024142	0.002353	0.001408	0.008947	0.000814	0.004731

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2254	2.0488	1.7210	0.0123		0.1557	0.1557		0.1557	0.1557		2,458.5039	2,458.5039	0.0471	0.0451	2,473.4660
NaturalGas Unmitigated	0.3084	2.8037	2.3551	0.0168		0.2131	0.2131		0.2131	0.2131		3,364.4747	3,364.4747	0.0645	0.0617	3,384.9504

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	28598	0.3084	2.8037	2.3551	0.0168		0.2131	0.2131		0.2131	0.2131		3,364.4747	3,364.4747	0.0645	0.0617	3,384.9504
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.3084**	**2.8037**	**2.3551**	**0.0168**		**0.2131**	**0.2131**		**0.2131**	**0.2131**		**3,364.4747**	**3,364.4747**	**0.0645**	**0.0617**	**3,384.9504**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	20.8973	0.2254	2.0488	1.7210	0.0123		0.1557	0.1557		0.1557	0.1557		2,458.5039	2,458.5039	0.0471	0.0451	2,473.4660
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2254**	**2.0488**	**1.7210**	**0.0123**		**0.1557**	**0.1557**		**0.1557**	**0.1557**		**2,458.5039**	**2,458.5039**	**0.0471**	**0.0451**	**2,473.4660**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.7089	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790
Unmitigated	7.8635	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.4432					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.4170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2500e-003	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790
Total	**7.8635**	**3.2000e-004**	**0.0350**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0749**	**0.0749**	**2.0000e-004**		**0.0790**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.4170					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2500e-003	3.2000e-004	0.0350	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0749	0.0749	2.0000e-004		0.0790
Total	**6.7089**	**3.2000e-004**	**0.0350**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0749**	**0.0749**	**2.0000e-004**		**0.0790**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Paso Robles Resort Hotel - Existing Residential at Buildout

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,195.00	3

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	488.3	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes year 2022 operations. Construction does not apply.

Land Use - Existing residential 1195sf floor area.

Construction Phase - Const. does not apply.

Off-road Equipment - .

Trips and VMT - .

Demolition - .

Grading - .

Vehicle Trips - Based on default trip-gen.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - .

Construction Off-road Equipment Mitigation - .

Area Mitigation - .

Energy Mitigation -

Water Mitigation - .

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	1.00
tblLandUse	LandUseSquareFeet	1,800.00	1,195.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	488.3
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2022

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.9500e-003	1.6000e-004	0.0136	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0222	0.0222	2.0000e-005	0.0000	0.0227
Energy	1.9000e-004	1.6300e-003	6.9000e-004	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	3.4494	3.4494	1.1000e-004	5.0000e-005	3.4673
Mobile	5.2200e-003	0.0115	0.0496	1.3000e-004	9.1200e-003	1.7000e-004	9.2900e-003	2.4400e-003	1.6000e-004	2.6000e-003	0.0000	9.0275	9.0275	3.2000e-004	0.0000	9.0341
Waste						0.0000	0.0000		0.0000	0.0000	0.2497	0.0000	0.2497	0.0148	0.0000	0.5596
Water						0.0000	0.0000		0.0000	0.0000	0.0207	0.1099	0.1306	2.1300e-003	5.0000e-005	0.1912
Total	**0.0124**	**0.0133**	**0.0639**	**1.4000e-004**	**9.1200e-003**	**3.8000e-004**	**9.5000e-003**	**2.4400e-003**	**3.7000e-004**	**2.8100e-003**	**0.2704**	**12.6091**	**12.8794**	**0.0173**	**1.0000e-004**	**13.2749**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.9500e-003	1.6000e-004	0.0136	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0222	0.0222	2.0000e-005	0.0000	0.0227
Energy	1.9000e-004	1.6300e-003	6.9000e-004	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	3.4494	3.4494	1.1000e-004	5.0000e-005	3.4673
Mobile	5.2200e-003	0.0115	0.0496	1.3000e-004	9.1200e-003	1.7000e-004	9.2900e-003	2.4400e-003	1.6000e-004	2.6000e-003	0.0000	9.0275	9.0275	3.2000e-004	0.0000	9.0341
Waste						0.0000	0.0000		0.0000	0.0000	0.2497	0.0000	0.2497	0.0148	0.0000	0.5596
Water						0.0000	0.0000		0.0000	0.0000	0.0207	0.1099	0.1306	2.1300e-003	5.0000e-005	0.1912
Total	**0.0124**	**0.0133**	**0.0639**	**1.4000e-004**	**9.1200e-003**	**3.8000e-004**	**9.5000e-003**	**2.4400e-003**	**3.7000e-004**	**2.8100e-003**	**0.2704**	**12.6091**	**12.8794**	**0.0173**	**1.0000e-004**	**13.2748**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/2/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.2200e-003	0.0115	0.0496	1.3000e-004	9.1200e-003	1.7000e-004	9.2900e-003	2.4400e-003	1.6000e-004	2.6000e-003	0.0000	9.0275	9.0275	3.2000e-004	0.0000	9.0341
Unmitigated	5.2200e-003	0.0115	0.0496	1.3000e-004	9.1200e-003	1.7000e-004	9.2900e-003	2.4400e-003	1.6000e-004	2.6000e-003	0.0000	9.0275	9.0275	3.2000e-004	0.0000	9.0341

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	9.57	10.08	8.77	24,217	24,217
Total	9.57	10.08	8.77	24,217	24,217

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	13.00	5.00	5.00	35.80	21.00	43.20	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.454968	0.042327	0.214633	0.150226	0.067641	0.009835	0.017975	0.024142	0.002353	0.001408	0.008947	0.000814	0.004731

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1.5666	1.5666	7.0000e-005	2.0000e-005	1.5730
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1.5666	1.5666	7.0000e-005	2.0000e-005	1.5730
NaturalGas Mitigated	1.9000e-004	1.6300e-003	6.9000e-004	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8828	1.8828	4.0000e-005	3.0000e-005	1.8943
NaturalGas Unmitigated	1.9000e-004	1.6300e-003	6.9000e-004	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8828	1.8828	4.0000e-005	3.0000e-005	1.8943

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	35283	1.9000e-004	1.6300e-003	6.9000e-004	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8828	1.8828	4.0000e-005	3.0000e-005	1.8943
Total		**1.9000e-004**	**1.6300e-003**	**6.9000e-004**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**	**0.0000**	**1.8828**	**1.8828**	**4.0000e-005**	**3.0000e-005**	**1.8943**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	35283	1.9000e-004	1.6300e-003	6.9000e-004	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8828	1.8828	4.0000e-005	3.0000e-005	1.8943
Total		**1.9000e-004**	**1.6300e-003**	**6.9000e-004**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**	**0.0000**	**1.8828**	**1.8828**	**4.0000e-005**	**3.0000e-005**	**1.8943**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	7072.94	1.5666	7.0000e-005	2.0000e-005	1.5730
Total		**1.5666**	**7.0000e-005**	**2.0000e-005**	**1.5730**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	7072.94	1.5666	7.0000e-005	2.0000e-005	1.5730
Total		**1.5666**	**7.0000e-005**	**2.0000e-005**	**1.5730**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.9500e-003	1.6000e-004	0.0136	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0222	0.0222	2.0000e-005	0.0000	0.0227
Unmitigated	6.9500e-003	1.6000e-004	0.0136	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0222	0.0222	2.0000e-005	0.0000	0.0227

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.8700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.1000e-004	1.6000e-004	0.0136	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0222	0.0222	2.0000e-005	0.0000	0.0227
Total	**6.9500e-003**	**1.6000e-004**	**0.0136**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0222**	**0.0222**	**2.0000e-005**	**0.0000**	**0.0227**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.8700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.1000e-004	1.6000e-004	0.0136	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0222	0.0222	2.0000e-005	0.0000	0.0227
Total	**6.9500e-003**	**1.6000e-004**	**0.0136**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0222**	**0.0222**	**2.0000e-005**	**0.0000**	**0.0227**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.1306	2.1300e-003	5.0000e-005	0.1912
Unmitigated	0.1306	2.1300e-003	5.0000e-005	0.1912

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	0.065154 / 0.0410754	0.1306	2.1300e-003	5.0000e-005	0.1912
Total		**0.1306**	**2.1300e-003**	**5.0000e-005**	**0.1912**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	0.065154 / 0.0410754	0.1306	2.1300e-003	5.0000e-005	0.1912
Total		**0.1306**	**2.1300e-003**	**5.0000e-005**	**0.1912**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.2497	0.0148	0.0000	0.5596
Unmitigated	0.2497	0.0148	0.0000	0.5596

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.5596
Total		**0.2497**	**0.0148**	**0.0000**	**0.5596**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.5596
Total		**0.2497**	**0.0148**	**0.0000**	**0.5596**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Paso Robles Resort Hotel - Existing Residential at Buildout

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,195.00	3

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	488.3	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes year 2022 operations. Construction does not apply.

Land Use - Existing residential 1195sf floor area.

Construction Phase - Const. does not apply.

Off-road Equipment - .

Trips and VMT - .

Demolition - .

Grading - .

Vehicle Trips - Based on default trip-gen.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - .

Construction Off-road Equipment Mitigation - .

Area Mitigation - .

Energy Mitigation -

Water Mitigation - .

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	1.00
tblLandUse	LandUseSquareFeet	1,800.00	1,195.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	488.3
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2022

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0383	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1516
Energy	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416
Mobile	0.0299	0.0632	0.2702	7.8000e-004	0.0544	1.0000e-003	0.0554	0.0146	9.2000e-004	0.0155		59.5032	59.5032	2.0200e-003		59.5457
Total	**0.0692**	**0.0731**	**0.3565**	**8.4000e-004**	**0.0544**	**2.1800e-003**	**0.0566**	**0.0146**	**2.1000e-003**	**0.0166**	**0.0000**	**71.0242**	**71.0242**	**2.3800e-003**	**2.1000e-004**	**71.1389**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0383	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1516
Energy	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416
Mobile	0.0299	0.0632	0.2702	7.8000e-004	0.0544	1.0000e-003	0.0554	0.0146	9.2000e-004	0.0155		59.5032	59.5032	2.0200e-003		59.5457
Total	**0.0692**	**0.0731**	**0.3565**	**8.4000e-004**	**0.0544**	**2.1800e-003**	**0.0566**	**0.0146**	**2.1000e-003**	**0.0166**	**0.0000**	**71.0242**	**71.0242**	**2.3800e-003**	**2.1000e-004**	**71.1389**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/2/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0299	0.0632	0.2702	7.8000e-004	0.0544	1.0000e-003	0.0554	0.0146	9.2000e-004	0.0155		59.5032	59.5032	2.0200e-003		59.5457
Unmitigated	0.0299	0.0632	0.2702	7.8000e-004	0.0544	1.0000e-003	0.0554	0.0146	9.2000e-004	0.0155		59.5032	59.5032	2.0200e-003		59.5457

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	9.57	10.08	8.77	24,217	24,217
Total	9.57	10.08	8.77	24,217	24,217

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	13.00	5.00	5.00	35.80	21.00	43.20	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.454968	0.042327	0.214633	0.150226	0.067641	0.009835	0.017975	0.024142	0.002353	0.001408	0.008947	0.000814	0.004731

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416
NaturalGas Unmitigated	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	96.6656	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416
Total		**1.0400e-003**	**8.9100e-003**	**3.7900e-003**	**6.0000e-005**		**7.2000e-004**	**7.2000e-004**		**7.2000e-004**	**7.2000e-004**		**11.3724**	**11.3724**	**2.2000e-004**	**2.1000e-004**	**11.4416**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0.0966656	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416
Total		**1.0400e-003**	**8.9100e-003**	**3.7900e-003**	**6.0000e-005**		**7.2000e-004**	**7.2000e-004**		**7.2000e-004**	**7.2000e-004**		**11.3724**	**11.3724**	**2.2000e-004**	**2.1000e-004**	**11.4416**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0383	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1516
Unmitigated	0.0383	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1516

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0102					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0256					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4900e-003	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1516
Total	**0.0383**	**9.5000e-004**	**0.0826**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1516**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0102					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0256					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4900e-003	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1516
Total	**0.0383**	**9.5000e-004**	**0.0826**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1516**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Paso Robles Resort Hotel - Existing Residential at Buildout

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,195.00	3

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MWhr)	488.3	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes year 2022 operations. Construction does not apply.

Land Use - Existing residential 1195sf floor area.

Construction Phase - Const. does not apply.

Off-road Equipment - .

Trips and VMT - .

Demolition - .

Grading - .

Vehicle Trips - Based on default trip-gen.

Vechicle Emission Factors - Vehicle fleet mix based on model defaults (conservative).

Vechicle Emission Factors -

Vechicle Emission Factors -

Energy Use - Includes RPS adjustment.

Sequestration - .

Construction Off-road Equipment Mitigation - .

Area Mitigation - .

Energy Mitigation -

Water Mitigation - .

Waste Mitigation - Assumes minimum 25% diversion rate per state requirements.

Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	1.00
tblLandUse	LandUseSquareFeet	1,800.00	1,195.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	488.3
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2022

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0383	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1516
Energy	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416
Mobile	0.0323	0.0671	0.3031	7.5000e-004	0.0544	1.0000e-003	0.0554	0.0146	9.2000e-004	0.0155		57.5535	57.5535	2.0300e-003		57.5961
Total	**0.0716**	**0.0770**	**0.3895**	**8.1000e-004**	**0.0544**	**2.1800e-003**	**0.0566**	**0.0146**	**2.1000e-003**	**0.0167**	**0.0000**	**69.0745**	**69.0745**	**2.3900e-003**	**2.1000e-004**	**69.1893**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0383	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1516
Energy	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416
Mobile	0.0323	0.0671	0.3031	7.5000e-004	0.0544	1.0000e-003	0.0554	0.0146	9.2000e-004	0.0155		57.5535	57.5535	2.0300e-003		57.5961
Total	**0.0716**	**0.0770**	**0.3895**	**8.1000e-004**	**0.0544**	**2.1800e-003**	**0.0566**	**0.0146**	**2.1000e-003**	**0.0167**	**0.0000**	**69.0745**	**69.0745**	**2.3900e-003**	**2.1000e-004**	**69.1893**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/2/2017	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0323	0.0671	0.3031	7.5000e-004	0.0544	1.0000e-003	0.0554	0.0146	9.2000e-004	0.0155		57.5535	57.5535	2.0300e-003		57.5961
Unmitigated	0.0323	0.0671	0.3031	7.5000e-004	0.0544	1.0000e-003	0.0554	0.0146	9.2000e-004	0.0155		57.5535	57.5535	2.0300e-003		57.5961

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	9.57	10.08	8.77	24,217	24,217
Total	9.57	10.08	8.77	24,217	24,217

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	13.00	5.00	5.00	35.80	21.00	43.20	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.454968	0.042327	0.214633	0.150226	0.067641	0.009835	0.017975	0.024142	0.002353	0.001408	0.008947	0.000814	0.004731

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416
NaturalGas Unmitigated	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	96.6656	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416
Total		**1.0400e-003**	**8.9100e-003**	**3.7900e-003**	**6.0000e-005**		**7.2000e-004**	**7.2000e-004**		**7.2000e-004**	**7.2000e-004**		**11.3724**	**11.3724**	**2.2000e-004**	**2.1000e-004**	**11.4416**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0.0966656	1.0400e-003	8.9100e-003	3.7900e-003	6.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004		11.3724	11.3724	2.2000e-004	2.1000e-004	11.4416
Total		**1.0400e-003**	**8.9100e-003**	**3.7900e-003**	**6.0000e-005**		**7.2000e-004**	**7.2000e-004**		**7.2000e-004**	**7.2000e-004**		**11.3724**	**11.3724**	**2.2000e-004**	**2.1000e-004**	**11.4416**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0383	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1516
Unmitigated	0.0383	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1516

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0102					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0256					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4900e-003	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1516
Total	**0.0383**	**9.5000e-004**	**0.0826**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1516**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0102					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0256					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4900e-003	9.5000e-004	0.0826	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1516
Total	**0.0383**	**9.5000e-004**	**0.0826**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1516**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Biological Report

for

Destino Paso

APN 025-436-029, -030

City of Paso Robles

Prepared for

Destino Paso
3350 Airport Road
Paso Robles, CA 93446

by

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BIOLOGICAL AND ENVIRONMENTAL SERVICES
1602 Spring Street
Paso Robles, CA 93446
(805) 237-9626

June 2016

935.01

Table of Contents

List of Tables

List of Figures

Cover Page: View west at the proposed location of Hotel 3. March 17, 2016.

Synopsis

- This biological report provides information regarding botanical and zoological resources on a 40.36 acre Study Area (APN 025-436-029 and -030) located on Airport Road in the City of Paso Robles, San Luis Obispo County, California.
- The proposed project is development of a hotel complex consisting of three separate buildings and associated infrastructure.
- Habitat types identified and mapped in the Study Area consist of irrigated pasture, anthropogenic, annual grassland, blue oak woodland, seasonal pond, wetland, and riparian.
- Botanical surveys identified 155 species, subspecies and varieties of vascular plants in the Study Area. Appropriate habitat and soil conditions are present for 7 special status plants.
- Seven special status plants and eleven special status animals have the potential to occur on the property. No special status plants or animals were found on the property during our surveys.
- Wildlife species detected in the Study Area includes 2 invertebrates, 3 amphibians, 2 reptiles, 21 birds, and 6 mammals. Appropriate habitat and soil conditions are present on the property for 7 special status animal species. No state or federally listed animals have been detected in the Study Area
- Biological resources that could be impacted by the proposed development include grasslands, oak trees, nesting birds, and common wildlife. Mitigation measures are provided for each biological resource that could be impacted by the project.

1.0 Introduction

This report provides information regarding biological resources associated with a 40.36-acre site (Study Area) on Airport Road in the City of Paso Robles, San Luis Obispo County. Results are reported for botanical and wildlife surveys of the Study Area conducted in 2005, 2006, 2007 and 2016. A habitat inventory and results of database and literature searches for special status species reports within a nine 7.5-minute United States Geological Survey (USGS) quadrangle search area of the Study Area are also included. Special status species that could occur in the Study Area or be affected by the proposed project are discussed, and lists of plant and animal species that were identified or are expected in the Study Area are provided.

We provide agencies and stakeholders with information regarding biological resources in the Study Area, and assess potential impacts to biological resources that could occur from the proposed project. An evaluation of the effect of the proposed project on biological resources is included, and mitigation measures are provided.

1.1 Project Location and Description

The Study Area is 40.36 acres located in the northeastern corner of the City of Paso Robles in San Luis Obispo County, California. The site is situated on the east side of Airport Road, north of Highway 46 East, in the Paso Robles United States Geological Survey (USGS) 7.5 minute quadrangle (Figure 1, Exhibit A). Approximate coordinates for the center of the Study Area are N35° 39' 5" / W120° 38' 13". Elevation varies from 720 to 825 feet above sea level.

The proposed project is a hotel development consisting of three separate buildings, roads, parking areas, and courtyards and swimming pools adjacent to hotel buildings. Landscaping includes the addition of trees to the property along roads and parking areas. The proposed development would encompass 8.4 acres of the 40 acre study area. A site plan is provided in Exhibit A.

1.2 Responsible Parties

TABLE 1. RESPONSIBLE PARTIES. Contact information for the applicant/Owner, Agent, Engineer, Biological Consultant, and Lead Agency, are provided.

<table>
<tr><th colspan="2">Applicant/Owner</th></tr>
<tr><td colspan="2">Karen Stier
4301 Valley Meadow Road
Encino, CA 91436</td></tr>
<tr><th>Architect</th><th>Engineer</th></tr>
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Contact: Larry Werner</td></tr>
<tr><th>Biological Consultant</th><th>Lead Agency</th></tr>
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805-467-1041
Contact: Daniel E. Meade</td><td>City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446
805-227-7276</td></tr>
</table>

2.0 Methods

The Study Area was initially surveyed for biological resources in 2005, 2006 and 2007 by Althouse and Meade, Inc. biologists. Fieldwork conducted in March and April 2016 constitutes an update to the biological resources that occur within the Study Area (Table 1). Field work was conducted in 2016 by biologists Jason Dart, Monica Brick, and Matthew Beyers during daylight hours. Surveys were conducted throughout the property to compile species lists and search for rare plants and animals. Habitat types on the property were inspected, described, and mapped. All plant and animal species observed on the site were identified and recorded. Wildlife observations, including animal presence, nests, tracks, and sign, were documented. Birds were identified by sight (using 10 power binoculars) and vocalizations. Aquatic organisms were sampled using fine mesh dip nets.

Identification of botanical resources included field observations and laboratory analysis of collected material. Botanical surveys were conducted according to agency guidelines (USFWS 2000, California Department of Fish and Game [CDFG] 2009, and CNPS 2001) and were appropriately timed to identify a majority of the special status plant species known from the region that have potential to occur in the Study Area. Botanical nomenclature used in this document follows the Jepson Manual, Second Edition (Baldwin et al. 2012).

Mapping efforts utilized hand notation on recent land survey and aerial photos. Maps were created using aerial photo interpretation, field notation, and GPS data imported to ArcGIS 10, a Geographic Information System (GIS) software program. Data were overlaid on a 2014 National Agriculture Imagery Program (NAIP) aerial of San Luis Obispo County (USDA 2014). Biological resource constraints were mapped in the field on site. Hand notation on field maps was incorporated into point and polygon layers and overlaid on high resolution aerial photographs.

We conducted a search of the California Natural Diversity Database (CNDDB March 17, 2016 data) and the California Native Plant Society (CNPS) On-line Inventory of Rare and Endangered Plants of California for special status species known to occur in the nine USGS 7.5-minute quadrangles surrounding the Study Area: Creston, Templeton, Estrella, Ranchito Canyon, San Miguel, Bradley, Adelaida, York Mountain, and Paso Robles.

Special status species lists produced by database and literature searches were cross-referenced with the described habitat types in the Study Area to identify all potential special status species that could occur on or near the Study Area. Each special status species that could occur on or near the Study Area is individually discussed (see Sections 4.4 and 4.6).

TABLE 2 . BIOLOGICAL SURVEYS. Biological survey dates, times, weather observations, and biologist(s) are provided.

Survey Date	Start Time Stop Time	Temp.	Wind	Weather Observations	Biologist(s)
11/17/05	0800 - 1100	65 °F	0-5 mph	Sunny	J. Dart
1/5/06	1530 - 1700	62 °F	0-5 mph	Sunny with high clouds	J. Dart
2/10/06	1500 - 1630	60 °F	0-5 mph	Mostly sunny, few clouds	J. Dart
2/27/06	1400 - 1530	60 °F	10-15 mph	Storm clouds, light rain	D. Meade J. Dart
3/30/06	1100 - 1400	58 °F	10-15 mph	Windy and stormy	J. Dart
5/2/06	0800 - 0930	57 °F	0-5 mph	Sunny	J. Dart
5/31/06	1300 - 1400	78 °F	5-10 mph	Sunny and warm	J. Dart M. Perry
7/31/06	1030 - 1130	88 °F	0-5 mph	Sunny and hot	J. Dart
8/29/07	1130 - 1300	95 °F	0 mph	Sunny and hot	D. Meade
3/1/16	10:05 – 10:40-	60 °F	0-5 mph	Sunny with high clouds	D. Meade
3/17/16	1130 - 1300	75 F	0-5 mph	Sunny and warm	M. Brick J. Dart
4/18/16	0845 - 1100	70 F	0-5 mph	Sunny and warm	M. Brick M. Beyers

3.0 Environmental Setting

The Study Area is situated on alluvial terraces on the east side of Huerhuero Creek in the northeastern corner of the City of Paso Robles. The eastern end of the site is on the terrace, and the western portion slopes down to include a small section of Huerhuero Creek, west of Airport Road. Most of the Study Area is annual grassland habitat. One existing residence with several detached outbuildings is located on the southwest corner of the site, with another residence and a large detached shop located at the northeast end of the site. Numerous large valley and blue oaks are scattered in the grassland habitat. Photographs of the Study Area are provided in Exhibit B.

Two drainages pass through the Study Area, each with a man-made seasonal stock pond. The main drainage flows northwest through the center of the site. Surface flows are seasonal, but standing water may be present into late spring or early summer. A smaller drainage meanders through the adjacent RV park and enters the Study Area from the south, terminating at large pond. The riparian canopy is open, consisting of blue and valley oaks. This pond is the larger of the two ponds on the site. . A large cottonwood tree is in the center of the pond. Additionally, Huerhuero Creek passes through the northwest corner of the Study Area and an ephemeral drainage passes through the northeast corner. The smaller pond is located along the main drainage, east of the existing residence. An earthen dam occasionally breaches, spilling water through an irrigated pasture to a storm drain at Airport Road. During the 2016 surveys, no water was observed in the drainage or the smaller pond. The main drainage is shaded by a blue oak woodland canopy covering the north-facing slope and drainage bottom. The entire length of the drainage is approximately 0.5 mile, extending east of the Study Area into adjacent rangeland.

The main entrance road to the development and a large building pad were graded during the winter of 2005-06 and a residence was built.

3.1 Soils

The soils map in the United States Department of Agriculture (USDA) Soil Survey of San Luis Obispo County, California, Paso Robles Area (1984) delineates four soil map units on the property (Figure 3): Arbuckle-Positas complex with 9 to 15 percent slopes (102), Arbuckle-Positas complex with 30 to 50 percent slopes (104), Arbuckle-San Ysidro complex with 2 to 9 percent slopes (106), and Xerofluvents-Riverwash association.

Soil map units typically encompass one or two dominant soils that cover more than 50 percent of the mapped area, and one to several soils that occur in small patches not differentiated in mapping at the 1 to 24,000 scale used for Natural Resource Conservation Service (NRCS) soil maps. Due to the procedures followed in making a soil survey, users of soil survey data are cautioned that not all areas included within a soil survey are closely sampled using soil pits and site descriptions, and a specific site may not have been sampled at all. Therefore, care must be taken in drawing conclusions regarding site-specific soil resources based solely on NRCS soil survey work. Digitized spatial data from the Paso Robles Area are shown as an overlay of soil map units on an aerial photo of the region with the following caution from NRCS regarding maps: "Enlargement of these maps…could cause misunderstanding of the detail of mapping. If enlarged, maps do not show the small areas of contrasting soils that could have been shown at a larger scale."

The Arbuckle-Positas complex with 9 to 15 percent slopes (102) consists of approximately 40 percent Arbuckle fine sandy loam and 30 percent Positas coarse sandy loam. Both are very deep, well drained soils formed in alluvium from mixed rocks. The Arbuckle soil has moderately slow permeability and moderate to high available water capacity. The Positas soil has very slow permeability and moderate to high available water capacity. Also included in this map unit are areas of Greenfield fine sandy loam, Cropley clay, and Hanford fine sandy loam. This map unit occurs on flat areas on the west side of the property.

The Arbuckle-Positas complex with 30 to 50 percent slopes (104) consists of approximately 40 percent Arbuckle fine sandy loam and 30 percent Positas coarse sandy loam. These soil phases are very similar to Arbuckle-Positas soils on 9 to 15 percent slopes; they are very deep, well drained, and have a moderate to high available water capacity. Included in this complex in mapping are 15 percent Shimmon loam on north slopes, 10 percent soil similar to Positas coarse sandy loam except with a very gravelly sandy clay subsoil, and 5 percent small areas of Ayar silty clay, Balcom loam, Greenfield fine sandy loam, Linne Shaly clay loam, Nacimiento silty clay loam, and Badland. This map unit, with steeper slopes, encompasses the west facing slope in the north-half of the property, as well as the oak woodland drainage in the center of the property.

The Arbuckle-San Ysidro complex, with 2 to 9 percent slopes (106) consists of approximately 40 percent Arbuckle fine sandy loam and 20 percent San Ysidro loam. The Arbuckle soil is a very deep, well-drained soil formed in alluvium from mixed rocks. It has a moderately slow permeability and a moderate to high available water capacity. The San Ysidro soil is a very deep soil also formed in alluvium. It is moderately well drained, with very slow permeability and moderate to high available water capacity. Also included in this map unit are areas of Greenfield fine sandy loam, Hanford fine sandy loam, Cropley clay, Rincon clay loam, and Ryer clay loam. The Arbuckle-San Ysidro complex is found on the terrace at the northeast end of the property, supporting annual grassland habitat.

Xerofluvents-Riverwash association (212) consists of soils and barren areas on flood plains. The complex consists of approximately 50 percent xerofluvents and 30 percent riverwash. Xerofluvents occur on the flood plains and generally flood twice every four years. Riverwash is on barren areas in and along stream channels, flooding annually. Included in this map unit are areas of Elder loam, Metz loamy sand, and Tujunga fine sand. Xerofluvents-riverwash association occurs in Huerhuero Creek. The northwest property corner includes a small portion of this soil map unit.

3.2 Habitat Types

Seven habitat types occur in the Study Area: irrigated pasture, anthropogenic, annual grassland, blue oak woodland, seasonal pond, wetland, and riparian. Vernal pools were not observed on the property during our surveys.

3.2.1 Irrigated pasture

West of the existing residence is approximately 0.9 acres of irrigated pasture. The dominant grass species is Bermuda grass (*Cynodon dactylon*). Curly dock (*Rumex crispus*), dandelion (*Taraxacum officinale*), and clover (*Trifolium* sp.) are also present. The pasture was formally heavily grazed, although no stock animals were present during our 2016 survey.

3.2.2 Anthropogenic

The residential area surrounding the existing home is landscaped with ornamental species and a lawn. A gravel driveway and detached sheds are also present. Plants growing in this area are weedy species typical of urban and rural areas. The main entrance road from Airport Road and new residence and shop are surrounded by annual grassland. This habitat type, covering approximately 5.4 acres of the property, is described as an anthropogenic habitat (a habitat shaped by human use).

3.2.3 Annual grassland

Annual grassland habitat occurs on ±26.5 acres of the Study Area, encompassing flat terraces and moderate to steep slopes. The annual grassland is composed of non-native annual grass species, including soft chess brome (*Bromus hordeaceus*), wild oats (*Avena fatua, A. barbata*), foxtail barley (*Hordeum murinum*), annual fescue (*Vulpia myuros*), and nit grass (*Gastridium ventricosum*). Purple needlegrass (*Nassella pulchra*), a native bunchgrass, is present on steep slopes that have not been heavily grazed by cattle. Medusa-head (*Taeniatherum caput-medusae*) is an extremely invasive annual grass that occurs in small areas of the grassland habitat. Its long awns make it unpalatable by cattle. Typical forbs in the grassland habitat include vinegar weed (*Trichostema lanceolatum*), red maids (*Calandrinia ciliata*), dove weed (*Eremocarpus setigerus*), and Salinas tarplant (*Hemizonia pentactis*).

3.2.4 Blue oak woodland

Blue oak (*Quercus douglasii*) woodland habitat occurs in the main drainage passing through the center of the property. The oaks are mostly on the north-facing slope and drainage bottom, with some trees occurring up the south-facing slope. The woodland canopy is contiguous, shading the creek and understory vegetation. The understory is composed entirely of grasses and herbaceous forbs such as melic grass (*Melica imperfecta*), elegant clarkia (*Clarkia unguiculata*), phlox-leaved bedstraw (*Galium andrewsii*), and golden stars (*Bloomeria crocea*). The shrub layer has been removed by heavy grazing pressure. The trees are similarly aged with few seedlings or younger trees. A small area of blue oak woodland is present in a swale originating in the far northeastern property corner, and in a separate swale at the southwest corner of the property. Oak trees on the property appear healthy, and provide foraging and nesting habitat for a variety of wildlife. Blue oak woodland comprises approximately six acres of the site.

3.2.5 Seasonal pond

A total of approximately 0.5 acre of seasonal pond habitat, comprised of two man-made stock ponds, is present in the Study Area. Both ponds are located in drainages and are created by earthen dams. Seasonal water is present in most years.

3.2.6 Wetland

Wetland conditions observed in the Study Area are associated with drainages and ponds and generally consist of seasonally moist areas supporting hydrophytic plant species such as annual beardgrass (*Polypogon monspeliensis*), Mexican rush (*Juncus mexicanus*), spikerush (*Eleocharis macrostachya, E. parishii*), toad rush (*Juncus bufonius*), loosestrife (*Lythrum hyssopifolium*) and others. A potential wetland area is indicated on Figure 6. A formal wetland delineation conducted according to the standards of the U.S. Army Corps of Engineers would determine whether this area is a jurisdictional wetland. The proposed project as currently designed would not affect potential wetland area, therefore a wetland delineation is not recommended.

3.2.7 Riparian

Riparian vegetation in the Study Area is very limited. The drainages are shaded by oak canopy with a few scattered willows in the main drainage. The property includes a small portion of the eastern shoreline of Huerhuero Creek, on the west side of Airport Road. Fremont cottonwood (*Populus fremontii*) trees are present, with an herbaceous assemblage of Mugwort (*Artemisia douglasiana*), California rose (*Rosa californica*), and other weedy species.

4.0 Results

4.1 Special Status Plant Species

4.1.1 Introduction to California rare plant ranks

Plant species are considered rare when their distribution is confined to localized areas, when there is a threat to their habitat, when they are declining in abundance, or when they are threatened in a portion of their range. The California Rare Plant Rank (CRPR) categories range from species with a low threat (CRPR 4) to species that are presumed extinct (CRPR 1A). The plants of CRPR 1B are rare throughout their range. All but a few species are endemic to California. All of them are judged to be vulnerable under present circumstances, or to have a high potential for becoming vulnerable.

4.1.2 Introduction to CNDDB definitions

"Special Plants" is a broad term used to refer to all the plant taxa inventoried by the CNDDB, regardless of their legal or protection status (CDFW 2016). Special plants include vascular plants and high priority bryophytes (mosses, liverworts, and hornworts).

4.1.3 Potential special status plant list

Table 3 lists the 39 special status plant species reported from the 9 quads surrounding the Study Area. Federal and California State status, and CNPS rank status for each species are given. Typical blooming period, habitat preference, potential habitat on-site, and whether or not the species was observed on the Study Area are also provided.

TABLE 3 . SPECIAL STATUS PLANT LIST. The 39 special status plants reported from the region are listed. Potentially suitable habitat is present in the Study Area for seven special status plant species.

	Common and Scientific Names	Fed/State Status CRPR	Blooming Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
1.	**Bristlecone Fir** *Abies bracteata*	None/None 1B.3	n/a	Lower montane coniferous forest. Rocky sites in Monterey and SLO Counties. 210-1600 m.	No. Appropriate habitat is not present.	No	No Effect
2.	**Douglas' Fiddleneck** *Amsinckia douglasiana*	None/None 4.2	March – June	Unstable shaly sedimentary slopes; (100) 150–1600 m. SCoR, w WTR	No. Appropriate habitat is not present.	No	No Effect
3.	**Oval-leaved Snapdragon** *Antirrhinum ovatum*	None/None 4.2	May - November	Heavy, adobe-clay soils on gentle, open slopes, also disturbed areas; 200-1000 m. s SnJV, s SCoRI	No. Recorded on the Chandler Ranch in 1991, but not reported there since. Appropriate soils not found on site.	No	No Effect
4.	**Indian Valley Spineflower** *Aristocapsa insignis*	None/None 1B.2	May - September	Foothill woodland; 300-600 m. SCoRI (Monterey, SLO Counties)	Yes. Appropriate gravelly substrates are present on slopes on the property.	No	No Effect
5.	**Round-leaved Filaree** *California macrophylla*	None/None 1B.2	March - May	Clay soils in cismontane woodland, valley and foothill grassland; 15-1200 m. ScV, n SnJV, CW, SCo, n ChI	No. Appropriate clay soils are not present on the site.	No	No Effect
6.	**La Panza Mariposa-lily** *Calochortus simulans*	None/None 1B.3	April - May	Grassland, oak woodland & pine forest, on sand, granite, or serpentine; <1100 m. Endemic to SLO County	No. Appropriate soils are not present on the site.	No	No Effect
7.	**Dwarf Calycadenia** *Calycadenia villosa*	None/None 1B.1	May - October	Dry, rocky hills, ridges, in chaparral, woodland, meadows and seeps; <1100 m. c&s SCoRO	Yes. Appropriate gravelly substrates are present on slopes on the site.	No	No Effect

	Common and Scientific Names	Fed/State Status CRPR	Blooming Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
8.	**Santa Cruz Mountains Pussypaws** *Calyptridium parryi* var. *hesseae*	None/None 1B.1	May – August	Sandy or gravelly openings in chaparral and cismontane woodland. 700-1100 m.	Unlikely. Potential habitat present, but outside the known range of the variety.	No	No Effect
9.	**Hardham's Evening-primrose** *Camissoniopsis hardhamiae*	None/None 1B.2	April - May	Decomposed carbonate soils, in chaparral, cismontane woodland. Monterey, SLO Counties	Unlikely. Appropriate carbonate soils are not present on site.	No	No Effect
10.	**San Luis Obispo Owl's-clover** *Castilleja densiflora* var. *obispoensis*	None/None 1B.2	April	Coastal grassland, <100 m. Endemic to SLO County.	Yes. Appropriate habitat is present on the site.	No	No Effect
11.	**Lemmon's Jewelflower** *Caulanthus coulteri* var. *lemmonii*	None/None 1B.2	March – May	Dry, exposed slopes, grassland, chaparral, scrub; 80-1100 m. sw SnJv, se SnFrb, e SCoRO, SCoRI	Yes. Appropriate gravelly soils are present on slopes on the site.	No	No Effect
12.	**Santa Lucia Purple Amole** *Chlorogalum purpureum* var. *purpureum*	FT/None 1B.1	April - June	Cismontane woodland, valley and foothill grassland, often with blue oaks. 300-330 m. Monterey, SLO Counties	Unlikely. Potentially suitable habitat is present, but the site is outside the known range for the variety.	No	No Effect
13.	**Straight-awned Spineflower** *Chorizanthe rectispina*	None/None 1B.3	May - July	Chaparral, dry woodland in sandy soil; 200-600 m. SCoRO	No. Appropriate soils are not present on the site.	No	No Effect
14.	**Monkey-flower Savory** *Clinopodium mimuloides*	None/None 4.2	June – October	Moist places, streambanks, chaparral, woodland; 400-1800 m. CCo, SCoRO, WTR, SnGb	Unlikely. Moderately appropriate habitat may be present on the site.	No	No Effect

	Common and Scientific Names	Fed/State Status CRPR	Blooming Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
15.	**Small-flowered Morning-glory** *Convolvulus simulans*	None/None 4.2	April - June	Clay substrates, occ serpentine, ann grassland, coastal-sage scrub, chaparral; 30-875 m.; s SNF, SnFrB, s SCoRO, Sco, ChI, WTR, PR; AZ, Baja CA.	No. Appropriate soils are not present on the site.	No	No Effect
16.	**Umbrella Larkspur** *Delphinium umbraculorum*	None/None 1B.3	April - June	Moist oak forest; 400-1600 m. SCoRO, WTR.	No. Appropriate habitat is not present on the Property.	No	No Effect.
17.	**Koch's Cord Moss** *Entosthodon kochii*	None/None 1B.3	n/a	Cismontane woodland. Moss growing on soil;	No. Suitable habitat is not present.	No	No Effect
18.	**Yellow-flowered Eriastrum** *Eriastrum luteum*	None/None 1B.2	May – June	Bare sandy decomposed granite slopes in cismontane woodland, chaparral, forest; 360-1000 m. SCoR, Monterey, SLO Counties	No. Appropriate soils are not present on the site.	No	No Effect
19.	**Elegant Wild Buckwheat** *Eriogonum elegans*	None/None 4.3	May – November	Sand or gravel; 200 – 1200 m. SnFrB, SCoR, WTR	Yes. Appropriate habitat is present in Huerhuero Creek.	No	No Effect
20.	**Jepson's Woolly Sunflower** *Eriophyllum jepsonii*	None/None 4.3	April – June	Dry oak woodland; 200-1000 m. SnFrB, SCoRI	Unlikely. Not known from San Luis Obispo County.	No	No Effect
21.	**San Benito Poppy** *Eschscholzia hypecoides*	None/None 4.3	March – June	Grassy area in woodland, chaparral; 200-1600 m. SCoRI	Unlikely. Potentially suitable habitat present, but no recent records from the Paso region.	No	No Effect
22.	**Hogwallow Starfish** *Hesperevax caulescens*	None/None 4.2	March - June	Clay soils, mesic sites in valley and foothill grassland; 0-505 m.	No. Appropriate soils are not present on the site.	No	No Effect

	Common and Scientific Names	Fed/State Status CRPR	Blooming Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
23.	**Mesa Horkelia** *Horkelia cuneata* var. *puberula*	None/None 1B.1	February - September	Dry, sandy coastal chaparral; gen 70-700 m. SCoRO, SCo.	No. Appropriate habitat is not present on the site.	No	No Effect
24.	**Kellogg's Horkelia** *Horkelia cuneata* var. *sericea*	None/None 1B.1	April - September	Old dunes, coastal sand hills; <200 m. CCo	No. Appropriate habitat is not present on the site.	No	No Effect
25.	**Santa Lucia Dwarf Rush** *Juncus luciensis*	None/None 1B.2	April – July	Vernal pools, ephemeral drainages, wet meadow habitats, and streams; 300-1900 m. CaRH, n SNH, SCoRO, TR, PR, MP.	Yes. Suitable wetland habitat may be present on site.	No	No Effect
26.	**Pale-yellow Layia** *Layia heterotricha*	None/None 1B.1	March - June	Alkaline or clay soils, open areas, in pinyon-juniper woodland, grassland; 270-1705 m. Teh, SnJV, SCoR, n WTR	No. Appropriate habitat is not present on the site.	No	No Effect
27.	**Jared's Pepper-grass** *Lepidium jaredii* ssp. *jaredii*	None/None 1B.2	March - May	Alkali bottoms, slopes, washes, <500 m. SCoRI, SnJV	No. Appropriate habitat is not present on the site.	No	No Effect
28.	**Davidson's Bush-mallow** *Malacothamnus davidsonii*	None/None 1B.2	June - January	Sandy washes in coastal scrub, riparian woodland, chaparral; 180-855 m. c SCoRO, SCo	No. Appropriate habitat is not present on the site.	No	No Effect
29.	**Jones' Bush-mallow** *Malacothamnus jonesii*	None/None 4.3	May - July	Open chaparral in foothill woodland; 250-830 m. SCoRO (Monterey, SLO Counties).	No. Appropriate habitat is not present on the site.	No	No Effect
30.	**Carmel Valley Malacothrix** *Malacothrix saxatilis* var. *arachnoidea*	None/None 1B.2	March - December	Rock outcrops, steep rocky road cuts in chaparral; 25-1215 m. Endemic to Monterey County	No. Appropriate habitat is not present on the site.	No	No Effect

	Common and Scientific Names	**Fed/State Status CRPR**	**Blooming Period**	**Habitat Preference**	**Potential Habitat?**	**Detected Within Study Area?**	**Effect of Proposed Activity**
31.	**Mt. Diablo Cottonweed** *Micropus amphibolus*	None/None 3.2	March - May	Bare, grassy, or rocky slopes; 50-800 m. NCoR, SnFrB, s SCoRO	No. Appropriate habitat is not present on the site.	No	No Effect
32.	**Woodland Woolythreads** *Monolopia gracilens*	None/None 1B.2	March – July	Chaparral, serpentine grassland, cismontane woodland, sandy to rocky soils; SnFrB, SCoR	No. Appropriate habitat is not present on the site.	No	No Effect
33.	**Spreading Navarretia** *Navarretia fossalis*	FT/None 1B.1	April - June	Chenopod scrub, marshes and swamps, playas, and vernal pools; 30-1300m. SCoRO, SCo, to Baja Cal.	No. Appropriate habitat is not present on the site.	No	No Effect
34.	**Shining Navarretia** *Navarretia nigelliformis* ssp. *radians*	None/None 1B.2	May - July	Vernal pools, clay depressions, dry grasslands; 150-1000 m. SCoR	Yes. Potentially suitable habitat is present on site	No	No Effect
35.	**Prostrate Vernal Pool Navarretia** *Navarretia prostrata*	None/None 1B.1	April - June	Vernal pools or alkaline soils in grasslands; 15-700 m. w SnJV, SCoRI, c SCo, PR	No. Appropriate habitat is not present on the site.	No	No Effect
36.	**Large-flowered Nemacladus** *Nemacladus secundiflorus* var. *secundiflorus*	None/None 4.3	April – May	Dry, gravelly slopes; 200-2000 m. s SNH, SCoR	No. Appropriate habitat is not present on the site.	No	No Effect
37.	**Hooked Popcornflower** *Plagiobothrys uncinatus*	None/None 1B.2	April - May	Canyon sides, chaparral; on sandstone 300-600 m. n SCoR (Gabilan Range, Santa Lucia Mountains)	No. Appropriate habitat is not present on the site.	No	No Effect
38.	**San Gabriel Ragwort** *Senecio astephanus*	None/None 4.3	January - April	Drying alkaline flats, chaparral, cismontane woodland, coastal scrub; <400 m. CW, SCo, ChI	No. Appropriate habitat is not present on the site.	No	No Effect

	Common and Scientific Names	Fed/State Status CRPR	Blooming Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
39.	**Santa Cruz Microseris** *Stebbinsoseris decipiens*	None/None 1B.2	April - May	Open areas in loose soil derived from sandstone, shale, or serpentine; 10-500 m. n & c CCo	No. Appropriate habitat is not present on the site.	No	No Effect

California Geographic Subregion Abbreviations:

CCo: Central Coast
SCo: South Coast
SCoR: South Coast Ranges
SCoRO: Outer South Coast Ranges
SCoRI: Inner South Coast Ranges
SnFrB: San Francisco Bay
TR: Transverse Ranges
WTR: Western Transverse Ranges
SnJV: San Joaquin Valley
ScV: Sacramento Valley
SLO: San Luis Obispo
SN: Sierra Nevada
SnJt: San Jacinto Mtns
SnBr: San Bernardino
Teh: Tehachapi Mtn Area
CW: Central West
SW: South West
DMoj: Mojave Desert
PR: Peninsular Range

State/Rank Abbreviations:

FE: Federally Endangered
FT: Federally Threatened
PE: Proposed Federally Endangered
PT: Proposed Federally Threatened
CE: California Endangered
CR: California Rare
CT: California Threatened
Cand. CE: Candidate for California Endangered
Cand. CT: Candidate for California Threatened

California Rare Plant Ranks:

CRPR 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere
CRPR 2A: Plants presumed extirpated in California, but common elsewhere
CRPR 2B: Plants rare, threatened, or endangered in California, but more common elsewhere
CRPR 4: Plants of limited distribution - a watch list

CRPR Threat Ranks:

0.1 - Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
0.2 - Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
0.3 - Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

4.1.4 Special status plants discussion

There are seven special status plant species that could potentially occur in the Study Area based on an analysis of known ecological requirements of these species and the habitat conditions that were observed in the Study Area. We discuss each species and describe habitat, range restrictions, known occurrences, and survey results for the Study Area.

A. **Indian Valley Spineflower** (*Aristocapsa insignis*) is a CRPR 1B.2 species that is endemic to Monterey and San Luis Obispo Counties. The CNDDB contains records of 4 documented localities for this species; two in Monterey County and two in San Luis Obispo County. The closest occurrence is in San Miguel (CNDDB 3), approximately 10 miles northwest of the Study Area. Moderately appropriate soils are present in the Study Area for this species, specifically on a drainage slope south of the proposed development. No suitable soil and vegetation conditions are present in or near the project footprint. Indian Valley spineflower was not found in the Study Area during surveys from 2005-2016.

B. **Dwarf Calycadenia** (*Calycadenia villosa*) is a CNPS list 1B.1 species. The species is known from dry, rocky hills and gravelly outwashes in Monterey, San Luis Obispo, Santa Barbara, Fresno, and Kern Counties. The CNPS considers this species to be seriously endangered. Occurrences in the CNDDB for San Luis Obispo and Monterey Counties include the vicinity of Nacimiento and San Antonio Lakes, north to Jolon, with scattered occurrences in Parkfield to the east and in La Panza District, east of Santa Margarita. The closest reported occurrence to the Study Area is approximately eight miles northwest, on Camp Roberts in the Adelaida quadrangle (CNDDB 59). Moderately appropriate soils are present in the Study Area for this species, specifically on a drainage slope south of the proposed development. No suitable soil and vegetation conditions are present in or near the project footprint. Dwarf calycadenia was not found in the Study Area during surveys from 2005-2016.

C. **Obispo Indian Paintbrush** (*Castilleja densiflora* ssp. *obispoensis*) is a CNPS List 1B.2 subspecies known only from San Luis Obispo County. It is an annual wildflower that occurs in coastal grasslands in sandy or clay soils, where it blooms in March and April. It is not generally known from inland areas, however there are recent reports from the Paso Robles region (CNDDB Occurrences 36, 37, 42, and 70). The closest reported occurrence is from 0.6 miles north of the Study Area near the intersection of Airport Road and Dry Creek Road (Occ. 42). Appropriate habitat is present in the project areas for this rare subspecies. Reference sites were visited for this species in April 2016 where it was observed in bloom. Obispo Indian paintbrush was not found in the Study Area during floristic surveys in 2016, or during previous botanical surveys of the site.

D. **Lemmon's Jewel-flower** (*Caulanthus coulteri* var. *lemmonii*) is a CNPS list 1B.2 subspecies that grows on dry, exposed slopes in the Coast Ranges where it blooms from February to April. Numerous historical collection records are from the Paso Robles area. The nearest recent record (CNDDB 44) is approximately 14 miles northwest of the Study Area. Moderately appropriate habitat is present on south-facing slopes within the Study Area, specifically on a drainage slope south of the proposed development. No suitable soil and vegetation conditions are present in or near the project footprint. A reference site for Lemmon's jewel-flower was visited in on Davis Road east of Shandon in March 2016 where it was observed in bloom. Lemmon's jewel-flower was not found in the Study Area during floristic surveys in 2016, or during previous botanical surveys of the site.

E. **Elegant Wild Buckwheat** (*Eriogonum elegans*) is a CRPR 4.3 annual species occurring in sandy or gravelly soil in cismontane woodlands and valley and foothill grasslands. It is known from numerous collection records in the Salinas River and elsewhere in the region. Potentially suitable habitat is present in Huerhuero Creek, across Airport Road from the proposed development sites. Elegant wild buckwheat was not detected in the Study Area during our botanical surveys conducted from 2005-2016.

F. **Santa Lucia Dwarf Rush** (*Juncus luciensis*) is a CRPR 1B.2 species known from specimens collected in coastal counties from San Diego north to Monterey, and from scattered localities in northern California. It is a very small annual plant that grows in wet sandy soils in a variety of seasonally moist environments. It is cespitose, with small leaves and branches arising from the base, and rarely exceeds two inches in height. The closest reported occurrence to the Study Area is approximately four miles south, from damp grain fields six miles east of Paso Robles on Creston Road (CNDDB 8). Potentially suitable wetland habitat occurs in the northeast corner of the Study Area at the head of a small ephemeral drainage. Botanical surveys identified toad rush (*Juncus bufonius*), a common and widespread species, at this site. Like Santa Lucia dwarf rush, toad rush is a small annual rush, but it differs, in part, by having solitary flowers at nodes each with six stamens, instead of a terminal flower with two to three stamens. Santa Lucia dwarf rush was not found in the Study Area during floristic surveys in 2016, or during previous botanical surveys of the site.

G. **Shining Navarretia** (*Navarretia nigelliformis* ssp. *radians*) is a CNPS List 1B.2 subspecies known from vernal pools, valley and foothill grassland, and cismontane woodland habitats in Fresno, Merced, Monterey, San Benito, and San Luis Obispo Counties, where it typically blooms from April to June. There are numerous occurrences of shining navarretia within one mile of the Study Area. Occurrence 68, located approximately 1.2 miles south of the Study Area, is from similar soil type as is present on site. Surveys conducted in May 2006 documented two species of navarretia in the Study Area, *N. atractyloides* and *N. pubescens,* both common species. The rare *N. nigelliformis* ssp. *radians* is known to occur with *N. pubescens* in the Paso Robles area. Shining navarretia was not found in the Study Area during surveys from 2005-2016. Shinning navarretia was in bloom in April 2016, at a reference site near the project.

4.2 Special Status Animal Species

4.2.1 Introduction to CNDDB definitions

"Special Animals" is a general term that refers to all of the animal taxa inventoried by the CNDDB, regardless of their legal or protection status (CDFW 2016). The Special Animals list is also referred to by the California Department of Fish and Wildlife (CDFW) as the list of “species at risk” or “special status species”. These taxa may be listed or proposed for listing under the California and/or Federal Endangered Species Acts, but they may also be species deemed biologically rare, restricted in range, declining in abundance, or otherwise vulnerable.

Each species included on the Special Animals list has a corresponding Global and State Rank (refer to Table 4). This ranking system utilizes a numbered hierarchy from one to five following the Global (G-rank) or State (S-rank) category. The threat level of the organism decreases with an increase in the rank number (1=Critically Imperiled, 5=Secure). In some cases where an uncertainty exists in the designation, a question mark (?) is placed after the rank. More information is available at www.natureserve.org.

Animals listed as California Species of Special Concern (SSC) may or may not be listed under California or Federal Endangered Species Acts. They are considered rare or declining in abundance in California. The Special Concern designation is intended to provide the California Department of Fish and Wildlife, biologists, land planners and managers with lists of species that require special consideration during the planning process in order to avert continued population declines and potential costly listing under federal and state endangered species laws. For many species of birds, the primary emphasis is on the breeding population in California. For some species that do not breed in California but winter here, emphasis is on wintering range. The SSC designation thus may include a comment regarding the specific protection provided such as nesting or wintering.

Animals listed as Fully Protected are those species considered by CDFW as rare or faced with possible extinction. Most, but not all, have subsequently been listed under the California Endangered Species Act (CESA) or the Federal Endangered Species Act (FESA). Fully Protected species may not be taken or possessed at any time and no provision of the California Fish and Game code authorizes the issuance of permits or licenses to take any Fully Protected species.

4.2.2 Potential special status animals list

Table 4 lists 19 special status animal species reported from the region. Federal and California State status, global and State rank, and CDFW listing status for each species are given. Typical nesting or breeding period, habitat preference, potential habitat on site, and whether or not the species was observed on the Study Area are also provided.

TABLE 4. SPECIAL STATUS ANIMAL LIST. The 19 special status animals known or reported from the region are listed. There are 7 special status animals that could potentially occur within the Study Area based on review of preferred habitat types.

	Common and Scientific Names	Fed/CA ESA Status CDFW Status	Nesting/ Breeding Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
1.	**Western Pond Turtle** *Actinemys marmorata pallida*	None/None SSC	April - August	Permanent or semi-permanent streams, ponds, lakes.	No. Appropriate aquatic habitat is not present on site.	No	No Effect
2.	**Tricolored Blackbird** *Agelaius tricolor*	None/None SSC (nesting colonies)	March 15 - August 15	Requires open water, protected nesting substrate, & foraging area with insect prey near nesting colony.	No. Appropriate nesting habitat is not present on the site.	No	No Effect
3.	**Silvery Legless Lizard** *Anniella pulchra pulchra*	None/None SSC	May - September	Sandy or loose loamy soils under coastal scrub or oak trees. Soil moisture essential.	Yes. Potential habitat is present in oak woodland habitat on the site.	No	No Effect
4.	**Pallid Bat** *Antrozous pallidus*	None/None SSC	Spring - Summer	Rock crevices, caves, tree hollows, mines, old buildings, and bridges.	Yes. Potential roosting habitat is present in oak trees on the site.	No	Potentially Adverse Effect Can Be Mitigated
5.	**Golden Eagle** *Aquila chrysaetos*	None/None FP	March 15 - August 15	Nests in large, prominent trees in valley and foothill woodland. Requires adjacent food source.	No. Appropriate trees for nesting are not present on the site. Eagles could forage in grasslands.	No	No Effect
6.	**Burrowing Owl** *Athene cunicularia*	None/None SSC	February 1 through August 31	Burrows in squirrel holes in open habitats with low vegetation.	Yes. Moderately appropriate habitat is present on the site, but burrowing owls are not known to nest in the Paso area.	No	Potentially Adverse Effect Can Be Mitigated
7.	**Vernal Pool Fairy Shrimp** *Branchinecta lynchi*	FT/None None	Rainy Season	Clear water sandstone depression pools, grassed swale, earth slump, or basalt flow depression pools.	Yes. Potential habitat is present in seasonal ponds on the site.	No	No Effect

	Common and Scientific Names	Fed/CA ESA Status CDFW Status	Nesting/ Breeding Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
8.	**Townsend's Big-eared Bat** *Corynorhinus townsendii*	None/Cand. CT SSC	Spring - Summer	Caves, buildings, and mine tunnels. Cave like attics as day roosts. On coast roosts are normally within 100 m. of creeks.	No. Suitable roosting habitat is not present on the site.	No	No Effect
9.	**Bald Eagle** *Haliaeetus leucocephalus*	None/CE FP	March 15 - August 15	Nests within 1 mile of water in tall live tree with open branches.	No. Appropriate habitat is not present on the site.	No	No Effect
10.	**San Joaquin Whipsnake** *Masticophis flagellum ruddocki*	None/None SSC	May	Open, dry, treeless areas, including grasslands and saltbush scrub; takes refuge in burrows and under shaded vegetation	No. Appropriate habitat is not present on the site.	No	No Effect
11.	**Monterey Dusky-footed Woodrat** *Neotoma macrotis luciana*	None/None SSC	n/a	Variety of habitats with moderate to dense understory vegetation	No. Appropriate dense woodland habitat is not present on the site.	No	No Effect
12.	**Salinas Pocket Mouse** *Perognathus inornatus psammophilus*	None/None SSC	n/a	Annual grassland and desert shrub in Salinas Valley, with friable soils	No. Appropriate habitat is not present on the site.	No	No Effect
13.	**Coast Horned Lizard** *Phrynosoma blainvillii*	None/None SSC	May - September	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes.	No. Appropriate habitat is not present on the site.	No	No Effect
14.	**California Red-legged Frog** *Rana draytonii*	FT/None SSC	January - March	Lowlands and foothills in or near sources of deep water with dense, shrubby or emergent riparian vegetation.	No. Lack of suitable aquatic habitat and known records for the area.	No	No Effect
15.	**Western Spadefoot Toad** *Spea hammondii*	None/none SSC	January – August	Vernal pools in grassland and woodland habitats	Yes. Seasonal ponds on site may provide appropriate breeding habitat.	No	No Effect

	Common and Scientific Names	Fed/CA ESA Status CDFW Status	Nesting/ Breeding Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
16.	**Coast Range Newt** *Taricha torosa*	None/None SSC	December - May	Slow moving streams, ponds, and lakes with surrounding evergreen/oak forests along coast.	No. Appropriate habitat is not present on site.	No	No Effect
17.	**American Badger** *Taxidea taxus*	None/none SSC	February – May	Needs friable soils in open ground with abundant food source such as California ground squirrels.	Yes. Grasslands on the site could be used by badgers.	No	Potentially Adverse Effect Can Be Mitigated
18.	**Least Bell's Vireo** *Vireo bellii pusillus*	FE/CE (nesting) None	March 15 - August 15	Riparian habitat, near water or dry streambed, <2000 ft. Nests in willows, mesquite, Baccharis.	No. Appropriate habitat is not present on the site.	No	No Effect
19.	**San Joaquin Kit Fox** *Vulpes macrotis mutica*	FE/CT None	December – July	Annual grasslands or grassy open stages with scattered shrubby vegetation. Needs loose textured sandy soil and prey base.	Yes. Grasslands on the site could be used by kit fox.	No	Potentially Adverse Effect Can Be Mitigated

Habitat characteristics are from the Jepson Manual and the CDNNB.

Abbreviations:

FE: Federally Endangered
FT: Federally Threatened
PE: Proposed Federally Endangered
PT: Proposed Federally Threatened

CE: California Endangered
CT: California Threatened
Cand. CE: Candidate for California Endangered
Cand. CT: Candidate for California Threatened

SSC: CDFW Species of Special Concern
FP: CDFW Fully-Protected

4.2.3 Special Status Animals Discussion

Eight special status animal species could potentially occur in the Study Area. No special status animals were observed on the site during our site surveys in 2016. Reconnaissance surveys of aquatic habitats were conducted in February, March, and May 2006. Protocol surveys for listed vernal pool species were not conducted.

A. **Silvery legless lizard** (*Anniella pulchra pulchra*) is a California Species of Special Concern that inhabits friable soils in a variety of habitats from coastal dunes to oak woodlands and chaparral. Legless lizards are known from the Paso Robles area, including the Chandler Ranch and Vina Robles Amphitheatre, where they were found in dry blue oak woodland habitat (Althouse and Meade, Inc. unpublished field notes). Appropriate habitat for silvery legless lizard is present in oak woodland habitat in the Study Area.

B. **Pallid Bat** (*Antrozous pallidus*) is a California Species of Special Concern. Pallid bat is a large long-eared bat occurring throughout the state from deserts to moist forests. *A. pallidus* is primarily a crevice roosting species that selects roosts where it can retreat from view. Pallid bats frequently occur in oak woodlands where they may roost in tree cavities and rock outcrops. Attics may be used as roosts. Appropriate habitat for this species is found in oak trees within the Study Area, as well as unoccupied buildings.

C. **Burrowing Owl** (*Athene cunicularia*) is a rare owl that nests and lives in mammal burrows in the ground in open habitats, most notably the burrows of California ground squirrel. It is a common resident in local areas of the interior, from Bitterwater Valley to the Carrizo Plain. Less frequent reports are from coastal grasslands. There are no reports in the CNDDB for burrowing owl in the immediate vicinity of the Study Area, however appropriate habitat is present, and transient owls could use the site on occasion. Burrowing owls or their sign were not observed in the Study Area during biological surveys in 2016, or during previous survey efforts.

D. **Vernal Pool Fairy Shrimp** (*Branchinecta lynchi*) is a federally listed threatened species known from the vicinity of the subject property. Occurrence $^{\#}$287 and $^{\#}$380 in the CNDDB are from vernal pools less than half a mile southeast of the property. Two seasonal ponds are located in drainages in the Study Area that could support vernal pool fairy shrimp. No other seasonal pools were observed in the Study Area.

E. **Western Spadefoot Toad** (*Spea hammondii*) is a California Species of Special Concern that breeds in ephemeral pools in open grassland habitats across the interior region of San Luis Obispo County. Spadefoot toads remain underground for most of the year, emerging to breed in seasonal wetland pools during the rainy season. Development of the larvae from egg to metamorphosis can be very quick when water temperatures are warm. Spadefoot toads are known to breed in seasonal pools in the vicinity Highway 46 and Airport Road, and along Huerhuero Road between Airport Road and the Salinas River. Appropriate breeding habitat for spadefoot toad is found in the seasonal ponds on the property. Aquatic sampling of the stock ponds conducted in February, March, and May 2006 did not find spadefoot toads, larvae, or egg masses.

F. **American Badger** (*Taxidea taxus*) is a California Species of Special Concern known from open grassland habitats throughout San Luis Obispo County and elsewhere in

California. Appropriate habitat for badger is found on the property. No dens or other sign of badgers were observed on the property during our site surveys

G. **San Joaquin Kit Fox** (*Vulpes macrotis mutica*) is a federally listed endangered species and a state listed threatened species. They occur in the Carrizo Plain, Bitterwater Valley, Cholame Valley and historically at Camp Roberts, with transient individuals known to move between the populations. The last sighting in Camp Roberts was in 2007, and that population is presumed to be locally extinct. The last report of San Joaquin kit fox within three miles of the Study Area was from Chandler Ranch in 1991. Grassland habitat on the site is suitable for San Joaquin kit fox.

4.3 Special Status Species Not Expected to Occur

The remaining 12 sensitive species known to be present in the vicinity of the project site are not expected to occur on the property due to the absence of required soil type, lack of appropriate habitat, or because the project site is substantially outside the known range of the species.

4.4 Botanical Survey Results

The 155 species of plants identified in the Study Area consist of 95 native species and 60 introduced species (Table 5). No special status species were identified during floristic surveys conducted in the spring of 2016, or during previous botanical surveys of the site.

TABLE 5 . VASCULAR PLANT LIST. The 155 species of vascular plants identified at the Study Area consist of 95 native species and 60 introduced species. The vascular plant list is separated into general life form categories, within which the taxa are listed alphabetically by family and scientific name.

Scientific Name	Special Status	Origin	Common Name
Ferns – 1 Species			
Pentagramma triangularis ssp. *triangularis*	None	Native	Goldback fern
Trees - 12 Species			
Ailanthus altissima	None	Introduced	Tree of heaven
Juniperus sp.	None	Planted	Juniper
Olea europaea	None	Planted	Olive
Pinus radiata	None	Planted	Monterey pine
Populus fremontii ssp. *fremontii*	None	Native	Fremont cottonwood
Pyrus calleryana	None	Planted	Callery pear
Quercus douglasii	None	Native	Blue oak
Quercus lobata	None	Native	Valley Oak
Robinia sp.	None	Planted	Locust tree

Scientific Name	Special Status	Origin	Common Name
Salix laevigata	None	Native	Red willow
Salix lasiolepis	None	Native	Willow
Ulmus sp.	None	Planted	Elm
Shrubs - 5 Species			
Baccharis pilularis	None	Native	Coyote brush
Baccharis salicifolius	None	Native	Mule fat
Lonicera sp.	None	Native	Honeysuckle
Rosa californica	None	Native	California Rose
Rosmarinus officinalis	None	Planted	Rosemary
Herbs - 117 Species			
Achyrachaena mollis	None	Native	Blow wives
Acmispon americanus var. *americanus [=Lotus purshianus* var. *purshianus]*	None	Native	Spanish clover
Acmispon brachycarpus [=Lotus humistratus]	None	Native	Bird-foot lotus, hill lotus
Agoseris heterophylla	None	Native	Annual mountain dandelion
Ambrosia psilostachya	None	Native	Western ragweed
Amsinckia menziesii	None	Native	Rancher's fireweed
Anthriscus caucalis	None	Introduced	Bur-chevil
Artemisia douglasiana	None	Native	Mugwort
Asclepias eriocarpa	None	Native	Indian milkweed
Asclepias fascicularis	None	Native	Narrow-leaved milkweed
Bloomeria crocea	None	Native	Golden stars
Bowlesia incana	None	Native	Hoary bowlesia
Brassica nigra	None	Introduced	Black mustard
Calandrinia ciliata	None	Native	Red maids
Calochortus venustus	None	Native	Butterfly mariposa lily
Capsella bursa-pastoris	None	Introduced	Shepherd’s purse
Cardamine californica	None	Native	Milk maids
Carduus pycnocephalus	None	Introduced	Italian thistle
Castilleja attenuata	None	Native	Slender owl’s clover
Centaurea melitensis	None	Introduced	Tocalote
Centaurea solstitialis	None	Introduced	Yellow star thistle
Centaurium davyi	None	Native	Centaury
Centromadia fitchii	None	Native	Fitch’s tarweed

Scientific Name	Special Status	Origin	Common Name
Cerastium glomeratum	None	Introduced	Mouse-ear chickweed
Chamomilla suaveolens	None	Introduced	Pineapple weed
Chenopodium californicum	None	Introduced	California goosefoot
Chlorogalum pomeridianum var. *pomeridianum*	None	Native	Amole lily
Chorizanthe membranacea	None	Native	Pink spineflower
Chorizanthe staticoides	None	Native	Turkish rugging
Cirsium vulgare	None	Introduced	Bull thistle
Clarkia purpurea ssp. *purpurea*	None	Native	Wine cups
Clarkia speciosa ssp. *speciosa*	None	Native	Clarkia
Clarkia unguiculata	None	Native	Elegant clarkia
Claytonia parviflora ssp. *parviflora*	None	Native	Narrow leaved miner’s lettuce
Claytonia perfoliata ssp. *perfoliata*	None	Native	Miner’s lettuce
Crassula tillea	None	Introduced	Moss pygmyweed
Croton [=Eremocarpus] setigerus	None	Native	Turkey-mullein, dove weed
Deinandra kelloggii	None	Native	Kellogg’s tarweed
Deinandra pentactis	None	Native	Salinas tarweed
Dichelostemma capitatum	None	Native	Bluedicks
Eleocharis macrostachya	None	Native	Common spikerush
Eleocharis parishii	None	Native	Parish's spikerush
Epilobium sp.	None	Native	Willow-herb
Erigeron foliosus var. *foliosus*	None	Native	Leafy daisy
Eriogonum nudum	None	Native	Naked buckwheat
Erodium botrys	None	Introduced	Storksbill filaree
Erodium cicutarium	None	Introduced	Redstem filaree
Erodium moschatum	None	Introduced	Greenstem filaree
Eryngium vaseyi var. *vaseyi*	None	Native	Coyote thistle
Eschscholzia californica	None	Native	California poppy
Filago gallica	None	Introduced	Herba impia
Galium andrewsii	None	Native	Phlox-leaved bedstraw
Galium aparine	None	Native	Goose grass
Gilia clivorum	None	Native	Blue-spot gilia
Gnaphalium palustre	None	Native	Marsh cudweed
Gnaphalium purpureum	None	Native	Everlasting
Heterotheca grandiflora	None	Introduced	Telegraph weed
Hirschfeldia incana	None	Introduced	Summer mustard

Scientific Name	Special Status	Origin	Common Name
Hypochaeris glabra	None	Introduced	Smooth cat's-ear
Juncus bufonius	None	Native	Toadrush
Juncus mexicanus	None	Native	Mexican rush
Lactuca serriola	None	Introduced	Prickly lettuce
Lagophylla ramosissima ssp. *ramosissima*	None	Native	Slender hareleaf
Lemna sp.	None	Native	Duckweed
Lepidium nitidum	None	Native	Pepperwort
Lomatium caruifolium	None	Native	Alkali parsnip
Lupinus bicolor	None	Native	Miniature lupine
Lupinus microcarpus	None	Native	Chick lupine
Lupinus succulentus	None	Native	Arroyo lupine
Lythrum hyssopifolium	None	Introduced	Loosestrife
Malva nicaeensis	None	Introduced	Bull mallow
Malva parviflora	None	Introduced	Cheeseweed
Meconella linearis	None	Native	Meconella
Medicago polymorpha	None	Introduced	Common bur-clover
Micropus californicus	None	Native	Slender cottonweed
Microseris douglasii ssp. *douglasii*	None	Native	Douglas' silverpuffs
Microseris douglasii ssp. *tenella*	None	Native	Short scaled micorseris
Montia fontana	None	Native	Water chickweed
Navarretia atractyloides	None	Native	Navarretia
Navarretia pubescens	None	Native	Pubescent navarretia
Nicotiana acuminata var. *multiflora*	None	Introduced	Tobacco
Phoradendron macrophyllum	None	Native	Big leaf mistletoe
Phoradendron villosum	None	Native	Oak mistletoe
Plagiobothrys bracteatus	None	Native	Popcorn flower
Plagiobothrys nothofulvus	None	Native	Popcorn flower
Plantago erecta	None	Native	California plantain
Plantago lanceolata	None	Introduced	English plantain
Polygonum arenastrum	None	Introduced	Common knotweed
Ranunculus californicus	None	Native	California buttercup
Ranunculus hebecarpus	None	Native	Annual buttercup
Rumex crispus	None	Introduced	Curly dock
Salsola tragus	None	Introduced	Russian thistle
Sanicula bipinnata	None	Native	Poison sanicle

Scientific Name	Special Status	Origin	Common Name
Sanicula crassicaulis	None	Native	Sanicle
Selaginella bigelovii	None	Native	Spike-moss
Senecio vulgaris	None	Introduced	Common groundsel
Silene gallica	None	Introduced	Windmill pink
Sonchus oleraceus	None	Introduced	Common sow thistle
Spergula arvensis	None	Introduced	Stickwort
Spergularia rubra	None	Introduced	Sand spurrey
Stellaria media	None	Native	Chickweed
Taraxacum officinale	None	Introduced	Dandelion
Thysanocarpus curvipes	None	Native	Lace pod
Trichostema lanceolatum	None	Native	Vinegar weed
Trifolium albopurpureum	None	Native	Dove clover
Trifolium hirtum	None	Native	Rose clover
Trifolium microcephalum	None	Native	Small-head clover
Trifolium oliganthum	None	Native	Few-flowered clover
Trifolium wormskioldii	None	Native	Marsh clover
Tropidocarpum gracile	None	Native	Doobie pod
Uropappus lindleyi	None	Native	Silver puffs
Verbena lasiostachys	None	Native	Verbena
Veronica anagallis-aquatica	None	Native	Water speedwell
Veronica peregrina	None	Native	Neckweed
Veronica persica	None	Introduced	Persian speedwell
Vicia villosa	None	Introduced	Winter vetch
Viola pedunculata	None	Native	Johnny jump-up
Grasses - 20 Species			
Avena barbata	None	Introduced	Slender wild oat
Avena fatua	None	Introduced	Wild oat
Bromus diandrus	None	Introduced	Ripgut brome
Bromus hordeaceus	None	Introduced	Soft chess brome
Bromus madritensis ssp. *rubens*	None	Introduced	Redtop brome
Bromus sp.	None	Introduced	Brome
Crypsis schoenoides	None	Introduced	Swamp grass
Cynodon dactylon	None	Introduced	Bermuda grass
Distichlis spicata	None	Native	Salt grass
Festuca myuros	None	Introduced	Annual fescue

Scientific Name	Special Status	Origin	Common Name
Festuca perennis	None	Introduced	Italian rye grass
Gastridium ventricosum	None	Introduced	Nit grass
Hordeum marinum	None	Introduced	Seaside barley
Hordeum murinum	None	Introduced	Foxtail barley
Melica harfordii	None	Native	Harford melic
Nassella pulchra	None	Native	Purple needlegrass
Poa annua	None	Introduced	Annual bluegrass
Poa secunda	None	Introduced	Nevada blue grass
Polypogon monspeliensis	None	Introduced	Annual beard grass
Taeniatherum caput-medusae	None	Introduced	Medusa-head

4.5 Wildlife Survey Results

Many wildlife species commonly found in cismontane habitats of California's central coast are expected to occur on or near the Study Area. The grassland habitat provides foraging habitat for raptors and predators, including red-tail hawk, red-shouldered hawk, American kestrel, red fox, coyote, badger, and bobcat. Reptiles and amphibians are present in all habitats on the site, and include gopher snake, king snake, Western fence lizard, Pacific chorus frog, and black-bellied slender salamander. Raccoon, opossum, and striped skunk are likely to forage in riparian and woodland areas, and mule deer tracks are common on roads and trails throughout the site.

Nesting birds occur in the oaks and grassland habitats in the Study Area. An active red-tailed hawk nest was present in April 2016 in an oak tree along the main drainage on the site (see Figure 6) Nesting birds are protected from disturbance by The Migratory Bird Treaty Act of 1918, as regulated by the United States Fish and Wildlife Service.

The 97 animal species that were observed or could occur on or near the property include 3 aquatic invertebrates, 6 amphibians, 10 reptiles, 57 birds, and 21 mammals (Table 6). We provide this list as a guide to the wildlife observed in the Study Area and to the species that could potentially be present at least seasonally. Other species could occur as transients, particularly avian fauna.

TABLE 6 . WILDLIFE LIST. At least 97 animal species have the potential to occur within the Study Area. The Special Status column indicates listing status of the organism under the Federal Endangered Species Act, the California Endangered Species Act, or by CDFW. Species observed at the site during our surveys are designated by the check symbol (✓) in the fourth column.

Common Name	**Scientific Name**	**Special Status**	**Found on Site**	**Habitat Type**
Aquatic Invertebrates - 3 species				
Vernal Pool Fairy Shrimp	*Branchinecta lynchi*	FT		Vernal pools, seasonal ponds
Water Flea	*Daphnia* sp.	None	✓	Vernal pools, seasonal ponds
Seed Shrimp	Class Ostracoda	None	✓	Vernal pools, seasonal ponds
Amphibians - 6 species				
Black-bellied Slender Salamander	*Batrachoseps nigriventris*	None	✓	Oak woodlands, moist areas
California Toad	*Bufo boreas halophilus*	None		Grassland, woodland
Monterey Ensatina	*Ensatina eschscholzi*	None		Moist habitats
Pacific Chorus Frog	*Pseudacris regilla*	None	✓	Many habitats near water
Bullfrog	*Rana catesbeiana*	None	✓	Perennial streams, ponds
Western Spadefoot Toad	*Spea hammondii*	SSC		Grasslands with ephemeral pools for breeding
Reptiles - 10 species				
Southwestern Pond Turtle	*Actinemys marmorata pallida*	SSC		Ponds, lakes, streams
Silvery Legless Lizard	*Anniella pulchra pulchra*	SSC		Oak woodland
Northern Pacific Rattlesnake	*Crotalus oreganus oreganus*	None		Dry, rocky habitats
Monterey Ringneck Snake	*Diadophis punctatus vandenburgii*	None		Woodlands, grasslands
California Alligator Lizard	*Elgaria multicarinata multicarinata*	None		Open grassland, woodland, chaparral
California Kingsnake	*Lampropeltis getula californiae*	None		Woodland, grassland, streams
Pacific Gopher Snake	*Pituophis catenifer catenifer*	None		Woodland, grassland
Western Fence Lizard	*Sceloporus occidentalis*	None	✓	Wide range
Valley Garter Snake	*Thamnophis sirtalis fitchii*	None		Many habitats near water
Side-blotched Lizard	*Uta stansburiana*	None	✓	Dry habitats
Birds - 57 species				
Red-winged Blackbird	*Agelaius phoeniceus*	None		Marshes, fields
Western Scrub Jay	*Aphelocoma californica*	None	✓	Oak and riparian woodlands

Common Name	Scientific Name	Special Status	Found on Site	Habitat Type
Great Egret	*Ardea alba*	None		Water habitats, grasslands
Great Blue Heron	*Ardea herodias*	None		Water habitats
Cedar Waxwing	*Bombycella cedrorum*	None	✓	Open habit
Great Horned Owl	*Bubo virginianus*	None		Varied habitats
Red-tailed Hawk	*Buteo jamaicensis*	None	✓	Open, semi-open country
Red-shouldered Hawk	*Buteo lineatus*	None		Oak and riparian woodlands
California Quail	*Callipepla californica*	None	✓	Oak, riparian woodlands
Anna's Hummingbird	*Calypte anna*	None	✓	Oak, riparian woodland, scrub
Lesser Goldfinch	*Carduelis psaltria*	None		Riparian, oak woodlands
American Goldfinch	*Carduelis tristis*	None		Weedy fields, woodlands
House Finch	*Carpodacus mexicanus*	None	✓	Wide habitat range
Turkey Vulture	*Cathartes aura*	None		Open country, oak woodlands
Killdeer	*Charadrius vociferous*	None	✓	Mud flats, stream banks
Lark Sparrow	*Chondestes grammacus*	WL	✓	Grasslands, edge habitats
Red-shafted Flicker	*Colaptes auratus*	None	✓	Woodlands
Rock Dove	*Columba livia*	None		Urban areas
Western Wood Pewee	*Contopus sordidulus*	None		Riparian woodlands
American Crow	*Corvus brachyrhynchos*	None		Open oak, riparian woodland,
Yellow-rumped Warbler	*Dendroica coronata*	None	✓	Riparian, oak woodlands
Townsend's Warbler	*Dendroica townsendii*	None		Riparian, oak woodlands
Pacific-slope Flycatcher	*Empidonax difficilis*	None		Riparian, oak woodlands
California Horned Lark	*Eremophila alpestris actia*	WL		Grassland, oak savanna
Brewer's Blackbird	*Euphagus cyanocephalus*	None	✓	Open habitats
American Kestrel	*Falco sparverius*	None		Open, semi-open country
Barn Swallow	*Hirundo rustica*	None		Open country, farmyards
Dark-eyed Junco	*Junco hyemalis*	None		Oak woodlands
Acorn Woodpecker	*Melanerpes formicivorus*	None	✓	Oak woodlands
Ash-throated Flycatcher	*Myiarchus cinerascens*	None		Open areas near oaks
Western Screech Owl	*Otus kennicottii*	None		Oak woodlands
Oak Titmouse	*Parus inornatus*	WL	✓	Woodland, riparian, oak, conifer
Savannah Sparrow	*Passerculus sandwichensis*	None		Open habitats, marshes, grasslands

Common Name	Scientific Name	Special Status	Found on Site	Habitat Type
House Sparrow	*Passer domesticus*	None		Urban
Cliff Swallow	*Petrochelidon pyrrhonota*	None		Urban; open areas near water
Yellow-billed Magpie	*Pica nuttalli*	None	✓	Oak savannah
Nuttall's Woodpecker	*Picoides nuttallii*	None		Oak woodland, savanna
Downy Woodpecker	*Picoides pubescens*	None	✓	Riparian, oak woodlands
California Towhee	*Pipilo crissalis*	None		Brushy habitats
Bushtit	*Psaltriparus minimus*	None		Oak, riparian, chaparral, scrub
Ruby-crowned Kinglet	*Regulus calundula*	None	✓	Oak and riparian woodlands
Black Phoebe	*Sayornis nigricans*	None	✓	Near water
Say's Phoebe	*Sayornis saya*	None	✓	Open country, grassland
Western Bluebird	*Sialia mexicana*	None	✓	Riparian woodland, ranch land
Western Meadowlark	*Sturnella neglecta*	None		Grasslands
European Starling	*Sturnus vulgaris*	None	✓	Agricultural, urban
Tree Swallow	*Tachycineta bicolor*	None		Wooded habitats, water
Violet-green Swallow	*Tachycineta thalassina*	None		Woodland habitats
Bewick's Wren	*Thryomanes bewickii*	None		Shrubby areas
House Wren	*Troglodytes aedon*	None		Shrubby areas
American Robin	*Turdus migratorius*	None		Streamsides, woodlands
Western Kingbird	*Tyrannus verticalis*	None		Open country with scattered trees, farms, roadsides
Barn Owl	*Tyto alba*	None		Agricultural, woodlands
Orange-crowned Warbler	*Vermivora celata*	None		Oak, riparian woodlands
Mourning Dove	*Zenaida macroura*	None	✓	Open and semi-open area
Golden-crowned Sparrow	*Zonotrichia atricapilla*	None		Shrubby, weedy areas
White-crowned Sparrow	*Zonotrichia leucophrys*	None		Shrubby, weedy areas
Mammals - 21 species				
Pallid Bat	*Antrozous pallidus*	SSC		Riparian, woodland, urban
Coyote	*Canis latrans*	None	✓	Open woodlands, brushy areas, wide ranging
Opossum	*Didelphis marsupialis*	None		Woodlands, streams
Feral Cat	*Felis catus*	None	✓	Varied
Black-tailed Jackrabbit	*Lepus californicus*	None		Grasslands
Bobcat	*Lynx rufus*	None		Chaparral and woodlands
Striped Skunk	*Mephitis mephitis*	None		Mixed woods, chaparral

Common Name	Scientific Name	Special Status	Found on Site	Habitat Type
California Vole	*Microtus californicus*	None		Grassland meadows
Long-tailed Weasel	*Mustela frenata*	None		Grasslands
California Myotis	*Myotis californicus*	None		Tunnels, hollow trees, crevices
Mule Deer	*Odocoileus hemionus*	None	✓	Many habitats
California Mouse	*Peromyscus californicus*	None		Oak woodland, chaparral
Deer Mouse	*Peromyscus maniculatus*	None		All dry land habitats
Raccoon	*Procyon lotor*	None		Streams, lakes, rock cliffs,
Western Harvest Mouse	*Reithrodontomys megalotis*	None		Grassland, dense vegetation near water
California Ground Squirrel	*Spermophilus beecheyi*	None	✓	Grasslands
Desert Cottontail	*Sylvilagus audubonii*	None		Brushy areas
American Badger	*Taxidea taxus*	SSC		Open grasslands
Valley Pocket Gopher	*Thomomys bottae*	None	✓	Variety of habitats
Red Fox	*Vulpes fulva*	None	✓	Forest and open country
San Joaquin Kit Fox	*Vulpes macrotis mutica*	FE		Open grasslands, scrub

FE: Federally Endangered; FT: Federally Threatened; SSC: CDFW Species of Special Concern; WL: CDFW Watch List

5.0 Potential Impacts to Biological Resources

The proposed hotel project is situated in open annual grassland habitat, or in areas already developed. No sensitive species are anticipated to occur in the development footprint. Biological resources on the site that could be affected by development of the hotel project include non-native annual grassland habitat, oak trees, nesting birds and common wildlife.

Section 5.1 outlines the regulatory framework for impacts to biological resources. Sections 5.2 through 5.5 address potential impacts to biological resources from development of the site. We include in our analysis impacts to both common and special status species, as well as to habitats that are not sensitive. This consideration contributes to understanding cumulative impacts to the environment that may result from the loss of common species and habitat.

5.1 Regulatory Framework

5.1.1 Federal Regulations

<u>Endangered Species Act</u> – The federal Endangered Species Act (ESA) provides the legal framework for the listing and protection of species (and their habitats) identified as being endangered or threatened with extinction. Actions that jeopardize endangered or threatened species and the habitats upon which they rely are considered a ‘take’ under the Endangered Species Act. Take of a federally listed threatened or endangered species is prohibited without a

special permit. The Endangered Species Act allows for take of a threatened or endangered species incidental to development activities once a habitat conservation plan has been prepared to the satisfaction of the USFWS and an incidental take permit has been issued. The Endangered Species Act also allows for the take of threatened or endangered species after consultation has deemed that development activities will not jeopardize the continued existence of the species. The federal Endangered Species Act also provides for a Section 7 Consultation when a federal permit is required, such as a Clean Water Act Section 404 permit.

"Critical Habitat" is a term within the federal Endangered Species Act designed to guide actions by federal agencies (as opposed to state, local, or other agency actions) and defined as "an area occupied by a species listed as threatened or endangered within which are found physical or geographical features essential to the conservation of the species, or an area not currently occupied by the species which is itself essential to the conservation of the species."

Section 404 Clean Water Act Regulations – The Clean Water Act provides wetland regulation at the federal level and is administered by the USACE. The purpose of the Clean Water Act is to restore and maintain the chemical, physical, and biological integrity of all waters of the U.S. Permitting is required for filling waters of the U.S. (including wetlands). Permits may be issued on an individual basis, or may be covered under approved nationwide permits.

Migratory Bird Treaty Act – All migratory bird species that are native to the U.S. or its territories are protected under the federal Migratory Bird Treaty Act, as amended under the Migratory Bird Treaty Reform Act of 2004. The Migratory Bird Treaty Act is generally protective of migratory birds.

5.1.2 State Regulations

California Environmental Quality Act (CEQA) – CEQA requires that biological resources be considered when assessing the environmental impacts that are the result of proposed actions. The lead agencies determine the scope of what is considered an impact and what constitutes an "adverse effect" on a biological resource.

California Fish and Game Code – The California Fish and Game Code regulate the taking or possession of birds, mammals, fish, amphibians, and reptiles, as well as natural resources such as wetlands and waters of the state. It includes the California Endangered Species Act, Streambed Alteration Agreement regulations, and California Native Plant Protection Act. Fish and Game Code states that it is "unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto," and "unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird" unless authorized.

California Endangered Species Act – The California Endangered Species Act (CESA), similar to the federal Endangered Species Act, contains a process for listing of species and regulating potential impacts to listed species. State threatened and endangered species include both plants and wildlife, but do not include invertebrates. The designation "rare species" applies only to California native plants. State threatened and endangered plant species are regulated largely under the Native Plant Preservation Act in conjunction with the California Endangered Species Act. State threatened and endangered animal species are legally protected against "take." The

CESA authorizes CDFW to enter into a memorandum of agreement for take of listed species to issue an incidental take permit for a state-listed threatened and endangered species only if specific criteria are met. Section 2080 of the CESA prohibits the take of species listed as threatened or endangered pursuant to the Act. Section 2081 allows CDFW to authorize take prohibited under Section 2080 provided that: 1) the taking is incidental to an otherwise lawful activity; 2) the taking will be minimized and fully mitigated; 3) the applicant ensures adequate funding for minimization and mitigation; and 4) the authorization will not jeopardize the continued existence of the listed species.

Streambed Alteration Agreement Regulations – Section 1602 of the Fish & Game Code requires any person, state, or local governmental agency to provide advance written notification to CDFW prior to initiating any activity that would: 1) divert or obstruct the natural flow of, or substantially change or remove material from the bed, channel, or bank of any river, stream, or lake; or 2) result in the disposal or deposition of debris, waste, or other material into any river, stream, or lake. The state definition of "lakes, rivers, and streams" includes all rivers or streams that flow at least periodically or permanently through a well-defined bed or channel with banks that support fish or other aquatic life, and watercourses with surface or subsurface flows that support or have supported riparian vegetation.

California Native Plant Protection Act – Section 1900-1913 of the California Fish and Game Code contains the regulations of the Native Plant Protection Act of 1977. The intent of this act is to help conserve and protect rare and endangered plants in the state.

Regional Water Quality Control Board – The RWQCB not only regulates impacts to water quality in federal waters of the U.S. under Section 401 of the Clean Water Act, but they also regulate any isolated waters that are impacted under the state Porter Cologne Act utilizing a Waste Discharge Requirement. Discharge of fill material into waters of the State not subject to the jurisdiction of the USACE pursuant to Section 401 of the Clean Water Act may require authorization pursuant to the Porter Cologne Act through application for waste discharge requirements or through waiver of waste discharge requirements.

California Oak Woodland Conservation Act – This act established the Oak Woodland Conservation Program, administered by the Wildlife Conservation Board, to help local jurisdictions protect and enhance their oak woodland resources. It offers landowners, conservation groups, and cities/counties and opportunity to obtain funding for projects designed to conserve and restore California's oak woodlands.

5.2 Potential Habitat Impacts

Habitat types are indicated on the Biological Constraints Map provided as Figure 6 in Exhibit A. Impact areas from development of the project are shown on the figure. The portion of the site that will be developed for the hotel project already has an existing paved access road, residence, and barn. The residence and barn will be removed and replaced with Hotel #2. Hotel #1 and #3 will be situated in annual grassland habitat. The existing access road would be utilized for the hotel project, and would extend to the east property boundary. The road extension passes south of potential wetland habitat. Native oak trees occur near the development footprint of Hotel #1 and Hotel #2.

TABLE 7. POTENTIAL HABITAT IMPACTS.

Habitat Type	Approximate Impact (acres)
Annual Grassland	6.4
Blue Oak Woodland	0
Irrigated Pasture	0
Pond	0
Riparian	0
Wetland	0
Anthropogenic	n/a

5.2.1 Annual grassland

Approximately 26.5 acres of annual grassland habitat is mapped in the Study Area. Proposed development on the site would result in a permanent loss of ±6.4 acres of annual grassland habitat. A landscape plan was not available for review prior to this assessment. Landscape installations could impact additional annual grassland acreage. Impacts to annual grassland habitat require mitigation for impacts to San Joaquin kit fox habitat (see Section 5.5.1)

The grassland habitat on the site is potential habitat for several special status plants and animals. Impacts to annual grassland habitat that affect special status species can be mitigated (refer to Sections 5.4, 5.5, 6.2 and 6.4).

5.2.2 Wetland

Wetlands are located within some areas of the drainages on the property. A potential wetland is mapped in the northeast corner of the Study Area behind Hotel #2, at the head of an ephemeral drainage. The proposed road extension appears to avoid the potential wetland.

5.3 Potential Oak Tree Impacts

No oak trees are expected to be removed; however construction of the proposed project could impact the critical root zones of both blue and valley oaks.

The critical root zone (CRZ), as defined by the City of Paso Robles, is an area of root space that is within a circle circumscribed around the trunk of a tree using a radius of 1 foot per inch DBH, e.g., a 20-inch diameter tree has a CRZ with a radius of 20 feet as measured from the center of the tree (City of El Paso de Robles - Ordinance No. 835 N.S). This measurement often extends beyond the actual drip-line of the tree.

5.4 Potential Impacts to Common Wildlife

5.4.1 Nesting habitat

Impacts to or take of nesting birds could occur if grading or tree removal/trimming is conducted during nesting season (March 15 through August 15). Take of common nesting birds is prohibited by federal and state code. Impacts to or take of common nesting birds can be avoided (refer to Section 6.2.1).

5.4.2 Reduction of movement corridors

Development of the proposed project would alter common wildlife species' patterns of movement across the site. Movement corridors through drainages to and from nearby Huerhuero Creek would not be completely disrupted, but free movement across the property would be reduced. Impacts to San Joaquin kit fox movement corridors are discussed in Section 6.4.1.

5.4.3 Displacement and/or take

Common wildlife species currently living on the property or using the site as transients would be displaced by development of the site. Take of common species may occur during construction activities. Displacement and/or take of common wildlife species is not a significant impact.

5.5 Potential Impacts to Special Status Species

Seven special status animals and seven special status plants have the potential to occur in the Study Area. Two special status mammals, San Joaquin kit fox and American badger, are known to occur in regional grassland habitats. Pallid bat, a Species of Special Concern, could roost in oak trees. Burrowing owls are unlikely to occur in the Study Area, however appropriate habitat with ground squirrel burrows is present. Silvery legless lizard could occur in oak woodland habitat, but is not likely to be impacted by the project. Vernal pool fair shrimp and western spadefoot toad could be present in seasonal ponds in the Study Area but are unlikely to be impacted by the project. None of the seven special status plants identified as having the potential to occur in the Study Area were identified during floristic surveys conducted in the spring of 2016.

5.5.1 San Joaquin kit fox

The project site is situated in grassland habitat within the range of San Joaquin kit fox. Approximately 6.4 acres of annual grassland habitat usable by San Joaquin kit fox would be removed. Precise acreages will be calculated upon approval of the proposed site plan by the City of Paso Robles, and completion of final grading and landscape plans. Removal of San Joaquin kit fox habitat can be mitigated (refer to Section 6.4.1).

5.5.2 American badger

Approximately 6.4 acres of annual grassland habitat usable by badgers would be removed. Indirect impacts to badgers include the loss of foraging and denning habitat. Direct impacts could occur if a badger takes up residence in the development footprint. The loss of grassland habitat is not a significant impact, although the cumulative loss of habitat in the Paso Robles region has negatively affected badger populations in the area. Disturbance of denning badgers can be avoided (refer to Section 6.4.2).

5.5.3 Pallid bat

Removal of mature trees with trunk cavities or loose bark could impact roosting bats and/or maternal bat colonies. Removal of buildings could also affect roosting bats. Disturbance of pallid bat or maternity colonies of any bat species can be avoided (refer to Section 6.4.3).

5.5.4 Burrowing owl

Burrowing owls are unlikely to occur in the Study Area. However, if present, impacts to nesting burrowing owl could occur if grading is conducted during nesting season. Impacts to burrowing owl can be avoided (refer to Section 6.2.1).

6.0 Recommendations and Mitigations

We recommend the following biological resource (BR) mitigation measures to prevent or mitigate for impacts to rare species and nesting birds.

6.1 Habitat Mitigations

6.1.1 Annual grassland

Impacts to annual grassland habitat in the Paso Robles region are not typically considered significant unless special status species are affected. Grassland habitat on the site is considered potential habitat for the federally endangered San Joaquin kit fox. Loss or permanent degradation of grassland habitat on the property is a significant but mitigable impact (refer to Section 6.4.1).

6.1.2 Wetland

It appears that the project will avoid all potential wetland habitat in the Study Area; therefore no mitigation recommendations are provided. A formal wetland delineation conducted on the property would determine wetland presence according to state and federal standards and would determine the extent of Clean Water Act section 404 jurisdictional wetlands and waters of the United States if impacts could occur from construction of the project.

6.2 Common Wildlife Mitigations

6.2.1 Nesting habitat

Migratory non-game native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory non-game birds (as listed under the Federal MBTA).

BR-1. Within one week of ground disturbance or tree removal/trimming activities, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. To avoid impacts to nesting birds, grading and construction activities that affect trees and grasslands shall not be conducted during the breeding season from March 15 to

August 15. If construction activities must be conducted during this period, nesting bird surveys shall take place within one week of habitat disturbance. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. Construction activities shall observe a 300-foot buffer for occupied raptor nests. Buffers for active burrowing owl nests must comply with the CDFW Staff Report on Burrowing Owls (CDFW 2012). A pre-construction survey report shall be submitted to the lead agency immediately upon completion of the survey. The report shall detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements.

6.3 Oak Tree Mitigations

Oak tree impacts and mitigation requirements shall be compiled by the project arborist or botanist. The following mitigation recommendations are modeled after guidelines set forth in the Paso Robles Tree Ordinance (City of El Paso de Robles - Ordinance No. 835 N.S).

BR-2. Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a qualified biologist and a licensed land surveyor. Data for each tree should include date, species, number of stems, diameter at breast height (DBH) of each stem, critical root zone (CRZ) diameter, canopy diameter, tree height, health, habitat notes, and nests observed.

BR-3. An oak tree protection plan shall be prepared and approved by the City of Paso Robles.

BR-4. Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the dripline or CRZ of the tree (whichever distance is greater), and trunk damage.

BR-5. Impacted oaks shall be mitigated for by planting one 24 inch boxed tree for impacts up to 25 percent of the root zone or canopy. Two 24 inch boxed trees shall be planted for trees with impacts up to 50 percent of the tree, and so on. The mitigation trees shall be incorporated into the landscape plan.

BR-6. Replacement oaks for removed trees must be equivalent to 25 percent of the diameter of the removed tree(s). For example, the replacement requirement for removal of two trees of 15 inches DBH (30 total diameter inches), would be 7.5 inches (30 inches removed x 0.25 replacement factor). This requirement could be satisfied by planting five 1.5 inch trees, or three 2.5 inch trees, or any other combination totaling 7.5 inches. A minimum of two 24 inch box, 1.5 inch trees shall be required for each oak tree removed.

BR-7. Replacement trees should be seasonally maintained (browse protection, weed reduction and irrigation, as needed) and monitored annually for at least 7 years.

6.4 Special Status Species Mitigations

6.4.1 San Joaquin kit fox

San Joaquin kit fox could occur in the project area. The project would result in a net loss of kit fox habitat. Construction activities could directly impact (take) San Joaquin kit fox. The following mitigation recommendations are designed to reduce the potential for direct impacts to kit fox to a less than significant level.

BR-8. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles (City) that states that one or a combination of the following three San Joaquin kit fox mitigation measures has been implemented:

a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of **[Total number of mitigation acres required]** acres of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Game (Department) and the City.

   This mitigation alternative (a.) requires that all aspects of this program must be in place before City permit issuance or initiation of any ground disturbing activities.

b. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

   Mitigation alternative (b) above, can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was established in agreement between the Department and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to “The Nature Conservancy”, would total $**[Amount of fee based on $2,500 per acre]**. This fee is calculated based on the current cost-per-unit of $2,500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis Obispo County; your actual cost may increase depending on the timing of payment. This fee must be paid after the Department provides written notification about your mitigation options but prior to City permit issuance and initiation of any ground disturbing activities.

c. Purchase **[Total number of mitigation acres required]** credits in a Department-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

   Mitigation alternative (c) above, can be completed by purchasing credits from the Palo Prieto Conservation Bank. The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, and would total $**[Amount of mitigation acres required (i.e. credits), currently priced at $2,500 per credit]**. This fee is calculated based on the current cost-per-credit of $2,500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Your actual cost may increase depending on the timing of payment. Purchase of credits must be completed prior to City permit issuance and initiation of any ground disturbing activities.

BR-9. **Prior to issuance of grading and/or construction permits**, the applicant shall provide evidence that they have retained a qualified biologist acceptable to the City. The retained biologist shall perform the following monitoring activities:

i. **Prior to issuance of grading and/or construction permits and within 30 days prior to initiation of site disturbance and/or construction,** the biologist shall conduct a pre-activity (i.e. pre-construction) survey for known or potential kit fox dens and submit a letter to the City reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.

ii. **The qualified biologist shall conduct weekly site visits during site-disturbance activities** (i.e. grading, disking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures BR-10 through BR-19. Site disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason (refer to BR-10iii). When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the City.

iii. **Prior to or during project activities,** if any observations are made of San Joaquin Kit fox, or any known or potential San Joaquin kit fox dens are discovered within the project limits, the qualified biologist shall re-assess the probability of incidental take (e.g. harm or death) to kit fox. At the time a den is discovered, the qualified biologist shall contact USFWS and the CDFW for guidance on possible additional kit fox protection measures to implement and whether or not a Federal and/or State incidental take permit is needed. If a potential den is encountered during construction, work shall stop until such time the USFWS determines it is appropriate to resume work.

If incidental take of kit fox during project activities is possible, **before project activities commence,** the applicant must consult with the USFWS. The results of this consultation may require the applicant to obtain a Federal and/or State permit for incidental take during project activities. The applicant should be aware that the presence of kit foxes or known or potential kit fox dens at the project site could result in further delays of project activities.

iv. **In addition,** the qualified biologist shall implement the following measures:

1. **Within 30 days prior to initiation of site disturbance and/or construction**, fenced exclusion zones shall be established around all known and potential kit fox dens. Exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances:
    - Potential kit fox den: 50 feet
    - Known or active kit fox den: 100 feet
    - Kit fox pupping den: 150 feet
2. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.
3. If kit foxes or known or potential kit fox dens are found on site, daily monitoring by a qualified biologist shall be required during ground disturbing activities.

BR-10. Prior to issuance of grading and/or construction permits, the applicant shall clearly delineate the following as a note on the project plans: "*Speed signs of 25 mph (or lower) shall be posted for all construction traffic to minimize the probability of road mortality of the San Joaquin kit fox*". Speed limit signs shall be installed on the project site **within 30 days prior to initiation of site disturbance and/or construction.**

BR-11. During the site disturbance and/or construction phase, grading and construction activities after dusk shall be prohibited unless coordinated through the City, during which additional kit fox mitigation measures may be required.

BR-12. Prior to issuance of grading and/or construction permit and within 30 days prior to initiation of site disturbance and/or construction, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources (i.e. San Joaquin kit fox). At a minimum, as the program relates to the kit fox, the training shall include the kit fox's life history, all mitigation measures specified by the City, as well as any related biological report(s) prepared for the project. The applicant shall notify the City shortly prior to this meeting. A kit fox fact sheet shall also be developed prior to the training program, and distributed at the training program to all contractors, employers and other personnel involved with the construction of the project.

BR-13. During the site-disturbance and/or construction phase, to prevent entrapment of the San Joaquin kit fox, all excavations, steep-walled holes and trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.

BR-14. **During the site-disturbance and/or construction phase,** any pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved. If necessary, the pipe may be moved only once to remove it from the path of activity, until the kit fox has escaped.

BR-15. **During the site-disturbance and/or construction phase,** all food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of only in closed containers. These containers shall be regularly removed from the site. Food items may attract San Joaquin kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.

BR-16. **Prior to, during and after the site-disturbance and/or construction phase,** use of pesticides or herbicides shall be in compliance with all local, State and Federal regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.

BR-17. **During the site-disturbance and/or construction phase,** any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant shall immediately notify the USFWS and CDFW by telephone. In addition, formal notification shall be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to CDFW for care, analysis, or disposition.

BR-18. **Prior to final inspection, or occupancy, whichever comes first,** should any long internal or perimeter fencing be proposed or installed, the applicant shall do the following to provide for kit fox passage:

i. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12 inches.

ii. If a more solid wire mesh fence is used, 8 by 12 inch openings near the ground shall be provided every 100 yards.

iii. Upon fence installation, the applicant shall notify the City to verify proper installation. Any fencing constructed after issuance of a final permit shall follow the above guidelines.

6.4.2 American badger

American badger could occur in the project areas. The project will result in a net loss of badger habitat. Mitigation is not required for loss of badger habitat. To ensure take of live badgers does not occur, the following mitigation recommendation shall be implemented:

BR-19. A pre-construction survey shall be conducted within thirty days of beginning work on the project to identify if badgers are using the site. The results of the survey shall be sent to the project manager, CDFW, and the City of Paso Robles.

If the pre-construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover the entire property, and shall examine both old and new dens. If potential badger dens are too long to completely inspect from the entrance, a fiber optic scope shall be used to examine the den to the end. Inactive dens may be excavated by hand with a shovel to prevent re-use of dens during construction. If badgers are found in dens on the property between February and July, nursing young may be present. To avoid disturbance and the possibility of direct take of adults and nursing young, and to prevent badgers from becoming trapped in burrows during construction activity, no grading shall occur within 100 feet of active badger dens between February and July. Between July 1 and February 1 all potential badger dens shall be inspected to determine if badgers are present. During the winter badgers do not truly hibernate, but are inactive and asleep in their dens for several days at a time. Because they can be torpid during the winter, they are vulnerable to disturbances that may collapse their dens before they rouse and emerge. Therefore, surveys shall be conducted for badger dens throughout the year. If badger dens are found on the property during the pre-construction survey, the CDFW wildlife biologist for the area shall be contacted to review current allowable management practices.

6.4.3 Pallid bat

Roosting bats and/or maternal bat colonies may be present in trees with appropriate cavities or loose bark on the project site.

BR-20. Prior to removal of any mature oak trees or structures, a survey shall be conducted by a qualified biologist to determine if sensitive bat species or maternal bat colonies are present. Maternal bat colonies may not be disturbed.

6.4.4 Burrowing owl

Surveys for nesting burrowing owl will be conducted concurrently with surveys for other nesting birds (see Section 6.2.1)

7.0 References

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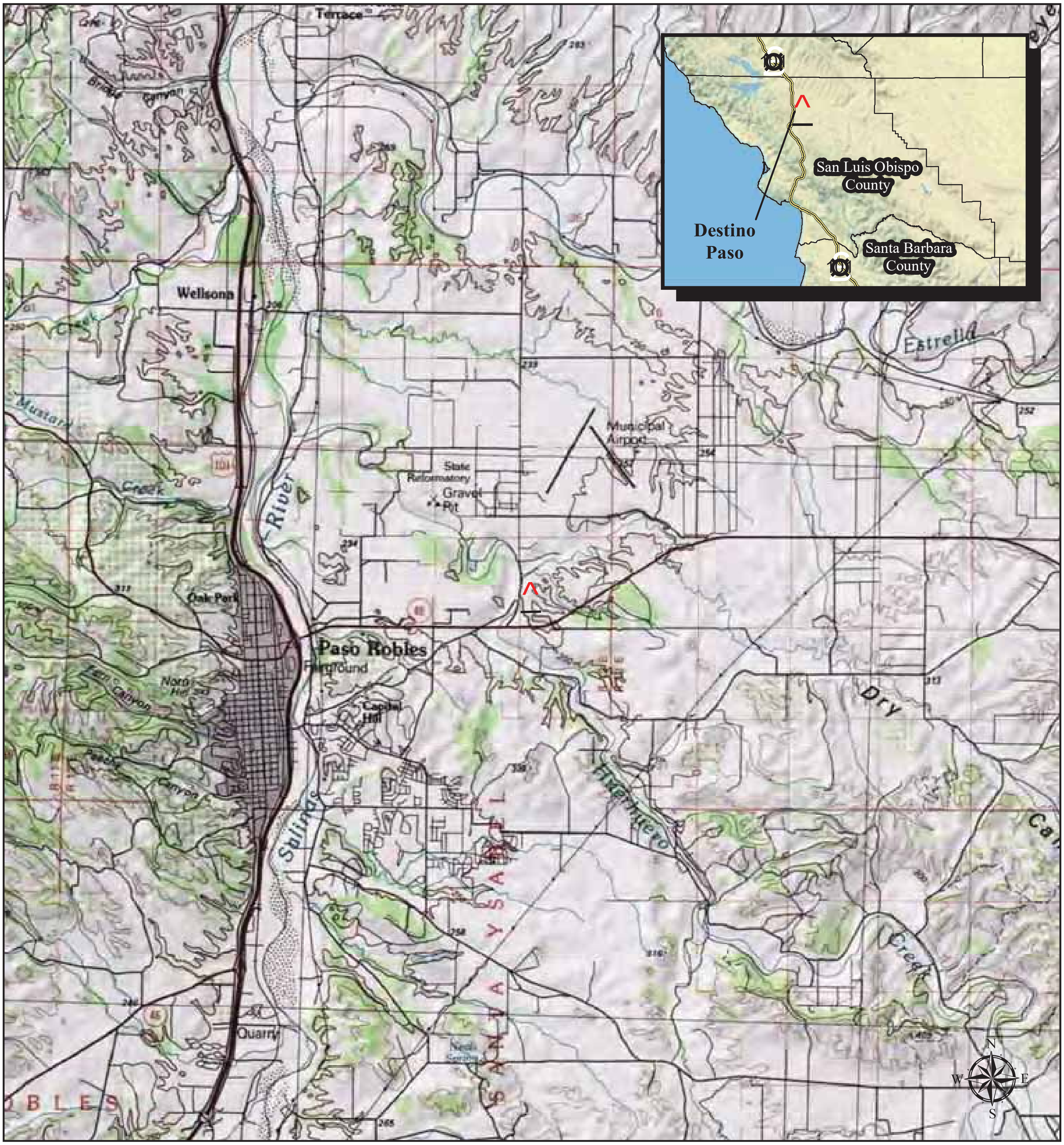
Exhibit A - Figures

Figure 1. Location Map



^ Project Location

Destino
Paso Robles, CA

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Map Updated: April 21, 2016, 04:05 PM

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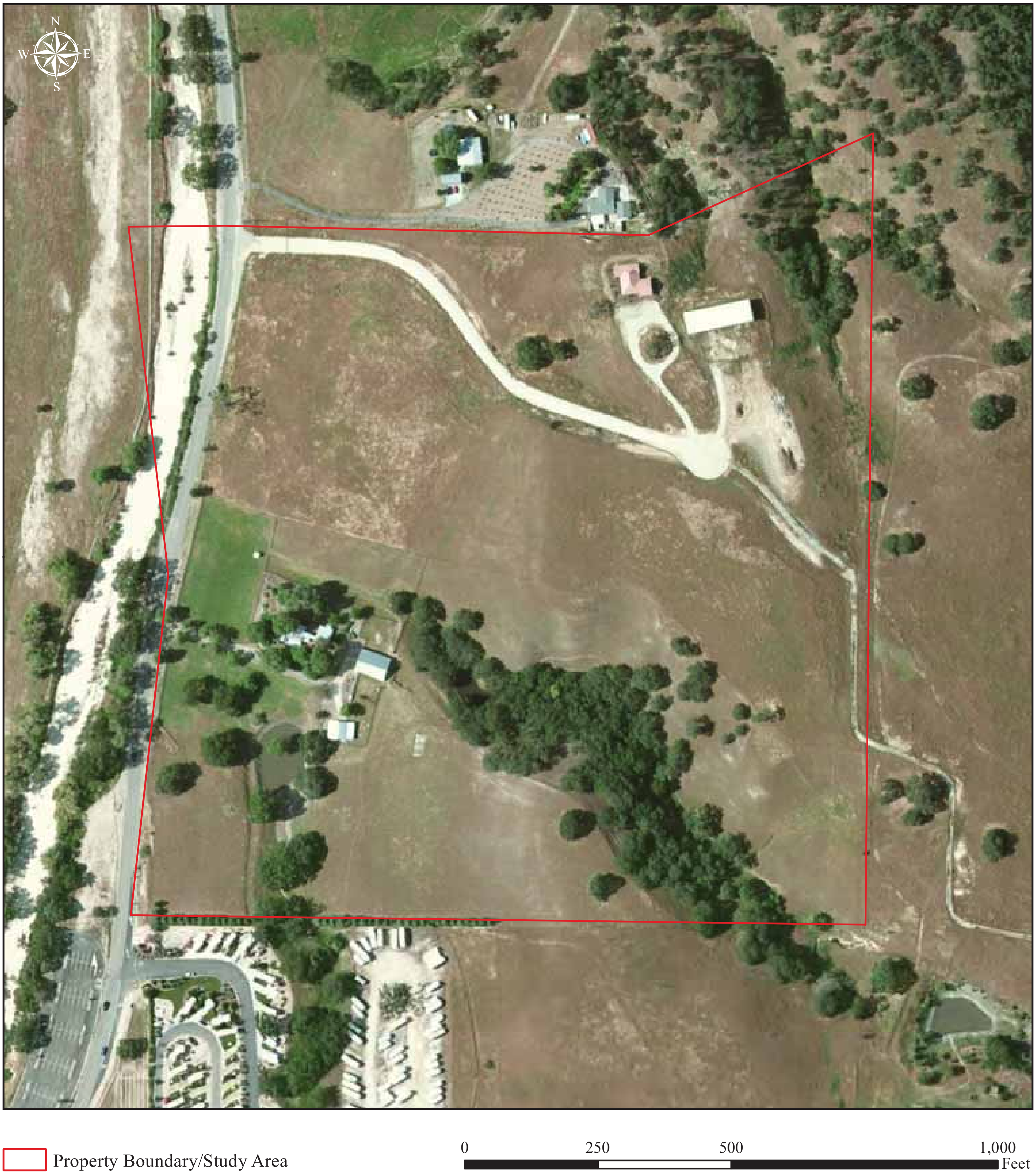
Figure 2. Aerial Photograph



Destino
Paso Robles, CA

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Map Updated: April 22, 2016, 09:47 AM

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Figure 3. USDA Soils Map

102: Arbuckle-Positas Complex 9 to 15 percent slopes
104: Arbuckle-Positas Complex 30 to 50 percent slopes
106: Arbuckle-San Ysidro Complex 2 to 9 percent slopes
212: Xerofluvents-Riverwas Association

▭ Property Boundary

0 250 500 1,000 Feet

Destino
Paso Robles, CA

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Map Updated: April 22, 2016, 09:56 AM

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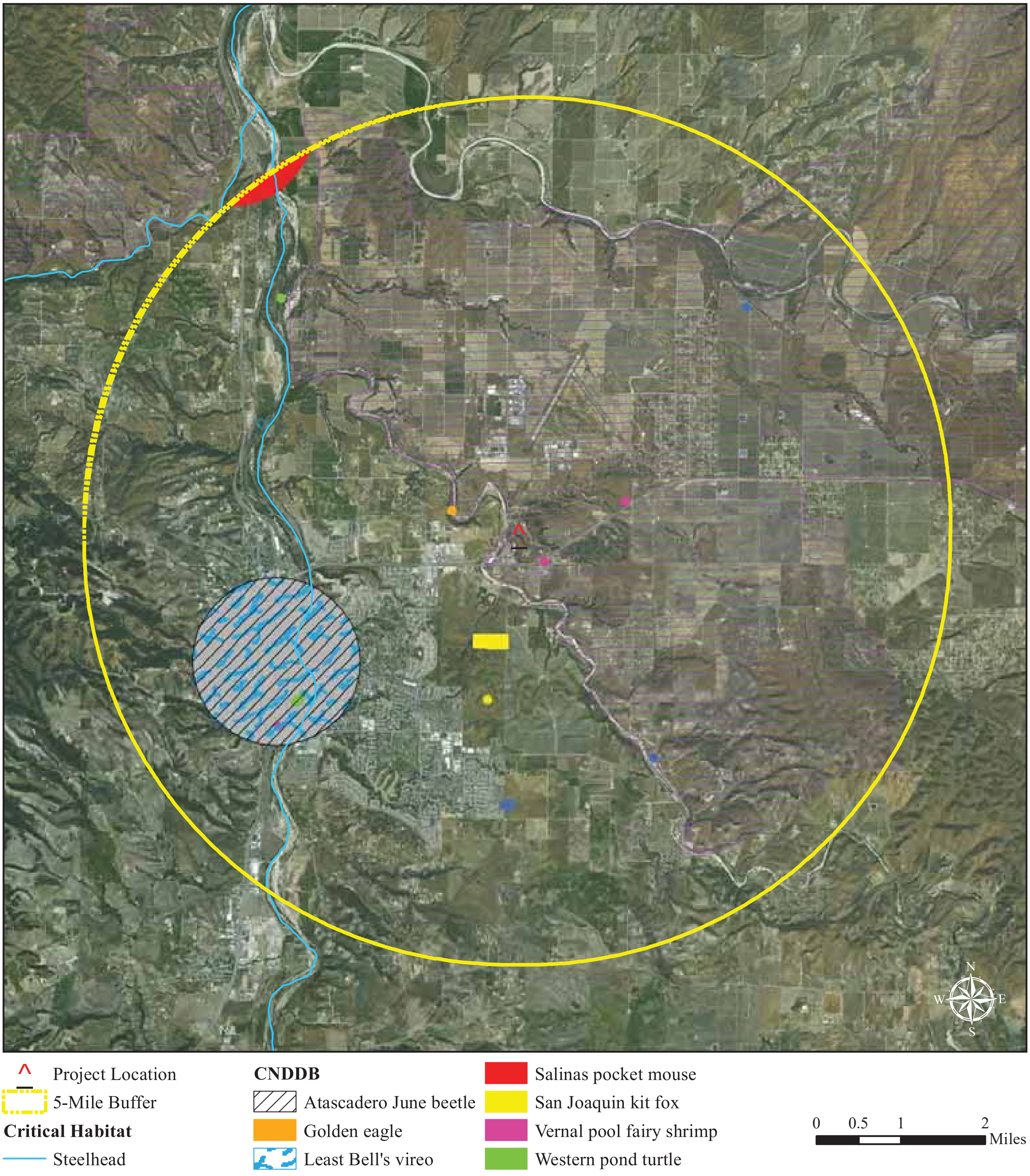
Figure 4. CNDDB Animals & USFWS Critical Habitat Map



Destino
Paso Robles, CA

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Map Updated: April 22, 2016, 09:58 AM

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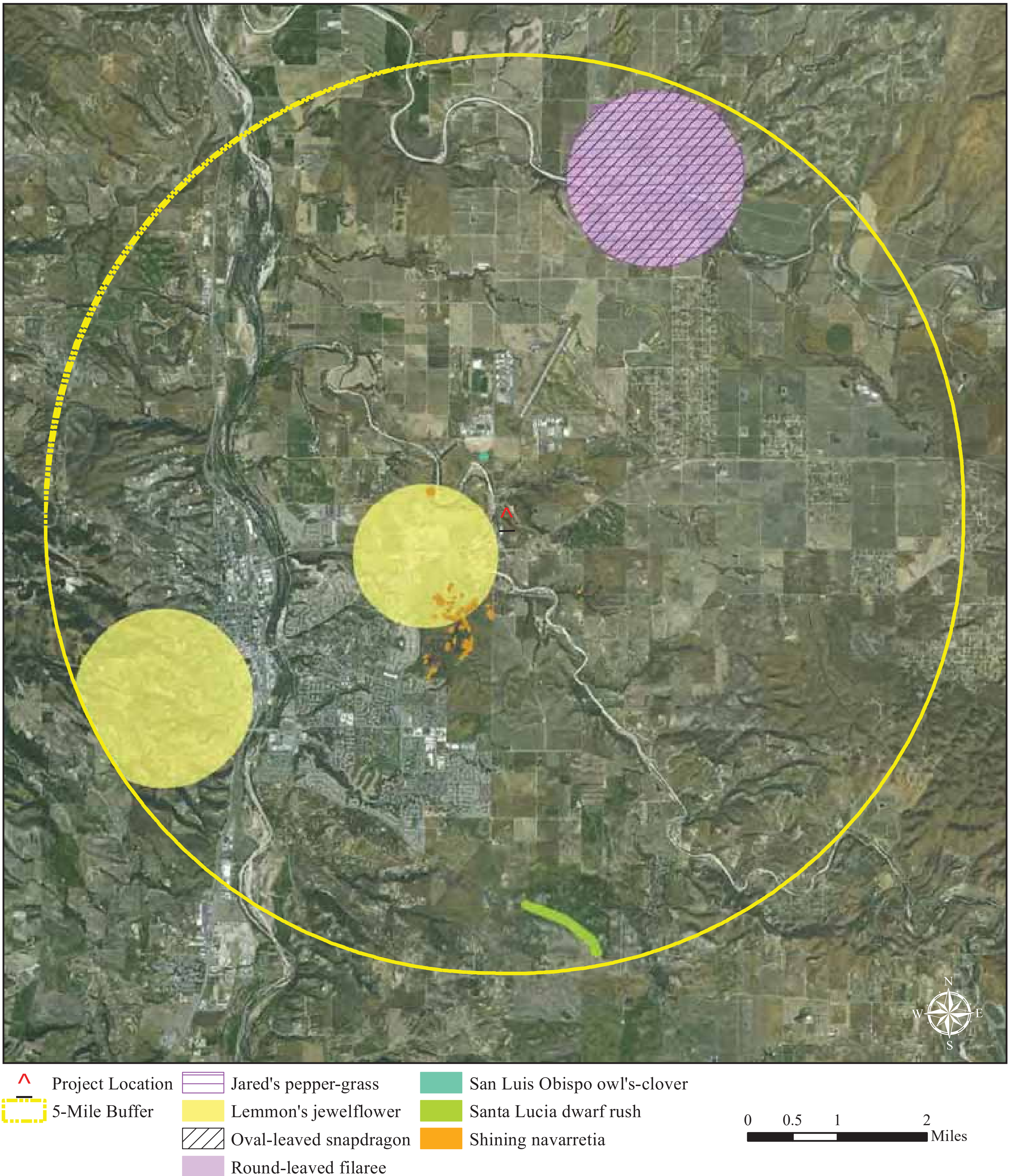
Figure 5. CNDDB Plants Map



Destino
Paso Robles, CA

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Map Updated: April 22, 2016, 10:00 AM

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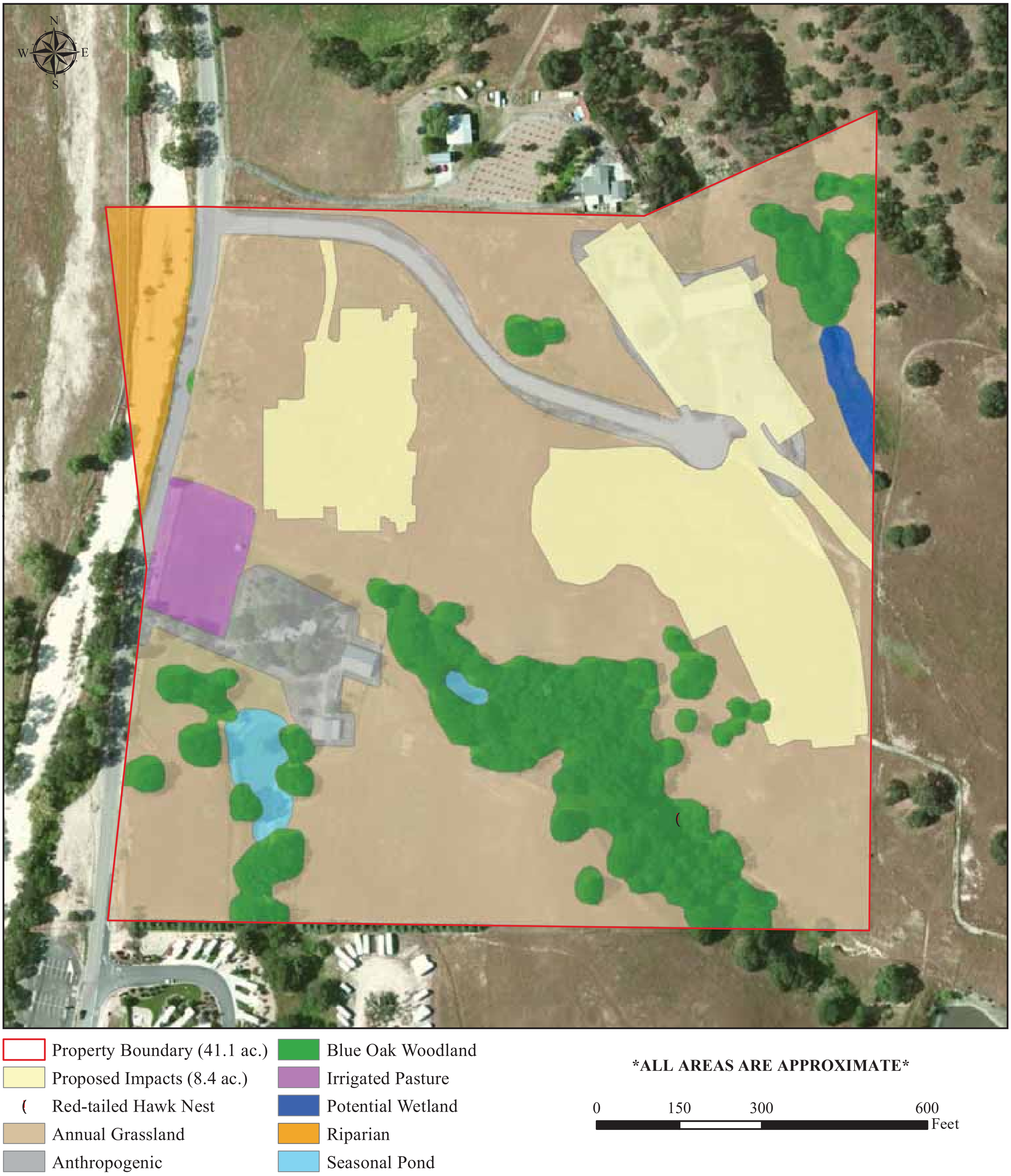
Figure 6. Biological Constraints Map



Destino
Paso Robles, CA

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Map Updated: April 25, 2016, 01:21 PM

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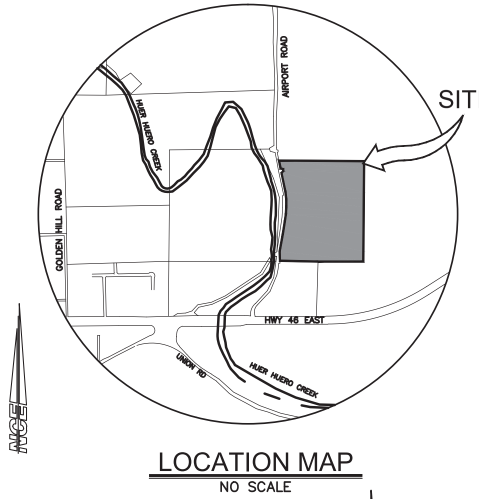
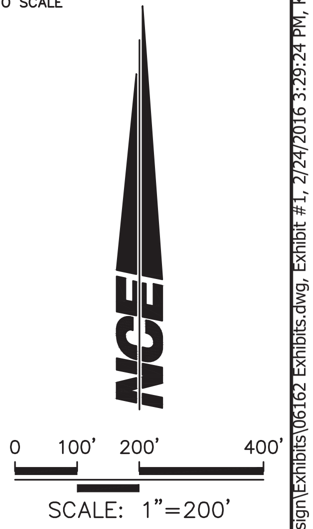
CONSULTANT EXHIBIT #1



LOCATION MAP
NO SCALE



SCALE: 1"=200'

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

R:\PROJ\06162\Design\Exhibits\06162 Exhibits.dwg, Exhibit #1, 2/24/2016 3:29:24 PM, KSB, 1:1

Exhibit B - Photographs

Photo 1. Proposed location of Hotel #3 looking north. 3/17/2016.

Photo 2. Main drainage looking west. 3/17/2016.

Photo 3. A small seasonal pond is located in the main drainage. 3/30/2006. This area would not be impacted by the project.

Photo 4. View west from existing residence toward Airport Road. 3/1/2016.

Photo 5. Existing residence and barn, view northwest. 3/1/2016.

Oak Tree Protection Plan

Destino Paso Resort Hotel, Airport Road

Prepared By

Chip Tamagni
Certified Arborist #WE 6436-A
Certified Hazard Risk Assessor #1209

Steven Alvarez
Certified Arborist #WE 0511-A

P.O. Box 1311
Templeton, CA 93465
(805) 434-0131

As consulting arborists, we have been hired to inform and educate how to protect trees both during the design phase and construction. Different species can adapt to more impacts than others just as young trees can sustain more root disturbance that older trees. All individuals and firms involved in the planning stages should be made completely aware of the limitations regarding setbacks from critical root zones that are recommended to protect the trees. When we are given a plan, it should show **all** possible disturbances within the critical root zone areas. This includes all cuts, fills, over-excavation limits, building clearances, and all utilities. We will suggest changes if we feel the impacts are too great and it is up to the owner or their designee to follow our recommendations. If the plan we receive is not complete with potential impacts, we will fairly assume any additions will fall completely out of the critical root zone areas. It is the burden of the property owner or their designee to inform us of any changes, omissions, or deletions that may impact the critical root zone area of the trees in any way.

It is the responsibility of the **owner** to provide a copy of this tree protection plan to any and all contractors and subs that work within the critical root zone of any native tree. We recommend making it mandatory that the grading/trenching operator have all of his/her employees sign that they have read this plan plans. It is highly recommended that all other contractors sign and acknowledge this tree protection plan as well. In addition, each their respective employees shall be made aware of this tree plan.

The term "critical root zone" is often referred to in this report. The CRZ is an imaginary circle around the trunk of the tree with a radius in feet equal to the tree's diameter in inches. Therefore, a 10 inch diameter tree would have a critical root zone with a 10 foot radius.

This tree evaluation and protection plan is in regard to Destino Paso on Airport Road. Plans are to construct four new hotels with parking. During the original tree inventory for a previous project, we inventoried 155 oak trees that may have had the potential to be impacted during construction. The species on site include both blue oaks (*Quercus douglasii*) and valley oaks (*Quercus lobata*). There are literally twice that many trees on the property with the majority being completely out of the impact areas. There are seven trees being proposed for removal at this time. Tree #1 is a 30" blue oak that is in major decline. It is located at the edge of the planned parking lot for one of the hotels. In the last 8 years, this tree has steadily declined to a point where only about 10% of its live canopy remains. The plans originally called for this tree to be saved, however, its useful life expectancy is probably less than three years at best. Tree #2 is located in the middle of the same parking lot. This tree is also a 30" blue oak. It is also showing signs of decline such as excessive dieback. Trees #18 (46"), #19 (18"), #20 (9"), and tree #156 (7") are all valley oaks located directly adjacent to Airport Road and will be in the way of improvements in that area. The large tree in this section is in poor condition with major deadwood beginning to fail from the upper canopy. Tree #155 (39") blue oak is located directly in the roadway to the hotel on the south side. Unfortunately, this tree is one of the better trees on the property. We would like to see this tree saved. It is a focal tree directly off of Airport Road and it would be a shame to remove it. The other issue we have in this area is tree #154 (31") is slated to have soil cut away from the critical root zone on the downslope side and cut for over-excavation on the south side to accommodate the hotel. We strongly feel this tree will not survive these impacts. We feel that the road could be re-oriented in addition to the parking lot and hotel being built a little smaller to accommodate these two trees. We also noticed there is ample space higher up in the property that could potentially be used for the hotel site and not impact any trees at all. Some decisions need to be made with regard to these two trees as removing them does not follow the spirit of the Paso Robles Oak Tree Ordinance.

In addition to the standard mitigation measures listed later in this report, the following items are of significant importance. There is a planned deck that will encroach into the CRZ of tree #48. Due to the ideal shape of the canopy, very minor trimming will have to occur to accommodate the deck. Deck shall be constructed using pier/post or similar to minimize impacts to the CRZ of this tree. Tree #60 has some simple dg paths passing through the CRZ which should pose no problem. Other than the previous concerns regarding trees #154 and #155, there do no appear to be any other impacts to the trees.

Projects usually require an on-site pre-construction meeting with the city, owner, grading contractor and the arborist. Topics will include fencing, monitoring and requirements for a positive final occupancy letter. It is the owner's responsibility to adequately inform us prior to any meetings where we need to be present.

All trees potentially impacted by this project are numbered and identified on both the grading plan and the spreadsheet. Trees whose CRZ edges are greater than 50 feet from site disturbance will generally not be tagged and inventoried. Trees that are inherently protected by other saved trees will also not be tagged. Trees are numbered on the grading plans and in the field with an aluminum tag. Tree protection fencing is shown on the grading plan.

Tree Rating System

A rating system of 1-10 was used for visually establishing the overall condition of each tree on the spreadsheet.

Determining factors include:

- Previous impacts to tree root zone
- Observation of cavities, conks or other structurally limiting factors
- Pest, fungal, or bacterial disorders

- Past failures
- Current growth habit

The rating system is defined as follows:

Rating	Condition
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.
6	Healthy tree that probably can be left in its natural state. Future pruning may be required.
7-9	The tree 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).

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

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 at the edge of the CRZ 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 or their designee 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. The fencing must be constructed prior to the city pre-construction meeting for inspection by the city and the arborists. Fence maintenance is an issue with many job sites. Windy conditions and other issues can cause the fence to sage and fall. Keeping it erect should be a part of any general contractor's bid for a project. Down fencing is one of the causes for a stop work notice to be placed on a project.

Soil Aeration Methods: Soils within the CRZ 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 adding specialized soil conditioners, 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 CRZ of the trees that cannot 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 CRZ: All trenching/excavation for foundations within the CRZ 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/trenching contractor(s) shall take place prior to work start. This activity shall be monitored by the arborist(s) to insure proper root pruning is talking place. Any landscape architects and contractors involved shall not design any irrigation or other features within any drip line unless previously approved by the project arborist.

Grading Within CRZ: Grading shall not encroach within the drip line unless approved by the project arborist. 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.

Paving Within The CRZ: The preferred method on paving within the drip line consists of placing base material on existing grade. Any grade lowering removes important surface roots. Pavers can be used with limitations. The base material must be above natural grade and the curbing to retain the pavers shall not be trenched any deeper than six inches into the natural grade.

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. All soil compaction within drip line areas shall be mitigated as described previously.

Existing Surfaces: The existing ground surface within the CRZ of all native 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 CRZ of any native tree. The CRZ areas are not for storage of materials either. Any violations shall be remedied through proper cleanup approved by the project arborist at the expense of the owner.

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. It is the responsibility of the owner to contract (prior to construction) a locally licensed and insured arborist that will document all monitoring activities.

- pre-construction fence placement
- any utility or drainage trenching within any CRZ
- All grading and trenching near trees requiring monitoring on the spreadsheet

Pre-Construction Meeting: An on-site pre-construction meeting with the Arborist(s), Owner(s), Planning Staff, and all contractors and subs is highly recommended prior to the start of any work. At a minimum, the grading contractor shall be present. It is the sole responsibility of the owner that all topics covered during the preconstruction meeting are appropriately passed on to non-present contractors. Prior to final occupancy, a letter from the arborist(s) shall be required verifying the health and 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 CRZ of the selected native trees, and that all work done in these areas was completed to the standards set forth above.

Pruning: All native tree pruning shall be completed by a licensed and insured D49 tree trimming contractor that has a valid city business license. Class 4 pruning includes: Crown reduction pruning consisting 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 under the CRZ shall be drought tolerant or native varieties. Lawns shall be avoided. All irrigation trenching shall be routed around drip lines; otherwise above ground drip-irrigation shall be used. It is the owner's responsibility to notify the landscape architect and contractor regarding this mitigation. The project arborist shall approve all landscape materials and irrigation within the CRZ of any oak tree.

Utility Placement: All utilities and sewer/storm drains shall be placed down the roads/driveways and when possible outside of the CRZ. If roads exist between two trees, the utilities shall be routed down the middle of the road or completely hand dug. The arborist shall supervise trenching within the CRZ. **All trenches in these areas shall be exposed by air spade or hand dug with utilities routed under/over the roots**. Roots greater than 2 inches in diameter shall **not** be cut.

Fertilization and Cultural Practices: As the project moves toward completion, the arborist(s) may suggest fertilization, insecticide, fungicide, soil amendments, and/or mycorrhiza applications that will benefit tree health.

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

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

A & T Arborists strongly suggests that the responsible party (owner of their designee) make copies of this report. Any reproduction by A & T Arborists or changes to this original report will require an additional charge.

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

TREE PROTECTION SPREAD SHEET

1	2	3	4	5	6	7	8	9	10	11	12	13	14
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**
1	BO	*Q. doug.*	30	1	R	40%	GR	None	NO		POOR	severe decline	75/80
2	BO	*Q. doug.*	30	2	R	100%	GR	None	NO		POOR	dieback	50/49
3	BO	*Q. doug.*	16	4	A	0%		fencing	NO		GOOD	embeded wire	20 w
4	BO	*Q. doug.*	17	5	A	0%		fencing	NO		GOOD	embeded wire	22 w
5	BO	*Q. doug.*	13	5	A	0%		fencing	NO		GOOD		10 w
6	BO	*Q. doug.*	5	4	A	0%		fencing	NO		FAIR		9 w
7	BO	*Q. doug.*	6	4	A	0%		fencing	NO		GOOD		8 w
8	BO	*Q. doug.*	9	5	A	0%		fencing	NO		GOOD		5 w
9	BO	*Q. doug.*	8	4	A	0%		fencing	NO		GOOD		4 w
10	BO	*Q. doug.*	4	5	A	0%		fencing	NO		GOOD		3 w
11	BO	*Q. doug.*	2	4	A	0%		fencing	NO		GOOD		2 w
12	BO	*Q. doug.*	22	6	A	0%		fencing	NO		EXCEL.		25 w
13	BO	*Q. doug.*	14	2	A	0%		fencing	NO		FAIR	split trunk	25 w
14	BO	*Q. doug.*	8	5	A	0%		fencing	NO		GOOD		16 w
15	BO	*Q. doug.*	17	5	A	0%		fencing	NO		EXCEL.		12 w
16	VO	Q. lobata	40	2	A	0%		fencing	NO		FAIR	hollow cavity	25/33
17	BO	Q.doug.	38	6	I	5%	GR	F,RP,M	YES		EXCEL.		63/59
18	VO	Q. lobata	46	2	R	100%	GR	None	NO		POOR	declining	22 e
19	VO X 4	Q. lobata	18	5	R	100%	GR	None	NO		GOOD		10/12
20	VO	Q. lobata	6	9	R	100%	GR	None	NO		GOOD		8/7

1 = TREE #: MOSTLY CLOCKWISE FROM DUE NORTH
2 = TREE TYPE: COMMON NAME IE.W.O.= WHITE OAK
3= SCIENTIFIC NAME
4 = TRUNK DIAMETER @ 4'6"
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: **G**RADING, **C**OMPACTION, **TR**ENCHING
9 = MITIGATION REQUIREMENTS: **F**ENCING, **M**ONITORING, **R**OOT**P**RUNING,
10 = ARBORIST MONITORING REQUIRED: YES/NO
11 = PERSCRIBED PRUNING: CLASS 1-4
12= AESTHETIC VALUE
12 = FIELD NOTES
13= NORTH SOUTH/ EAST WEST CANOPY SPREAD

6/2/2016

TREE PROTECTION SPREAD SHEET

1 TREE #	2 TREE SPECIES	3 SCIENTIFIC NAME	4 TRUNK DBH	5 TREE CONDITION	6 CONST STATUS	7 CRZ % IMPACT	8 CONST IMPACT	9 MITIGATION PROPOSAL	10 MONT REQUIRED	11 PRUNING CLASS	12 AESTH. VALUE	13 FIELD NOTES	14 NS EW
21	BO	*Q. doug.*	29	2	A	0%			NO		GOOD	cavity	41/18
22	BO	*Q. doug.*	23	5	A	0%			NO		GOOD		30 n
23	BO X 2	*Q. doug.*	14	4	A	0%			NO		GOOD		12 n
24	BO	*Q. doug.*	14	5	A	0%			NO		EXCEL.		15 n
25	BO	*Q. doug.*	8	4	A	0%			NO		GOOD		8 n
26	BO	*Q. doug.*	16	5	A	0%			NO		GOOD		19 n
27	BO	*Q. doug.*	10	4	A	0%			NO		FAIR	suppressed	22 n
28	BO	*Q. doug.*	16	3	A	0%			NO		FAIR	major deadwood	28 n
29	BO	*Q. doug.*	6	3	A	0%			NO		FAIR		6 n
30	BO	*Q. doug.*	17	4	A	0%			NO		GOOD		21 n
31	BO	*Q. doug.*	13	4	A	0%			NO		GOOD		27 n
32	BO	*Q. doug.*	13	4	A	0%			NO		FAIR		20 n
33	BO	*Q. doug.*	18	4	A	0%			NO		FAIR		20 n
34	BO	*Q. doug.*	12	4	A	0%			NO		FAIR		19 n
35	BO	*Q. doug.*	15	5	A	0%			NO		GOOD		21 n
36	BO	*Q. doug.*	25	6	A	0%			NO		GOOD		15 n
37	BO	*Q. doug.*	28	5	A	0%			NO		GOOD		22 n
38	BO	*Q. doug.*	6	3	A	0%			NO		FAIR		16 n
39	BO	*Q. doug.*	6	3	A	0%			NO		FAIR	suppressed	8 n
40	BO	*Q. doug.*	16	4	A	0%			NO		GOOD		26 n

1 = TREE #: MOSTLY CLOCKWISE FROM DUE NORTH
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9 = MITIGATION REQUIREMENTS: **F**ENCING, **M**ONITORING, **R**OOT**P**RUNING,
10 = ARBORIST MONITORING REQUIRED: YES/NO
11 = PERSCRIBED PRUNING: CLASS 1-4
12= AESTHETIC VALUE
12 = FIELD NOTES
13= NORTH SOUTH/ EAST WEST CANOPY SPREAD

6/2/2016

TREE PROTECTION SPREAD SHEET

1 TREE #	2 TREE SPECIES	3 SCIENTIFIC NAME	4 TRUNK DBH	5 TREE CONDITION	6 CONST STATUS	7 CRZ % IMPACT	8 CONST IMPACT	9 MITIGATION PROPOSAL	10 MONT REQUIRED	11 PRUNING CLASS	12 AESTH. VALUE	13 FIELD NOTES	14 NS EW
41	BO	*Q. doug.*	12	3	A	0%			NO		FAIR	suppressed	22 n
42	BO	*Q. doug.*	14	4	A	0%			NO		GOOD		20 n
43	BO	*Q. doug.*	14	4	A	0%			NO		GOOD		20 n
44	BO	*Q. doug.*	10	4	A	0%			NO		FAIR		15 n
45	BO	*Q. doug.*	12	4	A	0%			NO		GOOD		15 n
46	BO	*Q. doug.*	27	4	A	0%			NO		EXCEL.		25 n
47	BO	*Q. doug.*	10	4	A	0%		fencing	NO	I	GOOD		15/18
48	BO	*Q. doug.*	25	4	I	15%	GR	F,M	YES	I	GOOD		25/33
49	BO	*Q. doug.*	22	5	A	0%			NO		EXCEL.		50/45
50	BO	*Q. doug.*	14	5	A	0%		fencing	NO	I	EXCEL.		30/30
51	BO	*Q. doug.*	6	4	A	0%			NO		GOOD		8/10
52	BO	*Q. doug.*	5	4	A	0%			NO		GOOD		6/10
53	BO	*Q. doug.*	18	5	A	0%			NO		EXCEL.		25/28
54	BO	*Q. doug.*	20	4	A	0%			NO		FAIR		26/30
55	BO	*Q. doug.*	7	5	A	0%			NO		GOOD		5/5
56	BO	*Q. doug.*	9	4	A	0%			NO		GOOD		15/15
57	BO	*Q. doug.*	2	4	A	0%			NO		GOOD		4/4
58	BO	*Q. doug.*	8	6	A	0%		fencing	NO	I	GOOD		20/18
59	BO	*Q. doug.*	17	5	I	10%	GR	F,M	YES	I	GOOD	mistletoe	25/27
60	BO	*Q. doug.*	35	2	I	15%	GR	F,M	YES	IV	GOOD	past failures	35/40

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6/2/2016

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61	BO	*Q. doug.*	12	5	A	0%			NO	I	EXCEL.		22 n
62	BO	*Q. doug.*	12	3	A	0%			NO		FAIR	suppressed	18 n
63	BO	*Q. doug.*	7	3	A	0%			NO		FAIR	suppressed	16 n
64	BO	*Q. doug.*	19	5	A	0%			NO		FAIR		24 n
65	BO	*Q. doug.*	14	5	A	0%			NO		FAIR		20 n
66	BO	*Q. doug.*	5	5	A	0%			NO		FAIR		8 n
67	BO	*Q. doug.*	17	6	A	0%			NO		GOOD		20/20
68	BO	*Q. doug.*	7	4	A	0%			NO		FAIR		10 n
69	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		19 n
70	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		19 n
71	BO	*Q. doug.*	26	3	A	0%			NO		FAIR		25 n
72	BO	*Q. doug.*	30	4	A	0%			NO		FAIR		15 n
73	BO	*Q. doug.*	13	3	A	0%			NO		FAIR		12 n
74	BO	*Q. doug.*	14	4	A	0%			NO		GOOD		18 n
75	BO	*Q. doug.*	13	4	A	0%			NO		GOOD		18 n
76	BO	*Q. doug.*	23	3	A	0%			NO		FAIR		10 n
77	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		12 n
78	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		15 n
79	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		15 n
80	BO	*Q. doug.*	15	4	A	0%			NO		GOOD		22 n

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81	BO	*Q. doug.*	24	5	A	0%			NO		GOOD		17 s
82	BO	*Q. doug.*	15	5	A	0%			NO		GOOD		20 s
83	BO	*Q. doug.*	13	5	A	0%			NO		GOOD	mistletoe	18 s
84	BO	*Q. doug.*	18	5	A	0%			NO		GOOD	mistletoe	20 s
85	BO	*Q. doug.*	11	3	A	0%			NO		FAIR		13 s
86	BO	*Q. doug.*	17	4	A	0%			NO		GOOD		14 s
87	BO	*Q. doug.*	7	3	A	0%			NO		FAIR	suppressed	6 s
88	BO	*Q. doug.*	20	4	A	0%			NO		FAIR	suppressed	8 s
89	BO	*Q. doug.*	14	3	A	0%			NO		GOOD		10 s
90	BO	*Q. doug.*	19	4	A	0%			NO		FAIR		15 s
91	BO	*Q. doug.*	8	3	A	0%			NO		FAIR		12 s
92	BO	*Q. doug.*	12	5	A	0%			NO		GOOD		17 s
93	BO	*Q. doug.*	6	4	A	0%			NO		GOOD		6 s
94	BO	*Q. doug.*	18	4	A	0%			NO		GOOD		12 s
95	BO	*Q. doug.*	14	4	A	0%			NO		GOOD		12 s
96	BO	*Q. doug.*	8	2	A	0%			NO		POOR		5 s
97	BO	*Q. doug.*	22	4	A	0%			NO		FAIR		15 s
98	BO	*Q. doug.*	8	3	A	0%			NO		FAIR		12 s
99	BO	*Q. doug.*	22	5	A	0%			NO		GOOD		18 s
100	BO	*Q. doug.*	5	4	A	0%			NO		GOOD		6 s

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6/2/2016

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101	BO	*Q. doug.*	4	2	A	0%			NO		FAIR	suppressed	6 s
102	BO	*Q. doug.*	8	3	A	0%			NO		FAIR		10 s
103	BO	*Q. doug.*	10	3	A	0%			NO		FAIR		12 s
104	BO	*Q. doug.*	14	4	A	0%			NO		GOOD		15 s
105	BO	*Q. doug.*	16	5	A	0%			NO		GOOD		12 s
106	BO	*Q. doug.*	15	6	A	0%			NO		GOOD		15 s
107	BO	*Q. doug.*	18	5	A	0%			NO		GOOD		15 s
108	BO	*Q. doug.*	10	3	A	0%			NO		FAIR		18 s
109	BO	*Q. doug.*	12	4	A	0%			NO		FAIR		15 s
110	BO	*Q. doug.*	9	3	A	0%			NO		FAIR		8 s
111	BO	*Q. doug.*	12	4	A	0%			NO		FAIR		10 s
112	BO	*Q. doug.*	10	4	A	0%			NO		FAIR		8 s
113	BO	*Q. doug.*	15	4	A	0%			NO		FAIR		12 s
114	BO	*Q. doug.*	14	3	A	0%			NO		FAIR		13 s
115	BO	*Q. doug.*	13	5	A	0%			NO		FAIR		17 s
116	BO	*Q. doug.*	9	3	A	0%			NO		FAIR	suppressed	5 s
117	BO	*Q. doug.*	12	4	A	0%			NO		FAIR		10 s
118	BO	*Q. doug.*	14	5	A	0%			NO		GOOD		12 s
119	BO	*Q. doug.*	8	2	A	0%			NO		FAIR		6 s
120	BO	*Q. doug.*	18	5	A	0%			NO		GOOD		22 s

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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**
121	BO	*Q. doug.*	36	4	A	0%			NO		EXCEL.		55/60
122	BO	*Q. doug.*	29	7	A	0%			NO		GOOD		45/55
123	BO	*Q. doug.*	9	4	A	0%			NO		FAIR		10 s
124	BO	*Q. doug.*	9	4	A	0%			NO		FAIR		18 s
125	BO	*Q. doug.*	16	4	A	0%			NO		GOOD	embedded wire	20 s
126	BO	*Q. doug.*	7	4	A	0%			NO		FAIR		12 s
127	BO	*Q. doug.*	13	4	A	0%			NO		FAIR		16 s
127	BO	*Q. doug.*	6	3	A	0%			NO		FAIR	suppressed	10 s
129	BO	*Q. doug.*	13	3	A	0%			NO		FAIR	mistletoe	10 s
130	BO	*Q. doug.*	12	4	A	0%			NO		FAIR		18 s
131	BO	*Q. doug.*	13	5	A	0%			NO		GOOD		18 s
132	BO	*Q. doug.*	16	5	A	0%			NO		GOOD		25 s
133	BO	*Q. doug.*	15	1	A	0%			NO		POOR	declining	6 s
134	BO	*Q. doug.*	26	5	A	0%			NO		GOOD		25 s
135	BO	*Q. doug.*	18	4	A	0%			NO		FAIR	suppressed	18 s
136	BO	*Q. doug.*	33	5	A	0%			NO		EXCEL.		56/60
137	BO	*Q. doug.*	32	4	A	0%			NO		GOOD		40 45
138	BO	*Q. doug.*	32	4	A	0%			NO		GOOD		35/37
139	BO	*Q. doug.*	26	4	A	0%			NO		FAIR	mistletoe	30/45
140	BO	*Q. doug.*	26	3	A	0%			NO		FAIR	mistletoe	30/45

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TREE	**TREE**	**SCIENTIFIC**	**TRUNK**	**TREE**	**CONST**	**CRZ %**	**CONST**	**MITIGATION**	**MONT**	**PRUNING**	**AESTH.**	**FIELD**	**NS**
#	**SPECIES**	**NAME**	**DBH**	**CONDITION**	**STATUS**	**IMPACT**	**IMPACT**	**PROPOSAL**	**REQUIRED**	**CLASS**	**VALUE**	**NOTES**	**EW**
141	VO	*Q. lobata*	13	3	A	0%			NO		FAIR	suppressed	15/10
142	VO	*Q. lobata*	7	3	A	0%			NO		FAIR	suppressed	10/12
143	VO	*Q. lobata*	26	4	A	0%			NO		GOOD		40/45
144	VO	*Q. lobata*	26	4	A	0%			NO		GOOD		60/55
145	VO	*Q. lobata*	13	4	A	0%			NO		FAIR		20/22
146	VO	*Q. lobata*	13	4	A	0%			NO		FAIR		23/20
147	VO	*Q. lobata*	13	4	A	0%		fencing	NO		GOOD		25/30
148	VO	*Q. lobata*	22	4	A	0%		fencing	NO		GOOD		25/30
149	VO	*Q. lobata*	13	3	A	0%			NO		FAIR		12/12
150	VO	*Q. lobata*	25	4	A	0%		fencing	NO		GOOD		25/25
151	VO	*Q. lobata*	30	4	A	0%		fencing	NO		EXCEL.		50/60
152	VO	*Q. lobata*	12	4	A	0%		fencing	NO		GOOD		11/15
153	VO	*Q. lobata*	30	5	I	20%	GR	F,M	YES	II	GOOD		60/50
154	BO	*Q. doug.*	31	6	I	40%	GR	F,RP,M	YES	II	EXCEL.	too much impact	60/50
155	BO	*Q. doug.*	39	6	R	100%	GR	NONE	NO		EXCEL.	try to save	50/50
156	VO	*Q. lobata*	7	5	R	100%	GR	NONE	NO		GOOD		10/8

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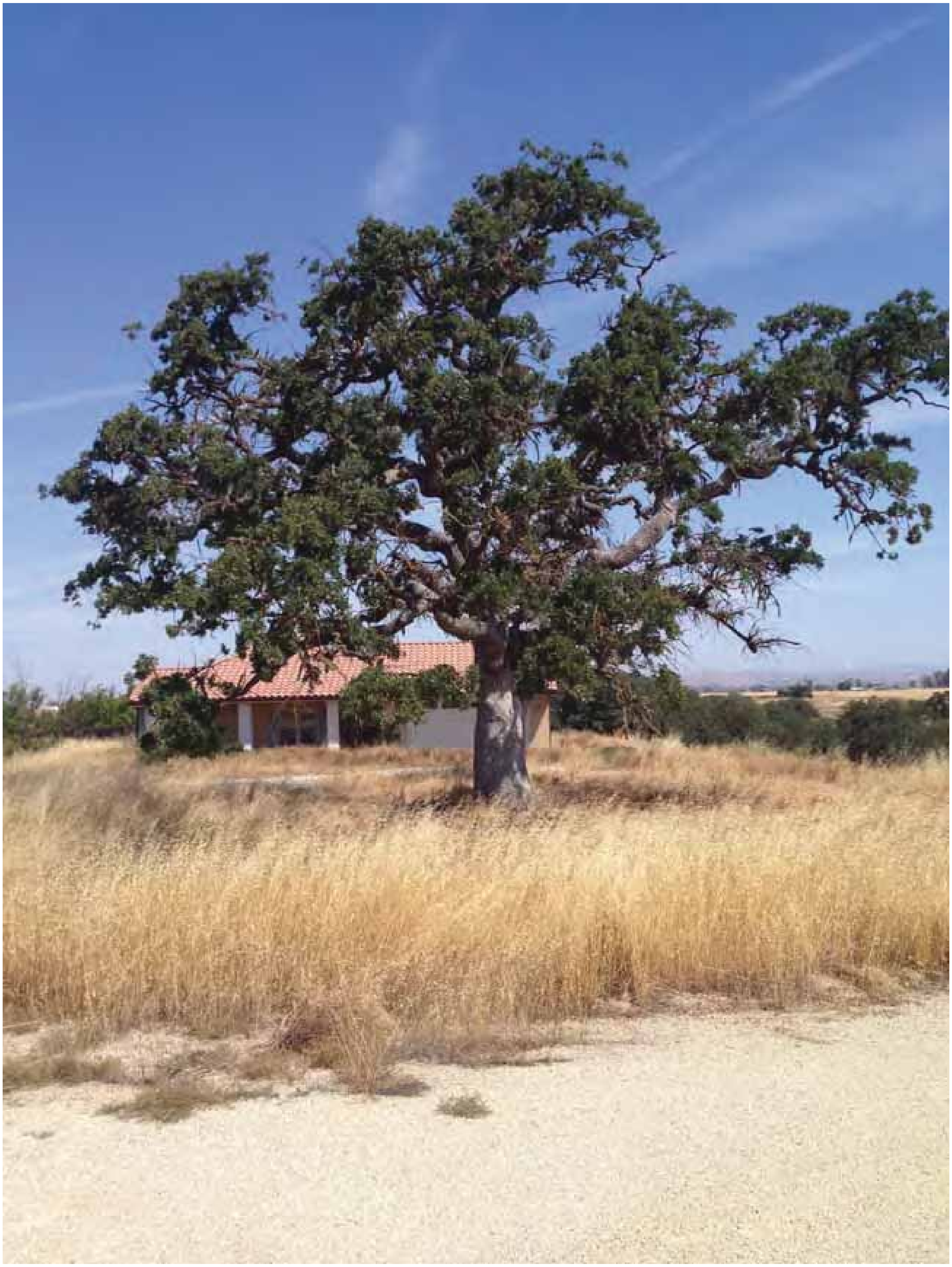
6/2/2016

Tree #1



Tree #2

Tree #18

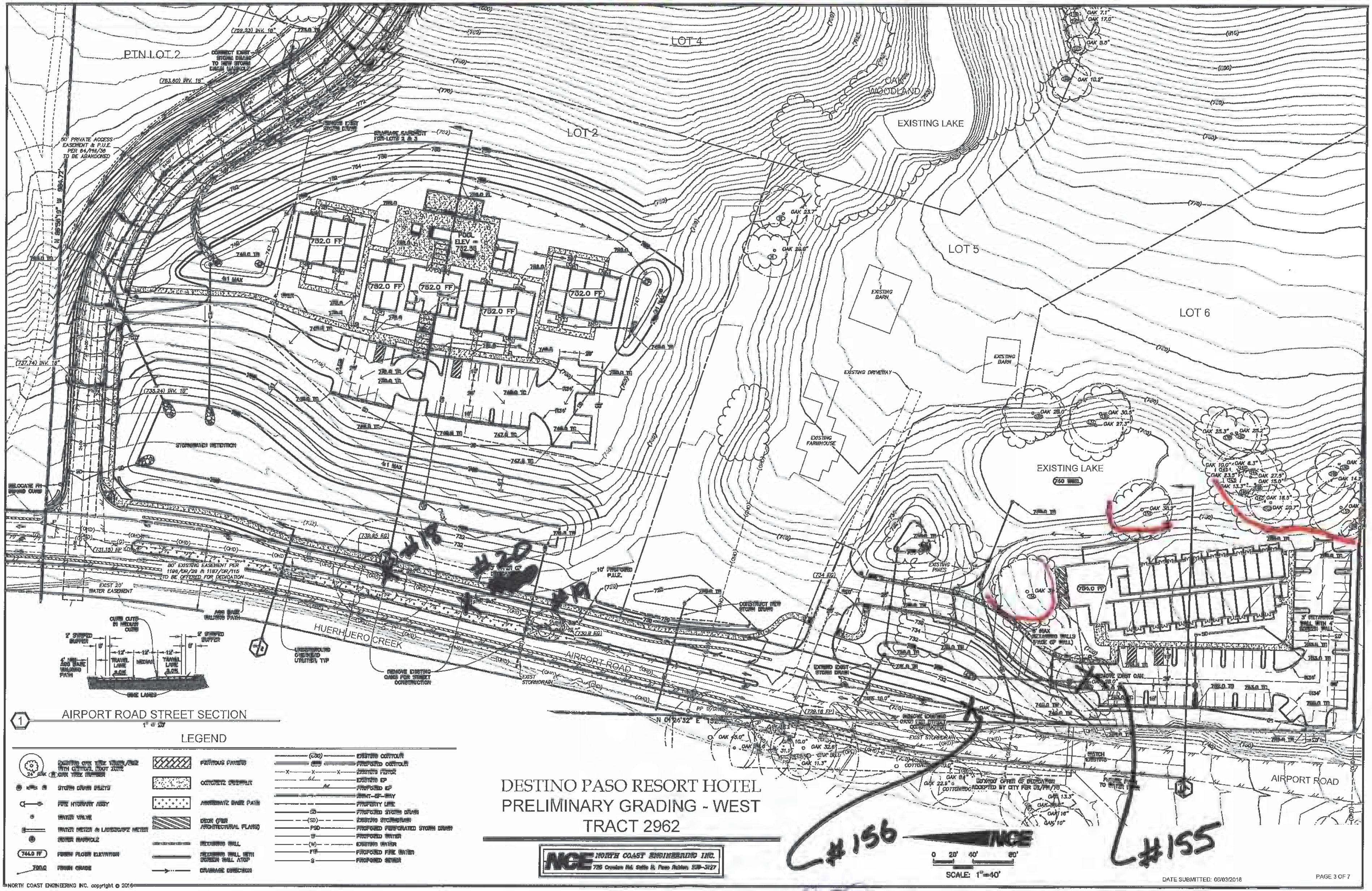
Tree #19

Tree #20

Tree #155

Tree #156

OAK TREE REMOVALS



DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - WEST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

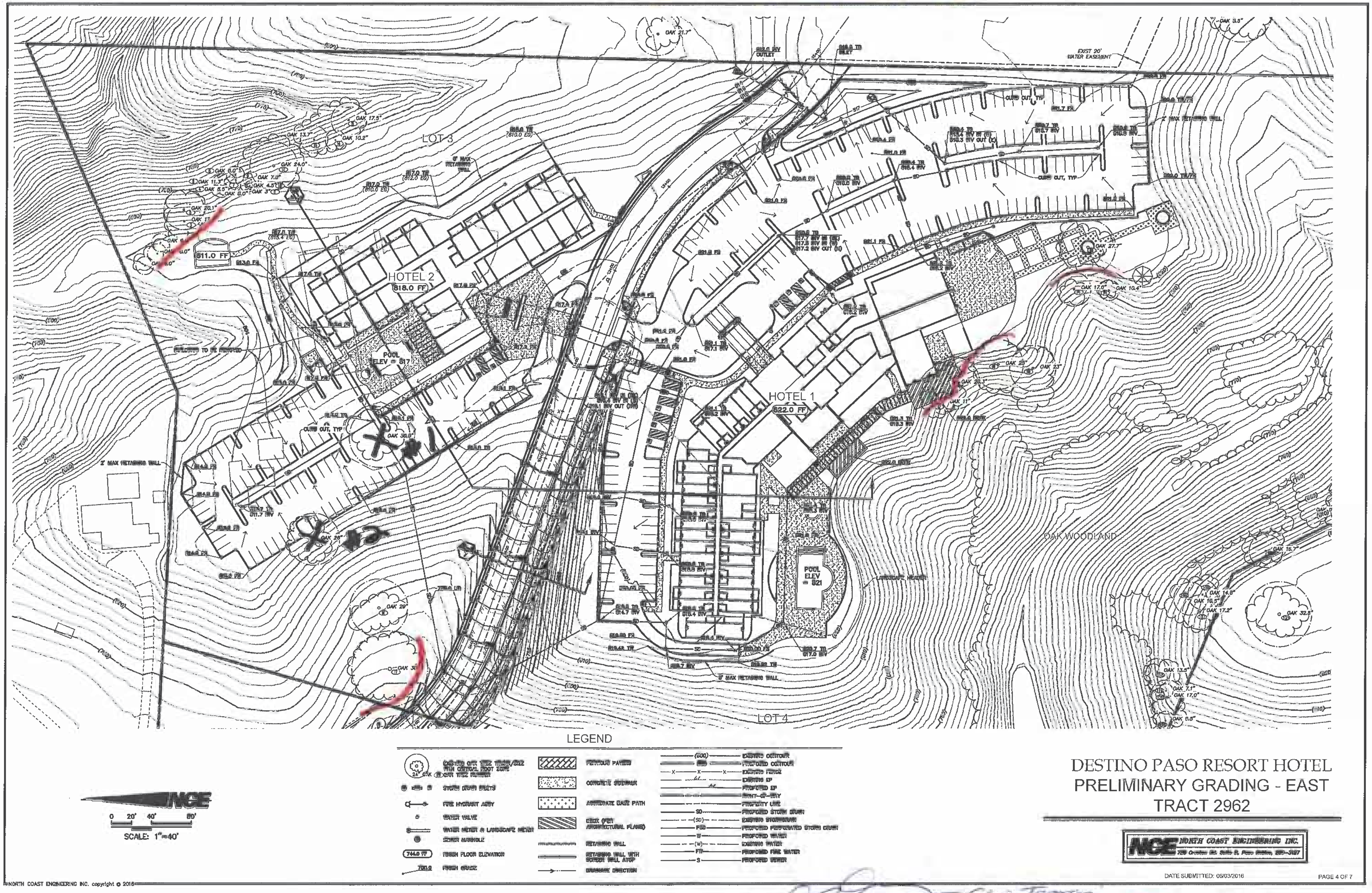
DATE SUBMITTED: 06/03/2016

PAGE 3 OF 7

X Chip Tamagni
#WE 0136-A

▬ = Fencing

OAK TREE REMOVALS



DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - EAST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

PAGE 4 OF 7

X Chip Tamagni
#WE-6436-A

🟥 = Fencing

ARCHAEOLOGICAL INVENTORY SURVEY FOR THE DESTINO PASO HOTEL PROJECT, 3340 and 3350 AIRPORT ROAD, PASO ROBLES, SAN LUIS OBISPO COUNTY, CALIFORNIA

[APN: 025-436-029/030]

Prepared for:

Karen Stier
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Prepared by:

Nancy Farrell
Cultural Resource Management Services
829 Paso Robles Street
Paso Robles, California 93446

June, 2016

Paso Robles 7.5' Quadrangle

CRMS Project No. 50-903

INTRODUCTION

At the request of Ms. Karen Steir, Cultural Resource Management Services (CRMS) conducted an archaeological inventory survey of a parcel, at xxx Airport Road [APN: 025-436-029/030]. The parcel is approximately three miles east of the City of Paso Robles and one-quarter mile north of California Highway 46, San Luis Obispo County, California (Figure 1). The purpose of this investigation was to identify any prehistoric or historic archaeological resources present on the parcel. This work was completed in order to comply with the requirements of the California Environmental Quality Act (CEQA), San Luis Obispo County, and the City of Paso Robles.

PROJECT LOCATION AND DESCRIPTION

The project area consists of approximately 40 acres, on the east side of Paso Robles, California (Figure 2, 3, 4 and 5). The survey area is one-quarter mile north of Hwy 46 East, and south of the Paso Robles Municipal Airport. The parcel is bordered on the west by Airport Road, and on the north and east by other rural parcels, and on the south by a recreational vehicle park. A phased resort/hotel development is planned for the property

The soils of the project area consist mainly of the Arbuckle-Posita complex. These soils are very deep and well-drained soils formed in alluvial material from mixed rocks, and range in color from light gray-brown to pale brown. The remainder of the parcel contains Arbuckle-San Ysidro complex. It is also a very deep, well-drained soil formed in alluvium (Lindsey, 1983: 16-20). The soil contains few inclusions, with occasional tool-quality, unworked Monterey chert fragments, and small gravels and river cobbles.

The vegetation in this part of Paso Robles is primarily oak savanna and grassland interspersed with chaparral. On the project parcel, feral oats (*Avena* sp.), barley (*Hordeum* sp.), other annual grasses and invasive species such as yellow star thistle (*Cirsium solstitialis*), bull thistle (*Cirsium vulgare*) and bur-clover *(Medicago* sp.) have taken over following the abandonment of agriculture. Oaks (*Quercus spp*.),

Figure 1: Vicinity Map (No Scale)

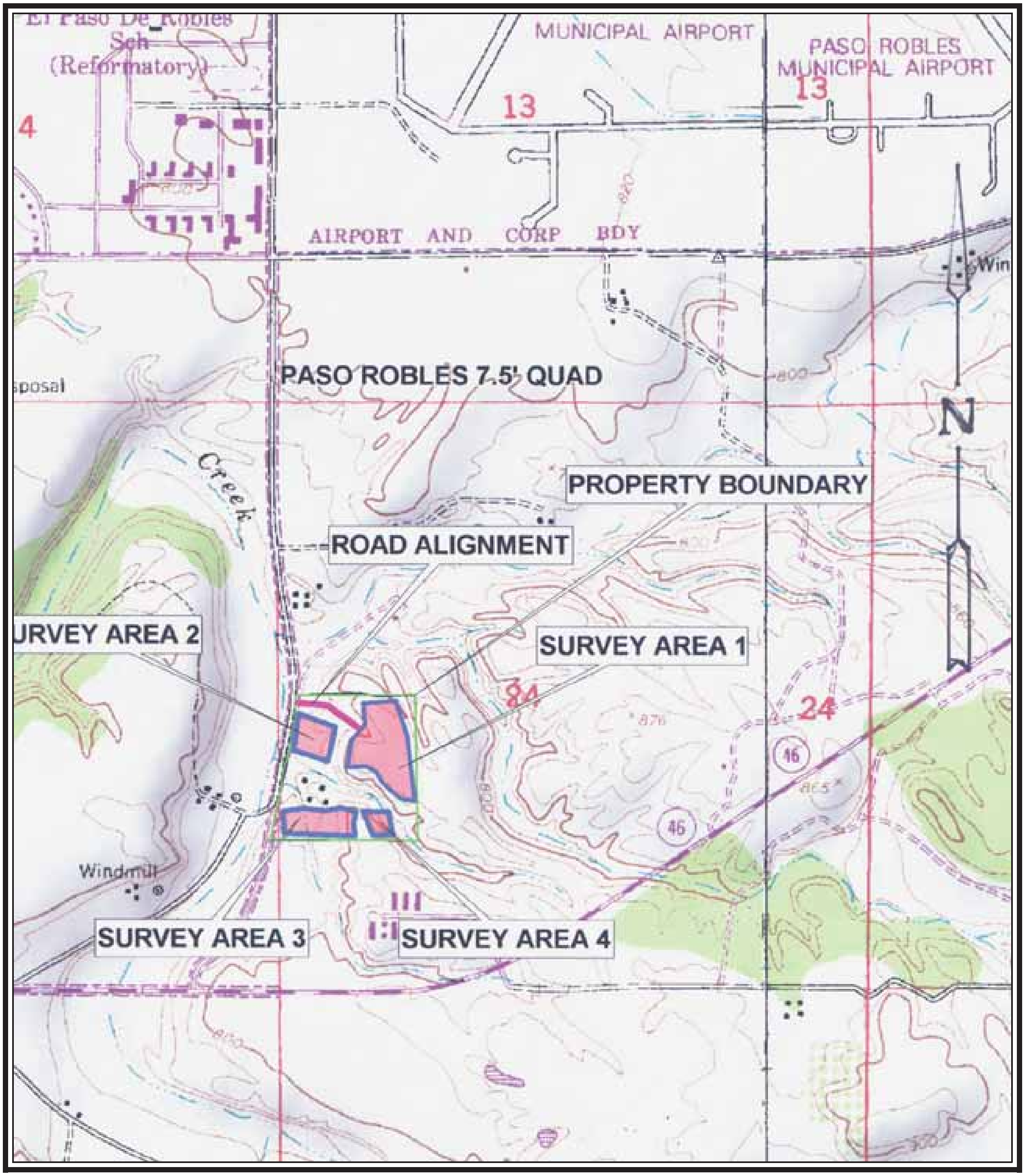

Figure 2: USGS 7.5' Quadrangle, Paso Robles, CA

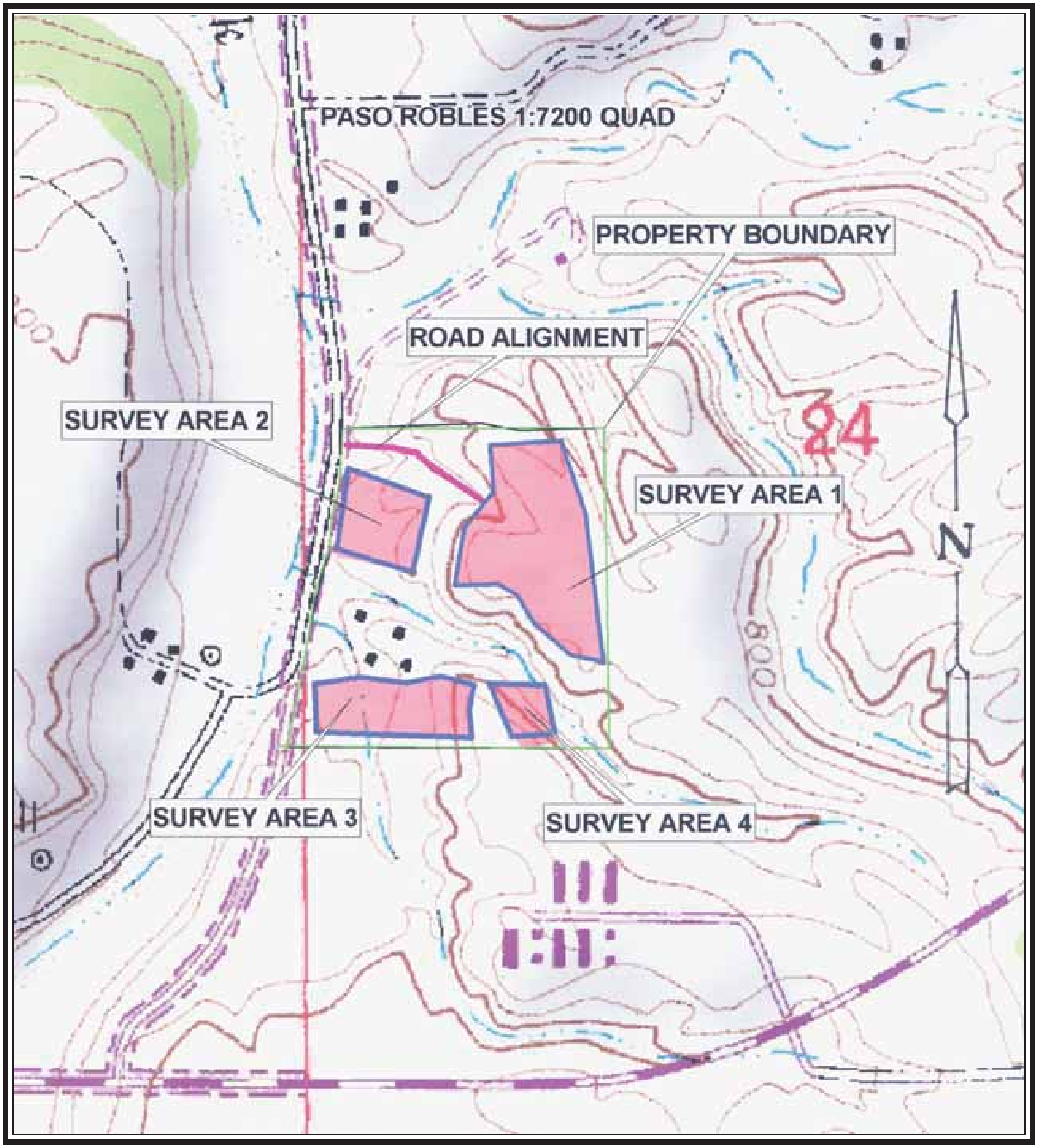

Figure 3: USGS 1:7200 Quadrangle, Paso Robles, CA

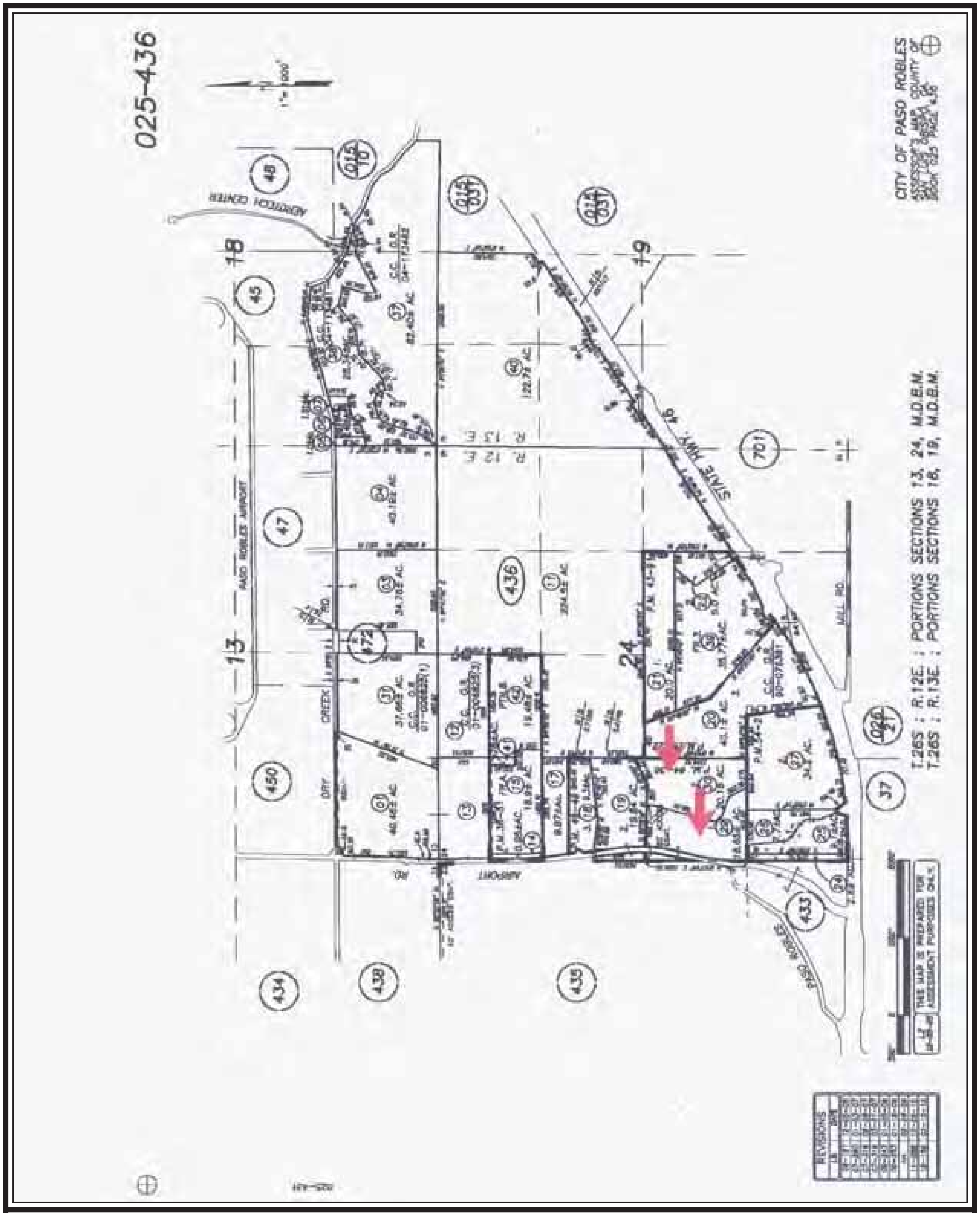

Figure 4: Assessor's Parcel Map w/Parcel Shown By Red Arrow

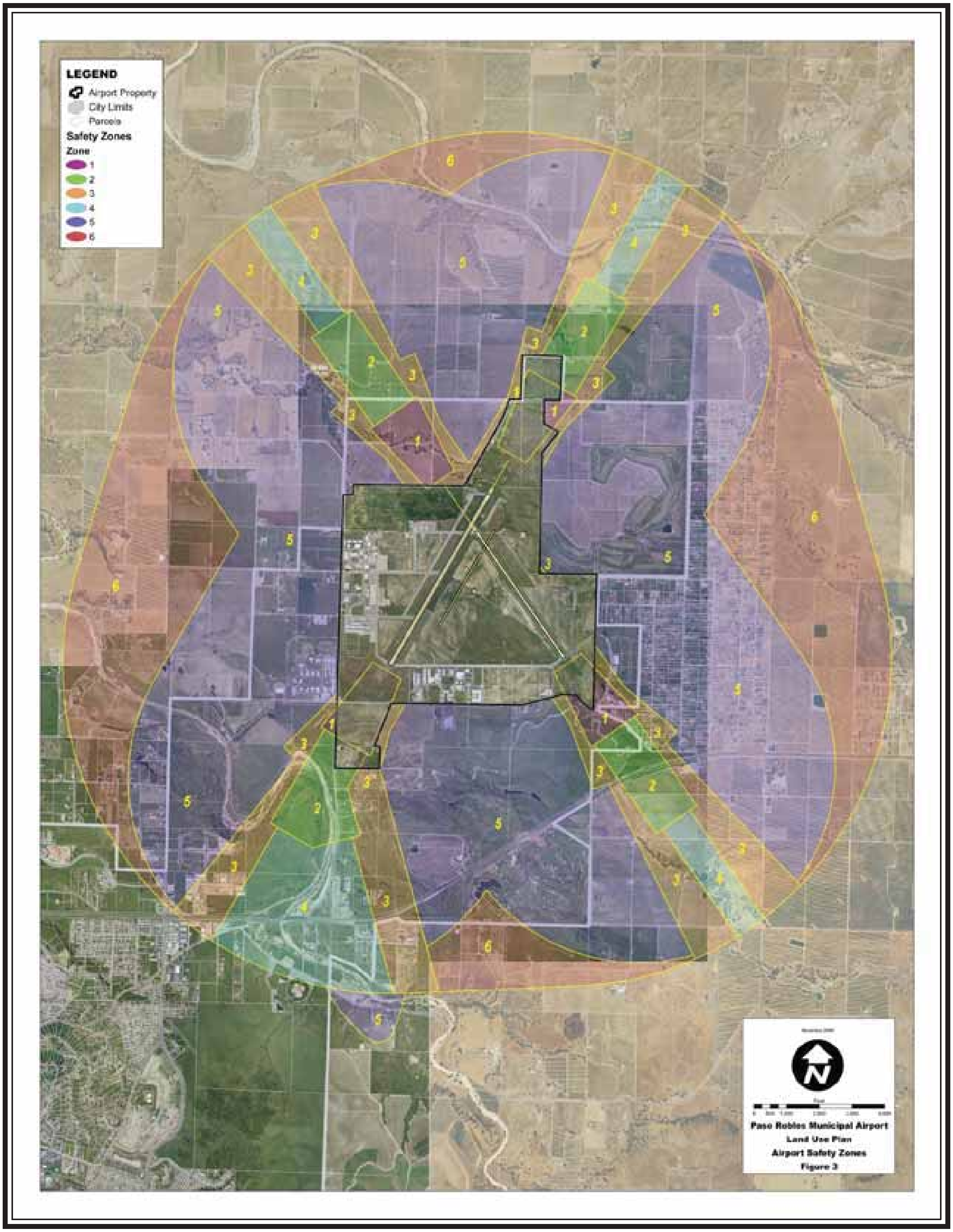

Figure 5: Paso Robles Airport Land Use Plan-Runway Safety Zones

occasional chamise (*Adenostoma fasciculatum*) shrubs, mustard (*Brassica* spp.), and thistles (*Cirsium spp.*) were observed during the survey, along with jimson weed (*Datura stramonium*), blue curl (*Trichostema lanatum*), bush morning glory (*Convolvulus cneorum*), and turkey mullein (*Croton setigerus*).

Animal species commonly occurring in the area include blacktail deer (*Odocoileus hemionus*), coyote (*Canis latrans*), ground squirrel (*Spermophilus beecheyi*), western gray squirrel (*Sciurus griseus*), pocket gopher (*Thomomys sp.*), California scrub jay (*Aphelocoma coerulescens*), red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), acorn woodpecker (*Melanerpes formicuvorus*), crow (*Corvus brachyrhynchos*) Western meadowlark (*Sturnella neglecta*) and valley quail (*Lophortyx californicus*).

CULTURAL BACKGROUND

Prehistoric Overview

Archaeological evidence indicates that San Luis Obispo County was occupied as early as 9000 years ago, as indicated by dates from excavations at Diablo Canyon (Greenwood 1972), Edna Valley (Fitzgerald 2000) and Paso Robles (Stevens et al. 2004). Because of the small amount of archaeological work that has occurred in the interior south coast ranges, a definitive cultural historical sequence has not yet been constructed for this region. Olsen and Payen (1969) constructed a cultural chronology for the eastern portion of the region based on materials from San Luis, Little Panoche, and Los Banos Reservoirs. The dating of individual cultural units was later revised by Mikkelsen and Hildebrandt (1990) based on the *Olivella* bead typology developed by Bennyhoff and Hughes (1987). The following discussion on culture history incorporates these changes and extends the Millingstone period back to 10,000 years before present (B.P.). Important cultural changes are discussed within the framework of four time periods based on Central Valley (e.g. Bennyhoff and Hughes 1987) and central coast (Jones 1993) sequences:

Paleoindian Period	ca. 11,000 BP - 8500 BP
Millingstone Period	8500 - 5500 BP
Early Period	5500 - 2600 BP

Middle Period	2600 - 1000 BP
Middle/Late Transition Period	1000 - 750 BP
Late Period	750 - historic contact

The characteristics of each of these periods are manifested primarily in changes in the material culture and elaboration of the social structure.

Evidence for Millingstone period occupations in this region is sparse, amounting to materials recovered from two widely-separated sites. The first of these sites is the Grayson site (MER-94) in the San Luis Reservoir area (Olsen and Payen 1969). In the deepest levels of this multi-component deposit was a suite of artifacts including millingstones, handstones, small shaped mortars and pestles, simple flaked stone tools, perforated stone pendants, and beads made of whole *Olivella* shells. The second site with a possible Millingstone period occupation in the interior south coast ranges is the Salinas River Crossing Site (SLO-1756) reported by Fitzgerald (1997). Although the association between artifacts and dates at this site is not straightforward, it also yielded an artifact assemblage similar to Millingstone Horizon sites in southern California and produced a date of 7000 B.P. Other important Millingstone period sites are found nearer the coast in the Edna Valley south of San Luis Obispo (Fitzgerald 2000), and at Diablo Canyon (Greenwood 1972).

Along the coast and in interior areas, the Early period is marked by the appearance of mortars and pestles and contracting-stemmed projectile points (Olsen and Payen 1969; Jones 1993). Other artifacts found with Early period occupations are also found in Millingstone period sites including *Olivella* class L beads, large side-notched projectile points, and millingslabs and handstones. Greater numbers of sites are known from the Early period, possibly signaling a population increase.

The Middle period is well represented at sites along the central coast and increasingly in interior regions as well. The types of artifacts found in Middle period occupations are similar to those from the Early period although a larger number of bone implements and bead types are known (Olsen and Payen 1969; Jones and Waugh 1995). Projectile points tend to be contracting-stemmed types with large side-notched and square-stemmed points apparently no longer used. Excavations at Fort Hunter Liggett have shown that Middle period occupations in that area resemble those found along the coast (Jones and Haney 1997).

Late period assemblages from the interior south coast ranges are distinguished by a suite of new bead types, small side-notched and triangular arrow points, and hopper mortars as well as many artifact types found in earlier periods (Olsen and Payen 1969). At Fort Hunter Liggett, Late period occupations also included small arrow points, new bead types, as well as bedrock mortars and unshaped pestles (Jones 2000; Haney et al. 2002). On the whole, the Late period assemblages from a wide area of the central coast and interior regions appear superficially similar, but this was probably a time of continued cultural differentiation due to higher population densities.

There is clearly still a great deal to learn about the prehistory of the interior south coast ranges, but comparisons between findings in coastal areas and the relatively smaller amount of work conducted locally show that a similar set of cultural changes probably occurred in both areas. What is not well understood at this point is how people living in the interior interacted with those living along the coast. Also, it is not known how the development of complex societies further south in the Santa Barbara Channel area may have affected groups living to the north. The presence of marine shell beads in interior areas and obsidian obtained from the desert east in coastal areas is testimony to the wide-ranging trade and social networks that existed from an early date. Future work may yet uncover archaeological evidence necessary to understand these and other important issues that have only recently begun to be explored in this region.

Ethnographic Overview

At the time of European contact, the surrounding region was probably occupied by the Salinan people, although some confusion still exists among experts as to the dividing line between the Chumash and the Salinan in this area. The Salinan were bordered by the Esselen and Costanoan to the north and the Chumash to the south (Kroeber 1925). Unfortunately, very little of substance is known about Salinan culture because of the early influence of the missions and the remoteness of their territory, meaning their traditional lifeways were altered early on and few people outside of the mission system were present to record what remained after secularization (Mason 1912).

The Salinan, like nearly all of California's original inhabitants, practiced a hunting and gathering economy. Major plant foods included acorns and a variety of small seeds while major animal foods included a diverse assortment of terrestrial mammals, marine and freshwater fish, shellfish, birds, as well as reptiles and insects. It is unclear to what extent people living inland ventured to the coast and vice versa, but it is likely that people were mobile enough to take advantage of plant and animal foods when and where they occurred. If this were the case, then diets probably varied from season to season, and from year to year, depending on what was available at any one time.

Records of the mission fathers suggest there were two, or possibly three different Salinan groups occupying different core territories and speaking slightly different versions of the same language (Mason 1912; Gibson 1983). The most well documented division was between northern and southern peoples, the Antoniño and Migueliño respectively. The third Playano (or "beach people") division is mentioned in mission registers, but has not been substantiated by linguistic or other evidence. Gibson (1983) suggests that individuals recorded as Playano speakers may have in fact been northern Chumash. Given the rugged nature of the southern Big Sur coast, it is possible that contiguous groups (e.g. Chumash, Esselen) shared the coastal area with the Salinan on a seasonal basis, although possibly not always amicably (Mason 1912).

Historic Overview

European contact in the San Luis Obispo County region may have begun as early as 1587 with the visit of Pedro de Unamuno to Morro Bay, although some scholars have questioned this based on the ambiguity of Unamano's descriptions (Mathes 1968). A visit in 1595 by Sebastian Rodriguez Cermeño is better documented (Jones *et al.* 1994:11). The earliest well-documented descriptions come from accounts by members of Gaspar de Portola's land expedition, which passed through the region in 1769 (Squibb 1984). No large villages, such as those seen along the Santa Barbara channel, were reported by early travelers in the San Luis Obispo region.

Permanent Spanish settlement of the region began with the founding of Mission San Antonia de Padua (near King City) in 1771 and San Luis Obispo de Tolosa (in San Luis Obispo) in 1772. Twenty-five years later, Mission San Miguel Archangel was founded in the heart of southern Salinan territory. The mission properties were extensive and included an outlying rancho station near present day Paso Robles. As elsewhere, induction into the missions had a devastating effect on the local inhabitants, requiring them to live and work at the mission and abandon their former lifeways. Under the guidance of the mission fathers, the natives were instructed in farming methods, including the production of wheat, beans and various kinds of fruit. The earliest farming was intended to foster independence; thus making the import of supplies up from Mexico unnecessary.

The inauguration of Spanish colonization brought about major and devastating changes in the aboriginal society, due primarily to the introduction of European diseases. The consequent high mortality rate, and the pressure of overwhelming social change, decimated the population. By 1805, most native villages had been abandoned, and the populace had either fled or moved into the mission system (Gibson 1983). The natives who had survived the Spanish colonization period, went on to build and staff the ranchos of the Mexican and American periods which followed. By the beginning of the 20th Century, the Chumash and Salinan had been integrated into American society (Gibson 1983 and 1990; King 1984).

In 1822, Mexico attained independence of Spain and California became a Mexican territory. The Secularization Act, passed by the Mexican congress in 1833, provided for the immediate break-up of the missions and the transfer of mission lands to settlers and Indians. Work toward this end began in 1834 under Governor Figueroa. Grants were made to individuals by the governor on the recommendation of the local *alcalde* of the Mission. During the years from 1840 to 1846, a series of land grants were made from the lands of Mission San Miguel by the governors of Mexican California.

The project area was a portion of the Rancho 17,774+ acre Rancho Santa Ysabel, granted on May 12, 1844 by Mexican Governor Manuel Micheltorena to Francisco Arce (Ohles 1997: 104-110). In 1848 at the end of the Mexican war, California was ceded to the United States, and admitted to the Union is 1850. All grants were then subject to validation under U. S . laws. Based on the quality of the soil and general accessibility, a Board of Equalization in San Luis Obispo considered the parcel to be a Third Class Mexican Land Grant Ranchero. The U.S. Land Commission issued a patent on the parcel on May 21, 1866 (Cowan 1977: 93).

In 1878, a San Miguel Mission administrator, Don Innocenti Garcia, related to one Thomas Savage that Arce had sold the land to Don Francisco Rico (Temple 1974); however, no other record of this transaction has been located (Ohles 1997:110). Ownership had passed to W. V. Huntington by 1886. The West Coast Land Co. was incorporated on March 27, 1886. Their immediate objective was to purchase and develop 64,000 acres of land for resale. The land was comprised of the ranchos Santa Ysabel, El Paso de Robles, Eureka, and the unsold portion of Huer Huero. The purchase was based upon the expectation that the Southern Pacific Railroad would build a coastal line between San Francisco and Los Angeles through San Luis Obispo County (Nicholson 1993).

The 26,000 acre rancho El Paso de los Robles, granted May 12, 1844 to Pedro Navarez by Mexican Governor Manuel Micheltorena was located on the western side of the Salinas River. A patent was obtained July 20, 1866 by Petronillo Rios, but prior to the patent, the parcel was sold in two separate transactions, first to Daniel and James Blackburn on September 21, 1858. The second portion was sold July 9, 1861 to Lazarus Godchaux. They immediately began making improvements to the hot sulphur springs which had been used by local inhabitants for generations. By the 1870s, the Paso Robles Hot Springs was a well known destination for people seeking the famous curative powers of the springs. With the coming of the Southern Pacific Railroad in 1886, a town plan for Paso Robles, on the western side of the Salinas River, was commissioned and was completed by 1887. Throughout the later part of the nineteenth and most of the twentieth century, the economy of the Paso Robles region was largely agricultural. Cattle ranches, dairies, almond and other fruit orchards, and large tracts devoted to dry land grain production comprised the rural landscape.

With the onset of World War II, Paso Robles became home to a Marine Corps Air Station. An article in the Paso Robles Press on August 27, 1942, announced the plan to build what would be known as the Naval Auxiliary Air Station, Paso Robles, just six miles northeast of the City. Doudell Construction Company, San Jose, broke ground on September 3, 1942 with the arrival of 2000 construction workers. Two new 4700' runways, along with 43 buildings that included housing, administration, and storage facilities were completed by April 8, 1943. On that day, the Navy handed over control of the Air Station to the Army Air Forces, deciding that stations in the San Joaquin Valley were more favorable. The Air Station became the Estrella Army Air Field, and would be used for night flight training. By December 1943, over 1500 military personnel were stationed both at Estrella, and at Sherwood Field, the Navy's auxiliary airfield southeast of Paso Robles. On October 15, 1944, the airfield was inactivated, and in August 1947 the 966.8 acres was transferred to the County of San Luis Obispo, with the stipulation that it be used as a public airport. An additional 90 acres was transferred to the State of California in August 1948, with buildings on that parcel to be used for a boys' school. In 1973, the County sold the property to the City of Paso Robles, and the air base officially became the Paso Robles Municipal Airport.

Agriculture has continued to be the mainstay of the region up to the present, with increasing emphasis on viticulture and wine-making.   The proliferation of wineries in the last 25 years has lead to tourism once again becoming a major component of the local economy.

MAP AND RECORDS SEARCH RESULTS

Concurrent with the field survey, a records and literature search was conducted at the Central Coast Information Center (CCIC), U.C. Santa Barbara, which is the State-designated regional clearinghouse for archaeological site information for San Luis Obispo County. Eight previous cultural resource studies have been conducted within a one-quarter mile radius of the project area (Waldron 1985; E-S, Inc. 1988; PAR 1992;

Singer 1996, 2000; Glover 1999; Conway 2001; Gibson 2006). Two of these previous reconnaissance level investigations included part or all of the project area. No archaeological sites have been identified within the search radius (Exhibit A). The State Historic Property Data Files, National Register of Historic Places, National Register of Determined Eligible Properties, California Historical Landmarks, California Points of Historic Interest, California OHP Archaeological Determinations of Eligibility, and the Caltrans State and Local Bridge Surveys were also searched . No historic property evaluations were found within the search radius (Exhibit A).

In addition, a Sacred Lands search was conducted at the Native American Heritage (HAHC) commission in Sacramento. The results of that search were negative. In accordance with the results letter from the NAHC, letters were written to the interested Native Americans and groups listed in their response (Exhibit B).

RESULTS OF FIELD INVESTIGATION

A field reconnaissance of the project area was made on June 12, 2016 by Nancy Farrell and Ron Rose of CRMS. A previous attempt at the investigation proved fruitless, due to the dense growth of oats and other grasses following winter rains. At CRMS request, the parcel was mowed. This improved the mineral surface visibility to 80%. The survey was accomplished by the two aforementioned archaeologists walking straight-line transects across the entire property, spaced at four meter intervals. Although a few pieces of Monterey chert (a preferred flaked stone tool material) were present, no prehistoric or historic cultural resources were encountered during the survey (Figure 6, 7, 8, 9, 10, 11 and 12).

Figure 6: Overview To Northeast

Figure 7: Overview To Northwest

Figure 8: Overview To Northwest

Figure 9: Overview To Southeast

Figure 10: Overview To West

Figure 11: Early 20th Century Farmhouse-View To Northwest

Figure 12: Farmstead Barn-View To Northeast

CONCLUSION AND RECOMMENDATIONS

Due to the fact that no significant cultural resources were located within the survey area, no other archaeological investigations are recommended for this proect. It is always possible, however, that significant cultural resources could lie buried below the surface. Therefore, if artifacts, burials, or other indicators of significant cultural resources are encountered during grading or other earth-moving construction activities, work should stop immediately and a qualified archaeologist should be called to the site to evaluate the find and suggest mitigation measures, if necessary.

On the property is an existing farmstead consisting of a house and barn dating to the early 20th century. At this time, the planned development excludes this portion of the property, and no impact to this resource is anticipated. Should future development, not presently planned, impact these structures, then a historic structures assessment should be performed prior to development and any negative impacts.

It must also be noted that the subject property lies within safety zones 2, 3 and 4 of the Paso Robles Municipal Airport Land Use Plan. The compatible uses and densities are dictated by this document (City of Paso Robles 1977).

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Exhibit A

Records and Literature Search
Cental Coast Information Center
University of California
Santa Barbara, CA

California
Archaeological
Inventory

SAN LUIS OBISPO AND
SANTA BARBARA COUNTIES

Central Coast Information Center
Department of Anthropology
University of California, Santa Barbara
Santa Barbara, CA 93106-3210
(805) 893-2474
FAX (805) 893-8707
centralcoastinfo@gmail.com

4/18/2016

Nancy Farrell
Cultural Resource Management Services
829 Paso Robles Street
Paso Robles, CA 93446

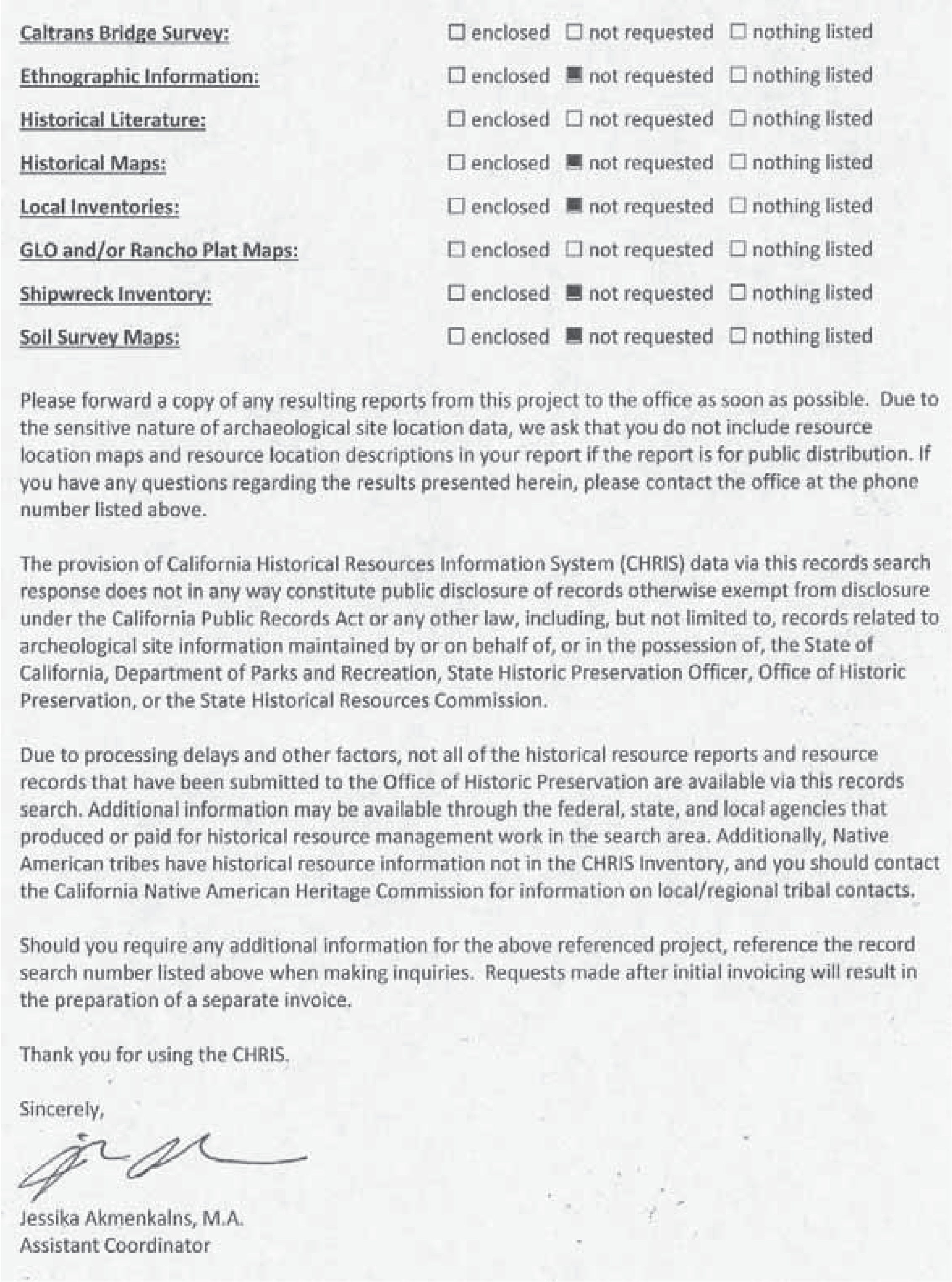
Re: Destino Paso Hotel

The Central Coast Information Center received your record search request for the project area referenced above, located on the Paso Robles USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a one-quarter mile radius:

As indicated on the data request form, the locations of reports and resources are provided in the following format: ■ custom GIS maps ☐ shapefiles ☐ hand-drawn maps

Resources within project area:	None
Resources within ¼-mile radius:	None
Reports within project area:	SL-01643, -04246, -04360, -06175
Reports within ¼-mile radius:	SL-00486, -02333, -03002, -04020

Resource Database Printout (list):	☐ enclosed	☐ not requested	■ nothing listed
Resource Database Printout (details):	☐ enclosed	☐ not requested	■ nothing listed
Resource Digital Database Records:	☐ enclosed	■ not requested	☐ nothing listed
Report Database Printout (list):	■ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	■ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	■ not requested	☐ nothing listed
Resource Record Copies:	☐ enclosed	☐ not requested	■ nothing listed
Report Copies:	☐ enclosed	■ not requested	☐ nothing listed
OHP Historic Properties Directory:	☐ enclosed	☐ not requested	■ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	■ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☐ not requested	☐ nothing listed



Caltrans Bridge Survey: ☐ enclosed ☐ not requested ☐ nothing listed

Ethnographic Information: ☐ enclosed ☒ not requested ☐ nothing listed

Historical Literature: ☐ enclosed ☐ not requested ☐ nothing listed

Historical Maps: ☐ enclosed ☒ not requested ☐ nothing listed

Local Inventories: ☐ enclosed ☒ not requested ☐ nothing listed

GLO and/or Rancho Plat Maps: ☐ enclosed ☐ not requested ☐ nothing listed

Shipwreck Inventory: ☐ enclosed ☒ not requested ☐ nothing listed

Soil Survey Maps: ☐ enclosed ☒ not requested ☐ nothing listed

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of California Historical Resources Information System (CHRIS) data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the CHRIS.

Sincerely,

Jessika Akmenkalns, M.A.
Assistant Coordinator

Exhibit B

Sacred Lands Search (NAHC)
Response From NAHC
Early Participation Notice To Native Americans and Groups
Response From Native Americans and Groups

Cultural Resource Management Services
829 Paso Robles Street
Paso Robles, CA 93446
Phone 805-237-3838
Fax 805-237-3849

Ms. Katy Sanchez, Program Analyst
California Native American Heritage Commission
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691

April 4, 2016

RE: Destino Paso Resort Hotel, 42 Acres
3340 and 3350 Airport Road, Paso Robles, CA, APN: 025-436-029 and 030

Dear Ms. Sanchez:

The owners of the property described are planning a phased development to include a resort hotel, as well as additional infrastructure and amenities.

Cultural Resource Management Services (CRMS) has been retained, to prepare a Phase I surface survey as well as consult with interested Native Americans and Native American groups relative to the proposed construction project.

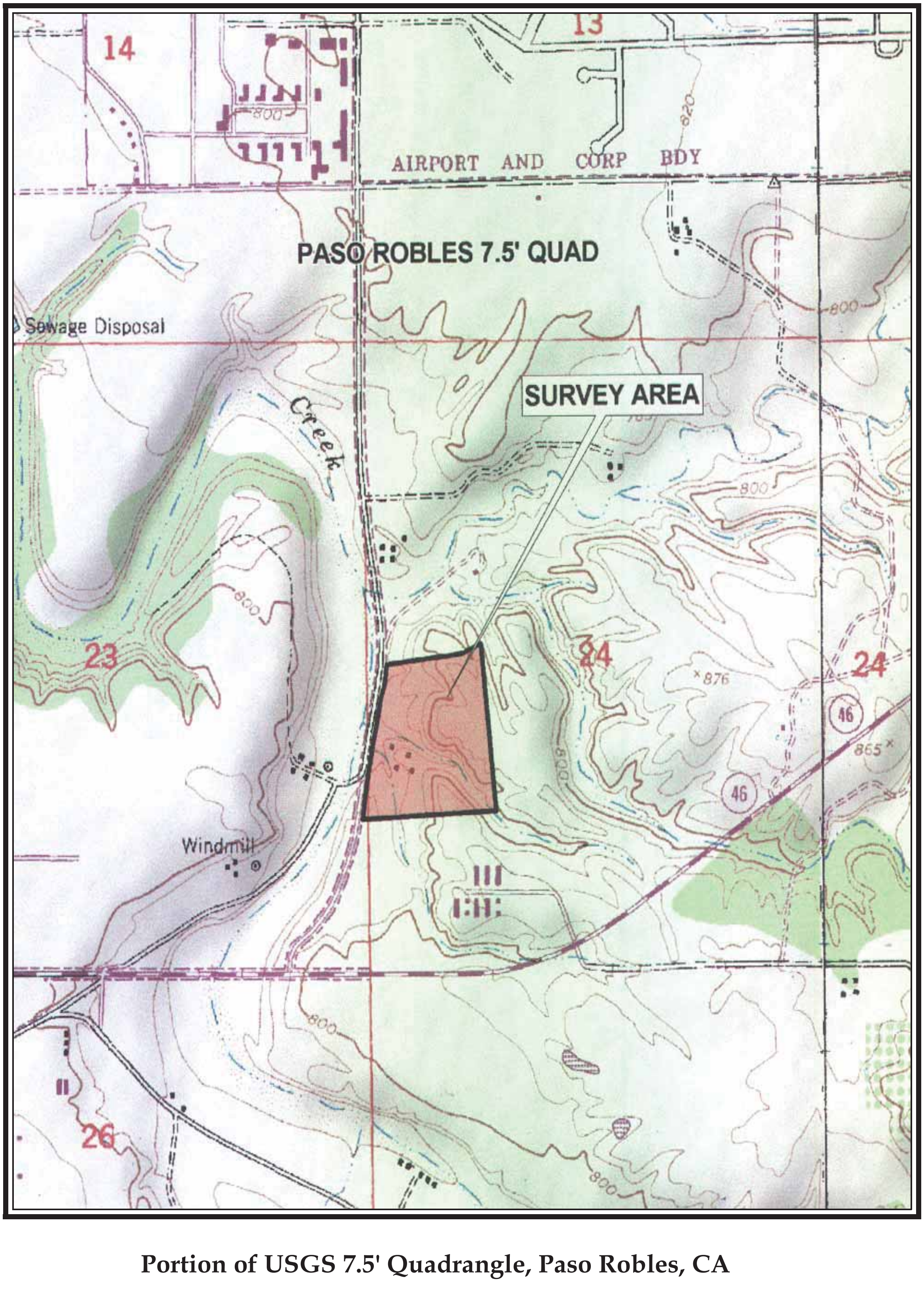
Please review the sacred lands files for any Native American Sacred resources or sites that may be within or adjacent to the area of potential effect (APE). Please verify that any sacred sites in the vicinity are not in the APE. The project area is within the incorporated limits of the City of Paso Robles, and is identified on the attached portion of the USGS Paso Robles 7.5' Quadrangle. The parcel is in Section 23 and 24, Range 12 East Township 26 South MDM.

Also provide a list, including names and addresses, of Native American individuals and organizations who may have knowledge of cultural resources in the project area; or who may have a concern or wish to comment on the project. If you have any questions contact me at the phone number or address shown, or by email ronrose@crms.com. We look forward to your reply.

Best regards,

Ron Rose
Vice President

Encl: Portion of USGS 7.5' Quadrangle Paso Robles, CA



Portion of USGS 7.5' Quadrangle, Paso Robles, CA

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX

April 21, 2016

Ron Rose
Cultural Resource Management Services

Sent by e-mail: ronrose@crms.com
Number of Pages: 3

RE: Proposed Destino Paso Resort Hotel Project, Paso Robles USGS Quadrangles, San Luis Obispo County, California

Dear Mr. Rose:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent above reference codes is to mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
    - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
    - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
    - If the probability is low, moderate, or high that cultural resources are located in the APE.
    - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
    - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

    - Any report that may contain site forms, site significance, and suggested mitigation measurers.

      All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the USGS quadrangle information provided with negative results.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

CRMS
CULTURAL RESOURCE MANAGEMENT SERVICES

Cultural Resource Management Services
829 Paso Robles Street
Paso Robles, CA 93446
Phone 805-237-3838
Fax 805-237-3849

June 3, 2016

XXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXX

RE: Destino Paso Resort Hotel, 42 Acres
3340 and 3350 Airport Road, Paso Robles, CA, APN: 025-436-029 and 030

Dear XXXXXXXXXXXXXX:

The owners of the property described are planning a phased development to include a resort hotel, as well as additional infrastructure and amenities.

Cultural Resource Management Services (CRMS) has been retained, to prepare a Phase I surface survey as well as consult with interested Native Americans and Native American groups relative to the proposed construction project.

Cultural Resource Management Services (CRMS) has been retained by the Owners to prepare a Phase I surface survey as well as inform and request input from interested Native Americans and organizations relative to the proposed project. The project area is depicted on the attached portion of the Paso Robles 7.5' Quadrangle. The parcel is in Section 23 and 24, Range 12 East Township 26 South MDM. . A Sacred Lands Search with the Native American Heritage Commission revealed no Sacred Sites within the project area of potential effect (APE) nor in the immediate vicinity.

Please contact me as soon as possible if you or your organization have any information about the study area, including any knowledge of any possible Sacred Sites, or concerns about the anticipated project. You may phone me or write me at the numbers and address listed or email me at: ronrose@crms.com. Once again, if you wish to comment, respond as soon as possible.

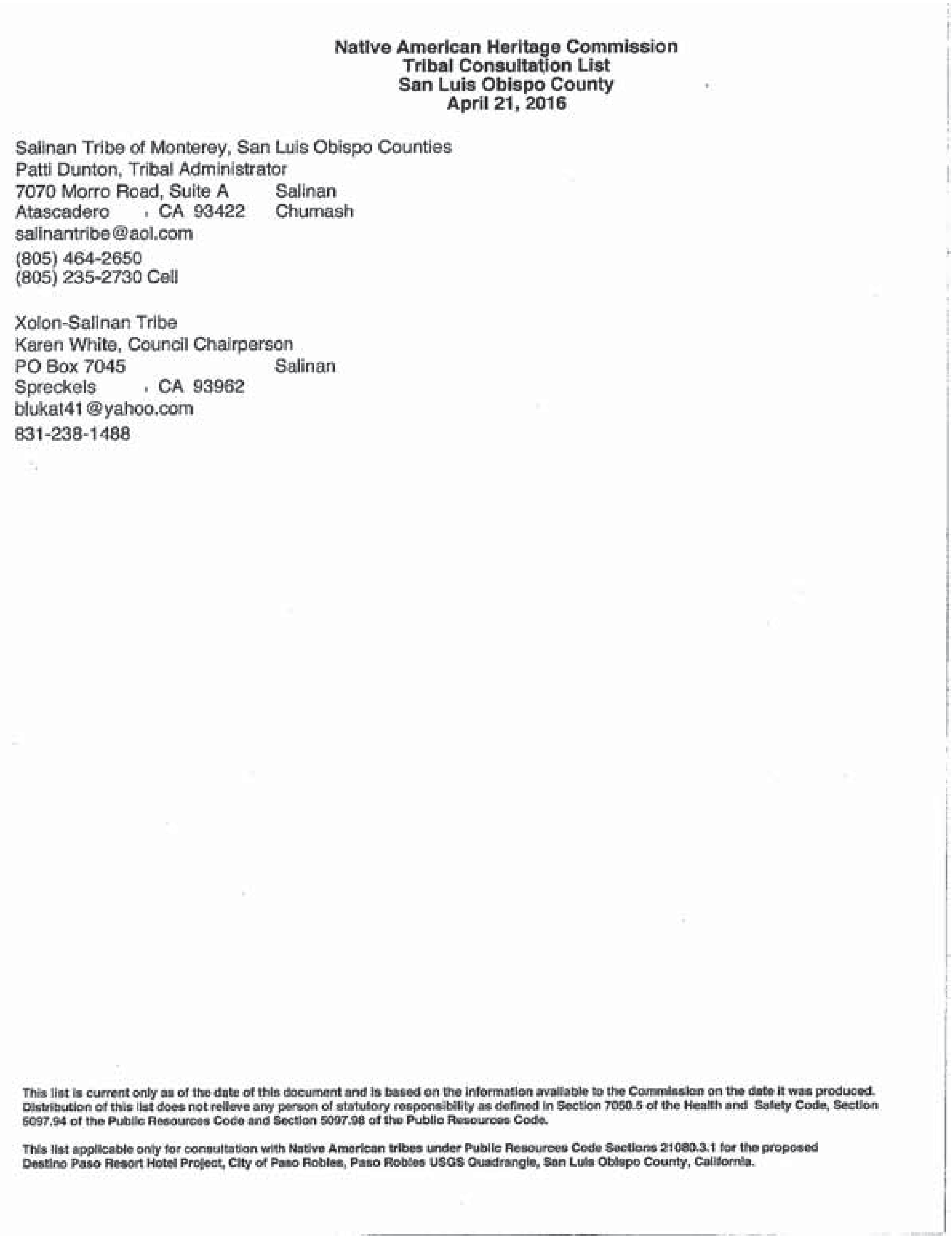
Thanks for your help.

Best regards,

Ron Rose
Vice President

Encl: Portion of USGS 7.5' Quadrangle, Paso Robles, CA

The letter on the previous page was sent to the following individuals and groups. XXXX substituted for address and salutation.



Native American Heritage Commission
Tribal Consultation List
San Luis Obispo County
April 21, 2016

Salinan Tribe of Monterey, San Luis Obispo Counties
Patti Dunton, Tribal Administrator
7070 Morro Road, Suite A Salinan
Atascadero , CA 93422 Chumash
salinantribe@aol.com
(805) 464-2650
(805) 235-2730 Cell

Xolon-Salinan Tribe
Karen White, Council Chairperson
PO Box 7045 Salinan
Spreckels , CA 93962
blukat41@yahoo.com
831-238-1488

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list applicable only for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Destino Paso Resort Hotel Project, City of Paso Robles, Paso Robles USGS Quadrangle, San Luis Obispo County, California.

Response to letters written:

Letters were sent on June 3, 2016, and again on June 15. No responses have been received.

Even though there has been response to the early participation notice dated June 3, 2016 and subsequent mailing, little response to the initial contact does not imply no interest, since the tribes receive much similar correspondence monthly from private parties and state and federal agencies. Limited tribal resources and government protocol impact the response process. As the project planning continues, or-going efforts should be made to contact and work with the tribes, arranging face-to-face meetings. This on-going consultation relationship with the tribes may enhance information sharing, and benefit the project.

GEOTECHNICAL ENGINEERING
AND LID INFILTRATION TEST RESULTS
DESTINO PASO
AIRPORT ROAD
PASO ROBLES, CALIFORNIA

April 11, 2016

Prepared for

Mrs. Karen Stier

Prepared by

Earth Systems Pacific
4378 Old Santa Fe Road
San Luis Obispo, CA 93401

Earth Systems
Pacific

4378 Old Santa Fe Road
San Luis Obispo, CA 93401
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esp@earthsystems.com
www.earthsystems.com

April 11, 2016

PID-000358-001

Mrs. Karen Stier
4301 Valley Meadow Road
Encino, CA 91436

PROJECT: DESTINO PASO
AIRPORT ROAD
PASO ROBLES, CALIFORNIA

SUBJECT: Geotechnical Engineering Report and LID Infiltration Test Results

REF: Proposal to provide a Geotechnical Engineering Report and LID Infiltration Testing, Destino Paso Hotel, Airport Road, Paso Robles, California, by Earth Systems Pacific, Doc. No. 1603-011.PRP, dated March 3, 2016

Dear Mrs. Stier:

As per your authorization of the referenced proposal, this geotechnical engineering report has been prepared for use in the development of plans and specifications for the proposed Destino Paso hotel project, in Paso Robles, California. Low Impact Development (LID) infiltration testing was also performed. Preliminary geotechnical engineering recommendations for site preparation, grading, utility trenches, foundations, interior slabs-on-grade and exterior pedestrian flatwork, screen and retaining walls, the swimming pool and spa, pavement sections, drainage and maintenance, and observation and testing are presented herein. Two bound copies and one electronic copy of the report are furnished for your use. As requested, an electronic copy has been forwarded as indicated below.

We appreciate the opportunity to have provided professional services for this project and look forward to working with you again in the future. If there are any questions concerning this report, please do not hesitate to contact the undersigned.

Sincerely,

Earth Systems Pacific

Robert Down, PE
Senior Engineer
4/11/16

ROBERT W. DOWN
No. 70206
Exp. 9/30/16

Kyle Martinez, PE
Project Engineer
4/11/16

KYLE J. MARTINEZ
No. 80666
Exp. 3/31/17

Copy to: Mr. Dick Sargon
North Coast Engineering, Attn.: Mr. Larry Werner
Stanton Architecture, Attn.: Mr. Michael Stanton

Doc. No.: 1604-024.SER/jr

TABLE OF CONTENTS

APPENDICES

1.0 INTRODUCTION AND SITE SETTING

The new resort hotel will be constructed on the east side of Airport Road, approximately 0.5 miles north of its intersection with Highway 46 in Paso Robles, California. We understand that conceptual plans call for the site to be developed with three hotel buildings; a main hotel, a phase 2 hotel, and a lodge. At this phase of the development however, only the main hotel is planned for development and is, therefore the only structure addressed within this report. The structure will have a footprint of approximately 20,000 square feet, will be one to three stories, constructed of conventional stud framing, and will utilize slab-on-grade floors. We have assumed that conventional continuous and spread foundations are desired to support the structure. For the purposes of this report, we have assumed maximum continuous loads of 3 klf and maximum isolated loads of 150 kips.

Additional improvements will include a porte cochere, swimming pool, spa, pedestrian flatwork, landscaping, trash enclosures, and parking areas to serve the main hotel. Access to the hotel will be from Airport Road; the parking area will located on the east side of hotel. Roadway and parking areas will be surfaced with hot-mixed asphalt (HMA), Portland Cement Concrete (PCC), permeable pavers, or a combination of these. Low Impact Development (LID) Stormwater Control Measures (SCM), such as permeable pavers, bioswales, vegetated swales, and/or infiltration basins are planned to be incorporated into the project.

The site is currently occupied by a single family residence and barn structure. The planned location of the main hotel structure is relatively flat and lies at an elevation of approximately 100 feet higher than Airport Road. The site ascends mildly to the east from Airport Road for about 500 linear feet then transitions to a slightly steeper slope up to the proposed building pad area. Along the southern boundary of the building pad, the site descends at an approximate gradient of 3:1 to 2:1 (horizontal to vertical) for a height of about 35 feet. Grading for the planned improvements will entail cuts and fills on the order of 4 feet, or less; with less than 2 feet in the building area. Screen and/or retaining walls, not exceeding a height of 6 feet, may also be constructed to accommodate the planned grading. No sunken rooms or basements are planned for this project.

At the time that this report was prepared, the site was occupied with the single family residence and barn structures, and surfaced with seasonal grasses.

2.0 SCOPE OF SERVICES

The scope of work for the geotechnical engineering report included a general site reconnaissance, subsurface exploration, laboratory analysis of soil samples, geotechnical analysis of the data, and the preparation of this report. LID infiltration testing was also performed.

The geotechnical analysis and subsequent recommendations were based, in part, upon conceptual site plan and email information provided by Mr. Larry Werner of North Coast Engineering, the project's civil consultant. This report and recommendations are intended to comply with applicable requirements of Sections 1803.2 through 1803.6, J104.3 and J104.4 of the 2013 California Building Code (CBC), and common geotechnical engineering practice in this area under similar conditions at this time. The test procedures were accomplished in general conformance with the standards noted, as modified by common geotechnical engineering practice in this area under similar conditions at this time.

Preliminary geotechnical engineering recommendations for site preparation, grading, utility trenches, foundations, interior slabs-on-grade and exterior pedestrian flatwork, screen and retaining walls, the swimming pool and spa, pavement sections, drainage and maintenance, and observation and testing are presented herein. As there may be geotechnical issues yet to be resolved, the geotechnical engineer should be retained to provide consultation as the design progresses, to assist in verifying that the pertinent geotechnical issues have been addressed and to aid in the conformance with the intent of this report. It may also be advantageous to retain the geotechnical engineer to review the project plans as they near completion, to further aid in conformance of the plans with the intent of this report.

It is our intent that this report be used exclusively by the client to form the geotechnical basis of the design of the project and in the preparation of plans and specifications. Application beyond this intent is strictly at the user's risk.

This report does not address issues in the domain of contractors such as, but not limited to, site safety, loss of volume due to stripping of the site, shrinkage of soils during compaction, excavatability, temporary slope angles, shoring, construction means and methods, etc. Analyses of areal or site geology, or of the soil for corrosivity, lead or mold potential, radioisotopes, asbestos (either man-made or naturally occurring), hydrocarbons, or other chemical properties are beyond the scope of this report. Evaluation of ancillary features such as temporary access roads, fences, light and flag poles, signage, and nonstructural fills are all not within our scope and are also not addressed.

In the event that there are any changes in the nature, design, or location of improvements, or if any assumptions used in the preparation of this report prove to be incorrect, the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and the conclusions of this report verified or modified in writing by the geotechnical engineer. The criteria presented in this report are considered preliminary until such time as any peer review or review by any jurisdiction has been completed, conditions are observed by the geotechnical engineer in the field during construction, and the recommendations have been verified as appropriate, or modified in writing by the geotechnical engineer.

As part of our work, infiltration tests were performed in the proposed LID improvement areas. The results of the tests were tabulated and conclusions were developed regarding the *general* suitability of the areas tested for disposal of stormwater runoff. However, specific evaluation of the infiltration test results, and development of infiltration criteria as they pertain to location, sizing, and design of stormwater systems are the responsibility of others.

3.0 FIELD INVESTIGATION

Exploratory Borings

On March 15, 2016, six exploratory borings were drilled to a maximum depth of 21.5 feet below the existing ground surface at the site. The approximate locations of the borings are shown on the Boring and Infiltration Test Location Map in Appendix A. A CME-75 Drill rig, equipped with an 8-inch outside diameter hollow stem auger and an automatic trip hammer for sampling was used to drill the borings. As the borings were drilled, soil samples were retrieved using a ring-lined barrel sampler (ASTM D 3550-01/07, with shoe similar to D 2937-10). Standard Penetration Tests (ASTM D 1586-11) were also conducted at selected depths in the borings and bulk samples were obtained from the auger cuttings.

Soils encountered in the borings were categorized and logged in general accordance with the Unified Soil Classification System and ASTM D 2488-09a. Logs of the borings are presented in Appendix A, along with a boring log legend. In reviewing the boring logs and legend, the reader should recognize that the legend is intended as a guideline only, and there are a number of conditions that may influence the soil characteristics as observed during drilling. These include, but are not limited to, the presence of cobbles or boulders, cementation, variations in soil moisture, presence of groundwater, and other factors. Consequently, the logger must exercise judgment in interpreting soil characteristics, possibly resulting in soil descriptions that vary from the legend.

LID Infiltration Borings

Also on March 15, 2016, eight infiltration test borings will drilled at the site using the same drill rig described above. The approximate locations of the test borings are shown on the Boring and Infiltration Test Location Map in Appendix A. The test borings are designated on the map as Infiltration Test Locations A through H and were drilled to depths ranging from 3.5 to 10 feet below the existing ground surface. The test procedure and results of the testing are discussed in the “LID Infiltration Testing” section below.

4.0 LABORATORY ANALYSIS

Selected ring samples were tested for bulk density (ASTM D 2937-10) and moisture (ASTM D 2216-10); two ring samples were tested for cohesion and angle of internal friction by direct shear (ASTM D 3080/D3080M-11). One bulk sample was tested for maximum density and optimum moisture (ASTM D 1557-12), expansion index (ASTM D 4829-11), sieve analysis (ASTM D 422-63/07), and R-Value (ASTM D 2844/D2844M-13). A second bulk sample was also tested for maximum density and optimum moisture. The laboratory test results can be found in Appendix B.

5.0 GENERAL SUBSURFACE PROFILE

Similar subsurface conditions were found throughout the site. The site was found to be surfaced with a 1 to 2.5-foot thick veneer of brown clayey sand topsoil in a loose to medium dense condition. Underlying the topsoil were deposits of the Paso Robles Formation. The Paso Robles Formation is a sedimentary formation that typically comprises mixtures of clay, silt, sand, and gravel. In some areas, the formation is characterized by rock-like structure, consistency and hardness, and is described as a sandstone, siltstone, claystone, or conglomerate material. In others, the material has more soil-like qualities. At this site, the formation exhibited soil-like qualities, and was logged as medium dense to very dense clayey sand and well graded sand. In Boring 2, a layer of hard sandy lean clay was encountered between 11 and 15.5 feet below the existing ground surface.

The soils were logged as being slightly moist to very moist. Free subsurface water was not encountered in any of the borings to the maximum depth explored of 21.5 feet

6.0 LID INFILTRATION TESTING

After drilling was completed, a 2-inch diameter perforated pipe was installed in each of the test borings and the annulus spaces around the pipes were filled with gravel. Infiltration testing was performed in general accordance with the referenced methods (Earth Systems Pacific 2013).

Initially, testing consisted of introducing water into each of the test borings to just below existing grade. This water level was then maintained at constant head for 30 minutes. After the 30-minute period, the water was shut off and the amount of water introduced into each of the test borings was recorded. Readings of the change in water level were then recorded at various time intervals over a period of approximately 2 to 5 hours. Following testing, the pipes were removed and the test borings were backfilled with on-site soil. The LID infiltration test results are presented in Appendix C.

Constant head infiltration testing resulted in introducing 0.01 to 1.39 cubic feet of water over a period of 30 minutes at 3.0 to 9.5 feet of head. Initial and final falling head tests resulted in infiltration rates of 4 to 444 inches per hour and 1 to 32 inches per hour, respectively. These test results indicate generally slow rates of infiltration in Infiltration Tests A though D and slow to moderate rates in Infiltration Tests E through H. It should also be noted that the rates are dependent upon head pressure. The test results only indicate the infiltration rates at the specific location and under specific conditions. Sound engineering judgment should be exercised in extrapolating the test results for other conditions or locations. Technical design references vary in methods they present for using these types of test results. However, most references include reduction, safety, and/or correction factors for several parameters including, but not limited to, size of the LID system relative to the test volume, number of tests conducted, variability in the soil profile, anticipated silt loading, anticipated biological buildup, anticipated long-term maintenance, and other factors. Typically, in aggregate these factors range from about 2.5 to 50 depending upon the method used. The final determination of the means by which these data are used is left to the design engineer.

7.0 CONCLUSIONS

In our opinion, the site is suitable, from a geotechnical engineering standpoint, for the proposed development and other improvements discussed in the "Introduction and Site Setting" section of the report, provided the recommendations contained herein are implemented in the design and construction. The primary geotechnical concerns at this site are the potential for differential settlement, and the proximity of the hotel structure, pool, and possible retaining walls to descending slopes. The expansion potential of the on-site materials, results of our seismic analysis, the potential for liquefaction, and the erodible nature of the site soils are also discussed below.

Differential Settlement

The planned finish floor elevation of the main hotel is currently unknown; however, based upon the anticipated cuts and fills described in the "Introduction and Site Setting" section of this report, there is a potential for the foundations of the structure to be founded in newly placed fill materials, in-site topsoil materials, in-situ Paso Robles formation materials, or a combination thereof. This creates a potential for differential settlement. Differential settlement occurs when the foundation of a particular structure spans materials having different settlement characteristics. This can stress and damage foundations, often resulting in severe cracks and displacement.

To reduce the potential of differential settlement, it is necessary for all foundations of the structure to bear within sufficiently uniform material. As a result, it is recommended that the foundations of the main hotel structure be founded within the underlying Paso Robles formation. If the building pad area is to be elevated above existing grade, additional and/or revised geotechnical engineering recommendations may be required.

Descending Slope

Foundations and/or improvements constructed on or near a descending slope may be subject to insufficient vertical and lateral support due to erosion, future grading, etc. Also, when a foundation, particularly one that carries sustained lateral loads such as the foundation of a retaining wall, sits near a descending slope, it tends to settle and move laterally toward the slope unless a sufficient depth and distance back from the slope is maintained. To reduce the potential for insufficient vertical and lateral support, and reduce potential for lateral movement, deepening of the footings or other measures may be necessary to ensure stability of the footings. This is further discussed in the "Foundations" and "Screen and Retaining Walls" sections of the report.

Expansive Soils

An expansion index test was performed on a sample of the Paso Robles formation, and produced a value of 0. This indicates that the on-site soils are nonexpansive and no remedial measures are considered to be necessary. It should be noted, however that a layer of sandy lean clay, which is believe to be expansive, was encountered in Boring 2 at an approximate depth of 11 feet below the existing ground surface. This is within the proposed pool and spa area. The depth of the pool is currently unknown, however if the excavation bottom for the pool shell is in close proximity to this layer, the pool should be adequately protected from expansive soils. This is further discussed in the "Swimming Pool and Spa" section of this report.

Seismic Analysis

A seismic analysis was undertaken to provide seismic acceleration design parameters. The ASCE 7-10 method (2013), available on the United States Geological Survey Earthquake Hazards Program website (USGS 2016), was used. The project was considered to be a “nonessential” facility from the perspective of risk category as described by the CBC. Site coordinates of 34.6504 degrees north and 120.6374 degrees west as taken from the Google Earth website (Europa Technologies 2016) were used in the analysis. Based upon the subsurface conditions encountered during our investigation, Site Class C (very dense soil) was used. The results of the seismic hazard analysis are presented in the “Foundations” section of this report.

Liquefaction Potential

Considering that the site us primarily underlain by Paso Robles Formation which dates to about 400,000 years ago, and was further logged as being medium dense to very dense, it is our opinion that the potential for liquefaction and seismically induce settlement to occur is very low.

Erosion Potential

The soils are considered to be highly erodible. Caution should be exercised to protect the soil from erosion during and following construction.

8.0 PRELIMINARY GEOTECHNICAL ENGINEERING RECOMMENDATIONS

These recommendations are applicable for the new development as described in the “Introduction and Site Setting” section of this report. If other improvements not previously mentioned are included, the geotechnical engineer should be contacted for revised recommendations.

Unless otherwise noted, the following definitions are used in these recommendations presented below. Where terms are not defined, definitions commonly used in the construction industry are intended.

- Pad Grade: The elevation of the building pad as shown on the grading plan; if no elevation is shown on the grading plan, the elevation to which the grading contractor typically will place compacted fill in the building area. Does not include any sand or gravel layer specified for protection of slabs from subsurface moisture.

- Building Area: The area within and extending to the perimeter foundation of the building. Includes the porte cochere, and any flatwork, exterior stairways, covered walkways, etc., which are connected to the building and are expected to perform in a manner similar to it.
- Pool Area: The footprint of the proposed swimming pool and spa.
- Deck area: The footprint of the planned pool deck.
- Retaining and Screen Wall Foundation Areas: The footprint of the footing for screen and/or retaining walls.
- Flatwork Area: Exterior PCC areas such as sidewalks, decks, and patios which will only be subjected to pedestrian foot traffic.
- Pavement Areas: The area within and extending to the perimeter of any areas to receive HMA, PCC, and/or permeable pavers that are to accommodate vehicle loads.
- Grading Area: The entire area to be graded, including the building area, pool area, deck area, retaining and screen wall foundation areas, flatwork areas, pavement areas, and other areas to receive site improvements.
- Scarify or Scarified: Ripping, or plowing of the soil in two orthogonal directions to a minimum depth of 12 inches prior to moisture conditioning and compaction.
- Moisture Conditioning: Adjusting the water content of the soil to optimum moisture content, or just above, and thoroughly mixing the soil prior to application of compactive effort.
- Compaction or Compacted: Scarified soils, or fill or backfill soils placed in level lifts not exceeding 8 inches in loose thickness, and compacted to a minimum of 90 percent of the maximum dry density, unless stated otherwise. Standard tests used to establish maximum dry density and field density should be ASTM D 1557-12 and ASTM D 6938-15 respectively, or other methods acceptable to the geotechnical engineer and jurisdiction.

Site Preparation

1. Throughout the grading area, the ground surface should be prepared for grading by removing all existing vegetation, large roots, debris, and other deleterious materials.

2. Existing utility lines that will not remain in service should be either removed or properly abandoned. The appropriate method of utility abandonment will depend upon the type and depth of the utility. Recommendations for abandonment can be made as necessary.

3. Voids created by the removal of materials or utilities described above and extending below the recommended depth of overexcavation should be called to the attention of the geotechnical engineer. No fill should be placed unless the underlying soil has been observed by the geotechnical engineer.

Grading

Building Area

1. Following site preparation, the soils in the building area should be excavated to pad grade elevation. The resulting soil surface should be scarified, moisture conditioned, and recompacted. If fill is required to reach pad grade, the exposed soil surface should be scarified, moisture conditioned, and recompacted prior to the placement of any fill. All fill in the building area should be nonexpansive as described below.

2. The soil in foundation footprint for the building and porte cochere should be excavated to planned bottom-of-footing elevation. The resulting soil surface should be moisture conditioned and recompacted. This should also be performed for any improvements connected to the building, intended to perform in a similar manner as the building, and supported by a conventional continuous or spread foundation.

Pool and Deck Areas

1. Following site preparation, the pool area should be excavated to a minimum of 6 inches below planned bottom-of-pool shell. As discussed in the "Conclusions" section, sandy lean clay soils may be found near the bottom of the pool shell. If clay soils are encountered at the bottom of the excavation, the excavation should be deepened by an additional 6 inches.

2. Following site preparation, the deck area should be excavated to planned bottom-of-deck elevation. The resulting soil surface should be scarified, moisture conditioned, and recompacted. All fill in the deck area should be nonexpansive.

Retaining and Screen Wall Foundation Areas

The soil in foundation areas for retaining screen walls should be excavated to planned bottom-of-footing elevation (not including any keyway). The resulting soil surface should be moisture conditioned and recompacted.

Flatwork Areas

The soil in areas to receive pedestrian flatwork should be excavated to subgrade elevation. The resulting soil surface should be scarified, moisture conditioned, and recompacted. If fill is required to reach subgrade, the exposed soil surface should be scarified, moisture conditioned, and recompacted prior to the placement of any fill.

Pavement Areas

Following site preparation, the pavement areas should be excavated to planned subgrade elevation. The resulting surface should be scarified, moisture conditioned, and recompacted *to a minimum of 95 percent of maximum dry density*. If fill is required to reach subgrade elevation, the prepared soil surface should be scarified, moisture conditioned, and recompacted prior to placement of fill. Fill should then be placed and compacted; the upper 12 inches of the subgrade and all aggregate base in areas to receive pavement should be compacted *to a minimum of 95 percent of maximum dry density*. Subgrade and aggregate base should be firm and unyielding when proofrolled with heavy, rubber-tired grading equipment prior to continuing construction.

Grading - General

1. In the remainder of the grading area, the prepared soil surfaces soil should be scarified, moisture conditioned, and recompacted prior to the placement of any fill.

2. Where fill will be placed on existing slopes that are steeper than 10 percent, the slope or existing grade should be cut into level benches. Soil exposed in the benches should be scarified a minimum of 12 inches, moisture conditioned, and recompacted. The geotechnical engineer should be contacted for additional recommendations if fill is to be placed on slopes steeper than 20%.

3. Voids created by dislodging rocks and/or debris during scarification should be backfilled and compacted, and the dislodged materials should be removed from the work area.

4. Nonexpansive materials are defined as materials that fall in the GW, GP, GM, GC, SP, SW, SC and SM categories per ASTM D 2487-11, and that have an expansion index of 10 or less (ASTM D 4829-11). Any proposed nonexpansive materials, if necessary, should be reviewed by the geotechnical engineer before being brought to the site, and on an intermittent basis during placement.

5. Fill soils should be placed, moisture conditioned, and compacted. In areas to be paved, the upper foot of subgrade and all aggregate base should be compacted to a *minimum of 95 percent* of maximum dry density. Subgrade and aggregate base in areas to be paved should be firm and unyielding when proofrolled with heavy, rubber-tired grading equipment prior to continuing construction.

6. All materials used as fill should be cleaned of all debris and any rocks larger than 3 inches in maximum dimension. When fill material includes rocks, the rocks should be placed in a sufficient soil matrix to ensure that voids caused by nesting of the rocks will not occur and that the fill can be properly compacted.

7. If the soils are overly moist so that they become unstable or if the recommended compaction cannot be readily achieved, drying the soil to optimum moisture content, or just above, may be necessary. Placement of gravel layers or geotextiles may also be necessary to help stabilize unstable soils. If such conditions are found, the geotechnical engineer should be contacted to assist the contractor in selecting appropriate measures for stabilization of unstable soils.

8. Permanent cut and fill slopes should not exceed a 2:1 (horizontal to vertical) slope angle.

Utility Trenches

1. Utility trenches adjacent to foundations should not be excavated within the zone of foundation influence, as shown in Typical Detail A in Appendix D.

2. Utilities that must pass beneath a foundation should be placed with properly compacted utility trench backfill and the foundation should be designed to span the trench.

3. A select, noncorrosive sand should be used as bedding and shading immediately around utilities, and as backfill within the building area. The site soil, similar imported soil, or additional select import may be used for trench backfill above the bedding and shading, in trenches that lie beyond the building area.

4. In general, trench backfill should be compacted a minimum of 90 percent of maximum dry density. A minimum of 95 percent of maximum dry density should be obtained in the upper foot of subgrade and in all aggregate base in pavement areas.

5. Trench backfill should be placed in level lifts not exceeding 6 inches in loose thickness and compacted to the minimums recommended above.

6. Compaction of trench backfill by jetting or flooding is not recommended except under extraordinary circumstances. However, to aid in *encasing* utility conduits, particularly corrugated drain pipes, and multiple, closely spaced conduits in a single trench, jetting or flooding may be useful. Flooding or jetting should only be attempted with extreme caution, and any jetting operation should be subject to review by the geotechnical engineer.

7. Long-term settlement of properly compacted imported sand or gravel trench backfill should be assumed to be about 0.25 to 0.5 percent of the depth of the backfill. Where trenches are backfilled with site soils, the anticipated settlement would be somewhat greater that of sand or gravel backfill. Improvements that are constructed over or near trenches should be designed to accommodate the potential for settlement.

8. Where utility trenches will pass through areas intended for infiltration, lean concrete or sand/cement slurry plugs should be placed in the trenches at the perimeter of the infiltration area to ensure that the stormwater is contained within the infiltration area and will not flow throughout the site in the utility trenches. The plugs should extend a minimum of 2 feet below the bottom of the trench and should be cut a minimum of 2 feet into the sides of the trench. The top of the plug should extend upward to the curb, cut off wall, or other feature intended to contain the infiltration area. If sand/cement slurry is used, is should contain a minimum of 3 sacks of cement per cubic yard of slurry mixture.

9. The recommendations of this section are minimums only, and may be superseded by the architect/engineer, requirements of pipe manufacturers, utility companies or the governing jurisdiction based upon soil corrosivity or other factors.

Foundations

1. Continuous and spread (pad) footings bearing a minimum of 6 inches into compacted Paso Robles formation material may be used to support the proposed main hotel. Footings supporting one or two stories should penetrate a minimum of 18 inches below pad grade or the lowest grade within 5 feet of the footing, whichever is deeper. Footings supporting three stories should penetrate a minimum of 24 inches below pad grade or the lowest grade within 5 feet of the footing, whichever is deeper.

2. Continuous footings should be reinforced, at a minimum, by two No. 5 rebar, one at the top and one at the bottom, or as required by the architect/engineer. Spread footings should be reinforced in accordance with the requirements of the architect/engineer.

3. Footings bearing in compacted Paso Robles formation material may be designed using maximum allowable bearing capacities of 2,500 psf dead load and 3,500 psf dead plus live loads. Using these criteria, maximum settlement and differential settlement are expected to be on the order of 3/4-inch and 1/2-inch in 25 feet, respectively.

4. In calculating resistance to lateral loads, a passive equivalent fluid pressure of 300 pcf for foundations bearing in Paso Robles formation may be used. A coefficient of friction for compacted soil of 0.4 may also be utilized in the design. Lateral capacity is based on the assumption that the soil adjacent to the foundations is properly undisturbed. Passive and friction resistance components may be combined in the analysis without reduction to either value.

5. Allowable capacities may be increased by one-third when transient loads such as wind or seismicity are included. Foundations may be designed using the following 2013 CBC seismic parameters:

SEISMIC PARAMETERS

Mapped Spectral Response Acceleration for Site Class B		Site Coefficients for Site Class C		Adjusted MCE Spectral Response Accelerations for Site Class C		Design Spectral Response Accelerations for Site Class C	
Seismic Parameter	Value (g)	Site Coefficient	Value	Seismic Parameter	Value (g)	Seismic Parameter	Value (g)
S_S	1.406	F_a	1.000	S_{MS}	1.406	S_{DS}	0.938
S_1	0.514	F_v	1.300	S_{M1}	0.668	S_{D1}	0.445
Peak Mean Ground Acceleration (PGA_M) : 0.511g							
Seismic Design Category: D							

6. Foundations constructed on or near a descending slope should be offset a minimum of 10 feet from the tops of any descending slopes, and deepened to maintain a minimum setback distance of 12 feet from the outermost face of the footing at its base to the face of the slopes.

7. Foundation excavations should be observed by the geotechnical engineer prior to placement of reinforcing steel or concrete. Footing excavations should be moisture conditioned prior to concrete placement.

Interior Slabs-on-Grade and Exterior Pedestrian Flatwork

1. Conventional interior slabs-on-grade and exterior pedestrian flatwork should have a minimum thickness of 4 full inches. All slabs and pedestrian flatwork should be reinforced per the specifications of the architect/engineer. At a minimum, nonstructural slabs should be reinforced with No. 3 rebar at 24-inch spacing each way; structural slabs should contain minimum rebar meeting the criteria of ACI-318, Section 7.12.2 (ACI 2011).

2. Due to the current use of impermeable floor coverings, water-soluble flooring adhesives, and the speed at which buildings are now constructed, moisture vapor transmission through slabs is a much more common problem than in past years. Where moisture vapor transmitted from the underlying soil would be undesirable, the slabs should be protected from subsurface moisture vapor. A number of options for vapor protection are discussed below; however, the means of vapor protection, including the type and thickness of the vapor retarder, if specified, are left to the discretion of the architect/engineer.

3. Where specified, vapor retarders should conform to ASTM E 1745-11. This standard specifies properties for three performance classes, Class “A”, “B” and “C”. The appropriate class should be selected based on the sensitivity of floor coverings to moisture intrusion and the potential for damage to the vapor retarder during placement of slab reinforcement and concrete.

4. Several recent studies, including those of American Concrete Institute (ACI) Committee 302, have concluded that excess water above the vapor retarder increases the potential for moisture damage to floor coverings and could increase the potential for mold growth or other microbial contamination. The studies also concluded that it is preferable to eliminate the typical sand layer beneath the slab and place the slab concrete in direct contact with a Class “A” vapor retarder, particularly during wet weather construction. However, placing the concrete directly on the vapor retarder requires special attention to using the proper vapor retarder (see discussion below), a very low water-cement ratio in the concrete mix, and special finishing and curing techniques.

5. Probably the next most effective option would be the use of vapor-inhibiting admixtures in the slab concrete mix and/or application of a sealer to the surface of the slab. This would also require special concrete mixes and placement procedures, depending upon the recommendations of the admixture or sealer manufacturer.

6. Another option that may be a reasonable compromise between effectiveness and cost considerations is the use of a subslab vapor retarder protected by a sand layer. If a Class "A" vapor retarder (see discussion below) is specified, the retarder can be placed directly on pad grade. The retarder should be covered with a minimum 2 inches of *clean* sand. If a less durable vapor retarder is specified (Class "B" or "C"), a minimum of 4 inches of clean sand should be provided on pad grade, and the retarder should be placed in the center of the clean sand layer. Clean sand is defined as well or poorly graded sand (ASTM D 2487-10) of which less than 3 percent passes the No. 200 sieve.

7. If sand is used between the vapor retarder and the slab, it should be moistened only as necessary to promote concrete curing; saturation of the sand should be avoided, as the excess moisture would be on top of the vapor retarder, potentially resulting in vapor transmission through the slab for months or years.

8. Regardless of the underslab vapor retarder selected, proper installation of the retarder is critical for optimum performance. All seams must be properly lapped, and all seams and utility penetrations properly sealed in accordance with the vapor retarder manufacturer's recommendations. Installation should conform to ASTM E 1643-11. The vapor retarder should be placed a minimum of 1 inch above the flow line of any drainage path surrounding the structure, 2 inches above retaining wall drains, or 1 inch above the area drain grates if area drains are used to collect runoff around the structure, whichever is higher.

9. Where it is desired to maintain the elevation of flatwork at doorways and other areas, the flatwork should be doweled to the perimeter foundations or adjacent improvements, at a minimum, by No. 3 dowels lapped to the flatwork rebar at 24 inches on-center. In other areas, the flatwork may be doweled to the foundation or the flatwork may be allowed to "float free," at the discretion of the architect/engineer. Flatwork that is intended to float free should be separated from foundations by a felt joint or other means.

10. To reduce shrinkage cracks in concrete, the concrete aggregates should be of appropriate size and proportion, the water/cement ratio should be low, the concrete should be properly placed and finished, contraction joints should be installed, and the concrete should be properly cured. This is particularly applicable to slabs that will be cast directly upon a vapor retarder and those that will be protected from transmission of vapor by use of admixtures or surface sealers. Concrete materials, placement, and curing specifications should be at the direction of the architect/engineer; ACI 302.1R-04 (ACI 2004) is suggested as a resource for the architect/engineer in preparing such specifications.

Screen and Retaining Walls

The following recommendations are for the screen and retaining walls described in the "Introduction and Site Setting" section with maximum wall heights of 6 feet.

1. Screen and site retaining walls should be founded in Paso Robles formation materials that have been moisture conditioned and recompacted per the recommendations presented in the "Grading" section of this report.

2. Foundations for all screen walls and site retaining walls up to 6 feet tall should have a minimum depth of 18 inches (not including keyway) below the lowest grade within 5 feet of the toe of the foundation. Wall foundations constructed on or near a descending slope should be deepened to maintain a minimum setback distance of 5 feet from toe of the footing at its base to the face of the slopes.

3. All retaining wall and sitework retaining wall excavations should be observed by the geotechnical engineer prior to placing reinforcing steel in the excavations.

4. Retaining wall design may be based on the following parameters:

Active equivalent fluid pressure (site soil, imported sand, or gravel)	35 pcf
At-rest equivalent fluid pressure (site soil, imported sand, or gravel)	55 pcf
Passive equivalent fluid pressure (compacted fill)	300 pcf
Maximum toe pressure	3,000 psf
Coefficient of sliding friction	0.40

5. No surcharges are taken into consideration in the values presented above. The maximum bearing pressure is an *allowable* value to which factors of safety have been applied. No factors of safety, load factors or other factors have been applied to any of the remaining values.

6. The above pressures are applicable to a horizontal retained surface behind the wall. Walls having a retained surface that slopes upward from the wall should be designed for an additional equivalent fluid pressure of 1 pcf for the active case and 1.5 pcf for the at-rest case, for every degree of slope inclination.

7. Section 1803.5.12.1 of the 2013 CBC requires that dynamic seismic lateral earth pressures be provided by the geotechnical engineer for walls retaining more than 6 feet of backfill. Since the planned retaining wall heights for this project will not exceed a height of 6 feet, this is not considered to be necessary.

8. The final foot behind retaining walls should be backfilled with native soil, except in areas where pavement will abut the top of the wall. In those cases, the backfill should extend to the aggregate base underlying the pavement, as appropriate.

9. If crushed gravel is used as backfill, it should be vibrated by means of a vibrating plate compactor or other suitable equipment as it is placed. To reduce infiltration of the soil or other fines into any gravel backfill, if utilized, a permeable synthetic filter fabric conforming to the Standard Specifications (Caltrans 2010), Section 88-1.02B – Class C, should be placed between the two. Where backfill materials other than crushed gravel are utilized, they should be placed in level moisture conditioned lifts, not exceeding 6 inches in loose thickness, and compacted to a minimum of 90 percent of maximum dry density. Backfill within the upper foot of subgrade in areas to be paved, and in all aggregate base, should be compacted to a minimum of 95 percent of maximum dry density.

10. Long-term settlement of properly compacted imported sand or gravel retaining wall backfill should be assumed to be about 0.25 to 0.5 percent of the depth of the backfill. Long-term settlement of properly compacted site soil retaining wall backfill may be somewhat greater than that of sand or gravel backfill. Improvements that are constructed near the tops of retaining walls should be designed to accommodate the potential for settlement.

11. All retaining walls should be drained with perforated pipe encased in a free-draining gravel blanket. The pipe should be placed atop the wall foundation with perforations downward, and should discharge in a nonerosive manner away from foundations and other improvements. The gravel blanket should have a width of approximately 1 foot and should extend upward to approximately 1 foot from the top of the wall backfill. The upper foot should be backfilled with native soil and/or aggregate base, as described above. To reduce infiltration of the soil or other fines into the gravel, a permeable synthetic fabric, as defined above, should be placed between the two. Manufactured synthetic drains, such as Miradrain or Enkadrain are acceptable alternatives to the use of gravel, provided that they are installed in accordance with the recommendations of the manufacturer.

12. Where weep hole drainage can be properly discharged, the perforated pipe may be omitted in lieu of weep holes on maximum 4-foot centers. A filter fabric as described above should be placed between the weep holes and the drain gravel.

13. Walls facing areas where moisture transmission through the wall would be undesirable should be *thoroughly* waterproofed in accordance with the specifications of the architect/engineer.

14. The architect/engineer should bear in mind that retaining walls by their nature are flexible structures, and that surface treatments on walls often crack. Where walls are to be plastered or otherwise have a finish applied, the flexibility should be considered in determining the suitability of the surfacing material, spacing of horizontal and vertical control joints, etc. The flexibility should also be considered where a retaining wall will abut or be connected to a rigid structure, and where the geometry of the wall is such that its flexibility will vary along its length.

Swimming Pool and Spa

1. The pool area should be excavated as per the recommendations in the “Grading” section of this report.

2. The bottom of the excavation should be filled with 0.75 to 1.5-inch clean, *crushed* gravel to bottom-of-pool shell elevation. The gravel layer will function as a blanket drain beneath the pool and will provide a stable surface for placement of rebar and

construction of the pool. A rigid, 4-inch diameter PVC drain pipe should be placed from the lowest point of the gravel to daylight or a sump. Minimum slope of the drain pipe should be 1 percent. A screen or other means of keeping animals out should be fitted over the discharge end of the pipe.

3. As discussed in the “Conclusions” and “Grading” sections, if clay soils are exposed at the bottom of the pool area excavation, the excavation should be deepened an additional 6 inches and the *crushed* gravel section should be increased accordingly.

4. The drain system described above should not be relied upon to relieve all hydrostatic pressure in the event that the pool is drained. A hydrostatic relief valve should also be installed.

5. Expansion Index testing resulted in a value of 0. Accordingly, the pool and spa design may be based upon the nonexpansive soil category per CBC Table 18-I-B. If specific lateral pressures are needed for the designs, please see the “Screen and Retaining Walls” section. The design parameters in that section are for drained conditions.

6. The pool deck area should conform to the recommendations presented in the “Grading” section.

7. Unless there is a structural reason to do otherwise, the pool deck should be dowelled into the bond beams at the top of the pool shell by minimum No. 3 rebar lapped to the deck rebar. A felt or another type of spacer should be placed between the deck and the pool bond beam so that the connection will act as a hinge and allow minor movement between the deck and the pool shell. If the deck is not dowelled to the shell, more differential movement should be anticipated than if it is dowelled. Without the dowelling, a trip hazard could result around the rim of the pool.

8. The pool deck should slope toward drain inlets; no uncontrolled surface drainage should flow off the edges of the pool deck. All joints in the pool deck should be sealed with a flexible, UV resistant sealer.

Pavement Sections

HMA Pavement

The following HMA pavement sections are based upon a tested R-value, or resistance to deformation under repeated loading, of 21. The pavement sections are also based on assumed Traffic Indices (TIs) of 4.5 through 7.0. Determination of the appropriate TI for specific areas of the project is left to others. The AC sections were calculated in accordance with the method presented in the "Highway Design Manual" (Caltrans 2012). The calculated HMA and Class 2 aggregate base (AB) thicknesses are for compacted material. Normal Caltrans construction tolerances should apply. The R-value should be verified during construction.

R-value	Traffic Index	HMA (in)	Class 2 AB (in)
21	4.5	2.50	6.5
21	5.0	2.75	7.5
21	5.5	3.00	9.0
21	6.0	3.25	10.0
21	6.5	3.75	10.5
21	7.0	4.00	11.5

1. Aggregate base should conform to the requirements of Section 26 of the Standard Specifications (Caltrans 2010).

PCC Pavement

1. If plain Portland cement concrete pavement is planned, the following section is recommended:
    - 8 inches plain PCC (4,000 psi minimum)
    - #4 smooth joint dowels at 12-inch centers
    - 12 inches Class 2 aggregate base

2. If reinforced concrete pavement is planned, the following section may be used:
    - 6 inches PCC (4,000 psi minimum)
    - No. 4 rebar at 18-inch centers each way
    - No. 4 smooth joint dowels at 18-inch centers
    - 12 inches Class 2 aggregate base

3. Alternately, the pavement may be designed by the architect/engineer for the appropriate loads. Provided that a minimum of 12 inches of aggregate base compacted to a minimum of 95 percent is provided, the design may be based on a subgrade modulus of 300 pci (psi/in). Specification of concrete properties and reinforcing is left to the architect/engineer.

<u>Permeable Pavers</u>

1. Pavers should be installed per the manufacturer's recommendations.

2. Except where the paver manufacturer recommends otherwise, the pavers should generally be installed per ICPI Drawing ICPI-68 (ICPI 2011). A concrete curb should bound the outside of the pavers and the bed of No. 2 stone subbase; the subbase should not extend beyond the curb. The curb should be an "A" curb or a flush curb, as applicable and should penetrate a minimum of 6 inches below the subbase bed.

3. Unless otherwise recommended by the paver manufacturer, the structural paver section should consist of the following (from top to bottom):
    - Concrete pavers, 3.125-inch thickness, minimum
    - 1.5 to 2.0 inches No. 8 aggregate bedding course
    - 4 inches No. 57 open-graded stone base
    - 8 inches No. 2 stone subbase
    - Tensar, TriAx TX190 geogrid, or equivalent, conforming to the Greenbook, 2013 Supplement, Table 213-5.2 (E), Type R3 (BNI 2013)
    - Subgrade rolled to a smooth surface and compacted to the extent allowed by the architect/engineer; 95 percent of maximum dry density is preferable
    - Thickness of pervious concrete pavement is left to the discretion of the architect/engineer. Pervious concrete pavement should be placed over a minimum 8-inch thick layer of No. 57 open-graded stone base, No. 2 stone subbase, or a combination of the two. The subgrade should be rolled to a smooth surface and compacted to the extent allowed by the architect/engineer; 95 percent of maximum dry density is preferable. Tensar, TriAx TX190 geogrid, or equivalent, conforming to the Greenbook, 2013 Supplement, Table 213-5.2 (E), Type R3 (BNI 2013) should be placed over the subgrade

4. All No. 8 aggregate, No. 57 base, and No. 2 subbase should be *crushed*; rounded or river-run materials should not be used. Gradation of these materials should be per ASTM D 448-12. Drains should be provided in the subbase beneath the pavers as discussed in the following section.

5. The geogrid should be placed per the geogrid manufacturer's recommendations, throughout the subgrade area. At a minimum, the geogrid should be stretched tightly and pinned in position prior to placement of the subbase. Minimum overlap at roll ends and edges should be 2 feet unless the manufacturer recommends a larger overlap.

6. The No. 2 stone subbase should be placed over the geogrid and then rolled with a light static roller or otherwise compacted. At a minimum, rolling and compaction should be accomplished in two orthogonal directions.

7. The No. 57 base should then be placed and similarly compacted.

8. The No. 8 aggregate should then be placed and the pavers set as recommended by the manufacturer.

9. At a minimum, the permeable pavers should be properly maintained, and any ruts, depressions, broken pavers, etc. should be immediately repaired. Periodic removal of pavers and refurbishment of the No. 8 bedding course may also be necessary.

10. Permeable pavers should not be placed within 5 feet of any foundation. If for aesthetic reasons the pavers must encroach to within 5 feet of a foundation, the base and subbase should be discontinued and Portland cement concrete (PCC) should be used beneath the pavers.

11. In this 5-foot section adjacent foundations, the PCC beneath the pavers should have a minimum thickness of 5 full inches and should be reinforced, at a minimum by No. 4 rebar at 18-inch spacing each way. The PCC should be placed over a minimum 6 inches of Class 2 aggregate base compacted to a minimum of 95 percent of maximum dry density. The uppermost 12 inches of the subgrade beneath the aggregate base should be similarly compacted to a minimum of 95 percent of maximum dry density.

Pavement Sections - General

1. HMA and PCC pavement, and permeable pavers should be constrained by curbs, gutters, flatwork, walls, etc.; free edges to the pavement or pavers should be avoided.

2. HMA and PCC pavement, and permeable pavers should be set back a minimum of 4 feet from any descending slope. Alternately, deepened curbs may be used to constrain the pavement or paver sections. Where curbs will be deepened in lieu of the recommended set back, the individual situation should be reviewed and specific recommendations prepared by the geotechnical engineer.

3. The upper 12 inches of subgrade and all aggregate base in pavement areas should be compacted to a minimum of 95 percent of maximum dry density. Subgrade and aggregate base should be firm and unyielding when proofrolled with heavy, rubber-tired grading equipment prior to continuing construction.

4. Finished pavement surfaces should be sloped to freely drain toward appropriate drainage facilities. Water should not be allowed to stand or pond on or adjacent to pavement, as it could cause premature pavement deterioration or improvement damage.

5. To reduce migration of surface drainage into the subgrade, maintenance of pavement areas is critical. Any cracks that develop in the pavement should be promptly sealed.

6. The local jurisdiction may have additional requirements for pavement or pavers that could take precedence over the above recommendations.

Drainage and Maintenance

1. Unpaved ground surfaces should be *graded during construction* and, per Section 1804.3 of the CBC, *finish graded* to direct surface runoff away from foundations, slopes, retaining walls, and other improvements at a minimum 5 percent grade for a minimum distance of 10 feet. If this is not feasible due to the terrain, property lines, or other factors, swales with improved surfaces, area drains, or other drainage features should be provided to divert drainage away from these areas.

2. Finished surfaces should be sloped to freely drain toward appropriate drainage facilities. Water should not be allowed to stand or pond on or adjacent to foundations.

3. Any raised planter boxes constructed adjacent to the proposed structure should be installed with drains, and sealed sides and bottoms to reduce the potential for planter drainage gaining access to subslab areas. Drains should also be provided in all areas adjacent to foundations that would not otherwise drain freely.

4. All eaves of the building should be provided with roof gutters. Runoff from roof gutters, downspouts, area drains, etc., should discharge to an appropriate outlet in a nonerosive manner away from foundations and other improvements in accordance with the requirements of the governing agencies. Erosion protection should be placed at drainage outlets unless discharge is to an improved surface.

5. As recommended previously, where utility trenches will pass through areas intended for infiltration, lean concrete or sand/cement slurry plugs should be placed in the trenches at the perimeter of the infiltration area to ensure that the stormwater is contained within the infiltration area and will not flow throughout the site in the utility trenches. The plugs should extend a minimum of 2 feet below the bottom of the trench and should be cut a minimum of 2 feet into the sides of the trench. The top of the plug should extend upward to the curb, cut off wall, or other feature intended to contain the infiltration area. If sand/cement slurry is used, it should contain a minimum of 3 sacks of cement per cubic yard of slurry mixture.

6. The site soils are erodible. To reduce erosion damage, it is essential that the surface soils, particularly those disturbed during construction, be stabilized by vegetation or other means *during and following construction.* Care should be taken to establish and maintain vegetation. The landscaping and exterior flatwork should be installed to maintain the surface drainage recommended above.

7. Maintenance of drainage and other improvements is critical to the long-term stability of slopes and the integrity of the roadway improvements. Site improvements, particularly drainage improvements, should be inspected and maintained on a regular basis. All exterior drains should be maintained to be free-flowing.

8. Vegetation, erosion matting or other forms of erosion protection should be used in all areas disturbed by construction, as required by the architect/engineer. Vegetation, erosion matting, etc., should be maintained or augmented as needed to ensure a high level of erosion protection. Irrigation systems should be maintained so that the soils are not over-watered or allowed to desiccate.

9. To reduce the potential for disruption of drainage patterns and undermining of foundations and other improvements, rodent activity should be aggressively controlled.

Observation and Testing

1. It must be recognized that the recommendations contained in this report are based on a limited number of exploratory borings and rely on continuity of the subsurface conditions encountered. Therefore, the geotechnical engineer should be retained to provide consultation during the design phase, to review plans as they near completion, to interpret this report during construction, and to provide construction monitoring in the form of testing and observation.

2. At a minimum, the geotechnical engineer should be retained to provide:
    - Consultation during the design phase
    - Professional observation during grading
    - Oversight of compaction testing during grading and backfill
    - Oversight of soil special inspection during grading and foundation construction

3. Special inspection of grading should be provided as per Section 1705.6 and Table 1705.6 of the 2013 CBC; the special inspector should be under the direction of the geotechnical engineer. In our opinion, there are no operations that are sufficiently critical as to warrant *continuous* special inspection; periodic special inspection should suffice. Subject to the approval of the Building Official, the exception to continuous special inspection (Section 1704.2, Subparagraph 1) should be specified by the architect/engineer and *periodic* special inspection of the following should be provided by the special inspector:
    - Stripping and clearing of existing improvements, vegetation, and debris
    - Utility trench backfill
    - Fill quality, placement, moisture conditioning, and compaction
    - Foundation excavations
    - Retaining wall drains and backfill
    - Pavement subgrade, sub-base, and AB

4. A program of quality control should be developed prior to beginning grading. The contractor or project manager should determine any additional inspection items required by the architect/engineer or the governing jurisdiction.

5. Locations and frequency of compaction tests should be as per the recommendation of the geotechnical engineer at the time of construction. The recommended test location and frequency may be subject to modification by the geotechnical engineer, based upon soil and moisture conditions encountered, size and type of equipment used by the contractor, the general trend of the results of compaction tests, or other factors.

6. A preconstruction conference among the owner, the geotechnical engineer, the soil special inspector, the architect/engineer, City of Paso Robles, and contractors is recommended to discuss planned construction procedures and quality control requirements.

7. The geotechnical engineer should be notified at least 48 hours prior to beginning construction operations.

9.0 CLOSURE

Our intent was to perform the investigation in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the locality of this project under similar conditions. No representation, warranty, or guarantee is either expressed or implied. This report is intended for the exclusive use by the client as discussed in the “Scope of Services” section. Application beyond the stated intent is strictly at the user's risk.

This report is valid for conditions as they exist at this time for the type of project described herein. The conclusions and recommendations contained in this report could be rendered invalid, either in whole or in part, due to changes in building codes, regulations, standards of geotechnical or construction practice, changes in physical conditions, or the broadening of knowledge. If Earth Systems Pacific is not retained to provide construction observation and testing services, it shall not be responsible for the interpretation of the information by others or any consequences arising there from.

If changes with respect to project type or location become necessary, if items not addressed in this report are incorporated into plans, or if any of the assumptions used in the preparation of this report are not correct, the geotechnical engineer shall be notified for modifications to this report. Any items not specifically addressed in this report should comply with the CBC and the requirements of the governing jurisdiction.

The preliminary recommendations of this report are based upon geotechnical conditions encountered at the site, and may be augmented by additional requirements of the architect/engineer, or by additional recommendations provided by the geotechnical engineer based on peer or jurisdictional reviews, or conditions exposed at the time of construction.

This document, the data, conclusions, and recommendations contained herein are the property of Earth Systems Pacific. This report shall be used in its entirety, with no individual sections reproduced or used out of context. Copies may be made only by Earth Systems Pacific, the client, and the client's authorized agents for use exclusively on the subject project. Any other use is subject to federal copyright laws and the written approval of Earth Systems Pacific.

Thank you for this opportunity to have been of service. If you have any questions, please feel free to contact this office at your convenience.

End of Text.

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APPENDIX A

Boring and Infiltration Test Location Map

Boring Log Legend

Boring and Infiltration Logs

BORING AND INFILTRATION TEST LOCATION MAP

DESTINO PASO

Airport Road
Paso Robles, California

LEGEND

- 6 ⌖ Boring Location (Approx.)
- H ● Infiltration Test Location (Approx.)

N

Earth Systems Pacific

March 24, 2016

NOT TO SCALE

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PID-000358-001
DESTINO PASO-032416borings

SB

Earth Systems Pacific

BORING LOG LEGEND

UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D 2487)

MAJOR DIVISIONS		GROUP SYMBOL	TYPICAL DESCRIPTIONS	GRAPH. SYMBOL
COARSE GRAINED SOILS	MORE THAN HALF OF MATERIAL IS LARGER THAN #200 SIEVE SIZE	GW	WELL GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES	○○○
		GP	POORLY GRADED GRAVELS, OR GRAVEL-SAND MIXTURES, LITTLE OR NO FINES	⬡ ⬡
		GM	SILTY GRAVELS, GRAVEL-SAND-SILT MIXTURES, NON-PLASTIC FINES	⬡ ‖
		GC	CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES, PLASTIC FINES	⬡ ⬡
		SW	WELL GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES	
		SP	POORLY GRADED SANDS OR GRAVELLY SANDS, LITTLE OR NO FINES	
		SM	SILTY SANDS, SAND-SILT MIXTURES, NON-PLASTIC FINES	‖‖‖
		SC	CLAYEY SANDS, SAND-CLAY MIXTURES, PLASTIC FINES	▧
FINE GRAINED SOILS	HALF OR MORE OF MATERIAL IS SMALLER THAN #200 SIEVE SIZE	ML	INORGANIC SILTS AND VERY FINE SANDS, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY	‖‖‖
		CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS	▧
		OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY	- - -
		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDY OR SILTY SOILS, ELASTIC SILTS	▥
		CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS	▨
		OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS	▬ ▬ ▬
		PT	PEAT AND OTHER HIGHLY ORGANIC SOILS	▽ ▽ ▽

SAMPLE / SUBSURFACE WATER SYMBOLS

SAMPLE / SUBSURFACE WATER SYMBOLS	GRAPH. SYMBOL
CALIFORNIA MODIFIED	■
STANDARD PENETRATION TEST (SPT)	●
SHELBY TUBE	▭
BULK	○
SUBSURFACE WATER DURING DRILLING	▼
SUBSURFACE WATER AFTER DRILLING	▽

OBSERVED MOISTURE CONDITION

DRY	SLIGHTLY MOIST	MOIST	VERY MOIST	WET (SATURATED)

CONSISTENCY

COARSE GRAINED SOILS			FINE GRAINED SOILS		
BLOWS/FOOT		DESCRIPTIVE TERM	BLOWS/FOOT		DESCRIPTIVE TERM
SPT	CA SAMPLER		SPT	CA SAMPLER	
0-10	0-16	LOOSE	0-2	0-3	VERY SOFT
11-30	17-50	MEDIUM DENSE	3-4	4-7	SOFT
31-50	51-83	DENSE	5-8	8-13	MEDIUM STIFF
OVER 50	OVER 83	VERY DENSE	9-15	14-25	STIFF
			16-30	26-50	VERY STIFF
			OVER 30	OVER 50	HARD

GRAIN SIZES

U.S. STANDARD SERIES SIEVE				CLEAR SQUARE SIEVE OPENING			
	# 200	# 40	# 10	# 4	3/4"	3"	12"
SILT & CLAY	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		

TYPICAL BEDROCK HARDNESS

MAJOR DIVISIONS	TYPICAL DESCRIPTIONS
EXTREMELY HARD	CORE, FRAGMENT, OR EXPOSURE CANNOT BE SCRATCHED WITH KNIFE OR SHARP PICK; CAN ONLY BE CHIPPED WITH REPEATED HEAVY HAMMER BLOWS
VERY HARD	CANNOT BE SCRATCHED WITH KNIFE OR SHARP PICK; CORE OR FRAGMENT BREAKS WITH REPEATED HEAVY HAMMER BLOWS
HARD	CAN BE SCRATCHED WITH KNIFE OR SHARP PICK WITH DIFFICULTY (HEAVY PRESSURE); HEAVY HAMMER BLOW REQUIRED TO BREAK SPECIMEN
MODERATELY HARD	CAN BE GROOVED 1/16 INCH DEEP BY KNIFE OR SHARP PICK WITH MODERATE OR HEAVY PRESSURE; CORE OR FRAGMENT BREAKS WITH LIGHT HAMMER BLOW OR HEAVY MANUAL PRESSURE
SOFT	CAN BE GROOVED OR GOUGED EASILY BY KNIFE OR SHARP PICK WITH LIGHT PRESSURE, CAN BE SCRATCHED WITH FINGERNAIL; BREAKS WITH LIGHT TO MODERATE MANUAL PRESSURE
VERY SOFT	CAN BE READILY INDENTED, GROOVED OR GOUGED WITH FINGERNAIL, OR CARVED WITH KNIFE; BREAKS WITH LIGHT MANUAL PRESSURE

TYPICAL BEDROCK WEATHERING

MAJOR DIVISIONS	TYPICAL DESCRIPTIONS
FRESH	NO DISCOLORATION, NOT OXIDIZED
SLIGHTLY WEATHERED	DISCOLORATION OR OXIDATION IS LIMITED TO SURFACE OF, OR SHORT DISTANCE FROM, FRACTURES: SOME FELDSPAR CRYSTALS ARE DULL
MODERATELY WEATHERED	DISCOLORATION OR OXIDATION EXTENDS FROM FRACTURES, USUALLY THROUGHOUT; Fe-Mg MINERALS ARE "RUSTY", FELDSPAR CRYSTALS ARE "CLOUDY"
INTENSELY WEATHERED	DISCOLORATION OR OXIDATION THROUGHOUT; FELDSPAR AND Fe-Mg MINERALS ARE ALTERED TO CLAY TO SOME EXTENT, OR CHEMICAL ALTERATION PRODUCES IN SITU DISAGGREGATION
DECOMPOSED	DISCOLORATION OR OXIDATION THROUGHOUT, BUT RESISTANT MINERALS SUCH AS QUARTZ MAY BE UNALTERED; FELDSPAR AND Fe-Mg MINERALS ARE COMPLETELY ALTERED TO CLAY

drafting/masters/Boring Log Legend121714.dwg

Boring No. 1

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

DESTINO PASO
Airport Road
Paso Robles, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC	▨	CLAYEY SAND: brown, medium dense, moist (Topsoil)					
1	SC	▨	CLAYEY SAND: orange brown, medium dense, slightly moist, travel gravel (Paso Robles Formation)					
4		▨	dense, slightly cemented					
5		▨		5.0 - 6.0	▬	111.9	2.9	36 50/3.0"
6	SW	▒	WELL SAND: orange brown, medium dense, slightly moist, trace clay, travel gravel (Paso Robles Formation)					
10		▒	dense, moist, some clay	10.0 - 11.5	▬	122.4	11.7	24 36 50/4.5"
15		▒		15.0 - 16.5	●			6 12 20
17			End of Boring @ 16.5' No subsurface water encountered					

LEGEND: ▬ Ring Sample ○ Grab Sample ▭ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered It applies at the location and time of drilling Subsurface conditions may differ at other locations and times

Boring No. 2

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

DESTINO PASO
Airport Road
Paso Robles, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA: INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC	▨	CLAYEY SAND: brown, loose, moist (Topsoil)					
1	SC	▨	CLAYEY SAND: orange brown, medium dense, slightly moist (Paso Robles Formation)					
		▨	dense, slightly cemented, trace gravel	5.0 - 6.0	▬	107.3	5.2	39 50/4.5"
9		▨	medium dense, moist, increasing clay content	10.0 - 11.5	▬	109.5	19.3	23 21 25
11	CL	▧	SANDY LEAN CLAY: orange brown, hard, moist	12.0 - 14.0	○			
		▧		15.0 - 16.0	▬	107.0	5.3	35 50/4.5"
	SW	░	WELL GRADED SAND: orange brown, dense, slightly moist, trace to some clay, trace gravel					
20		░	very dense, trace caliche deposits	20.0 - 21.5	●			21 23 29
			End of Boring @ 21.5' No subsurface water encountered					

LEGEND: ▬ Ring Sample ○ Grab Sample ☐ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

Earth Systems Pacific

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

Boring No. 3

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

DESTINO PASO
Airport Road
Paso Robles, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC		CLAYEY SAND: dark brown, medium dense, moist (Topsoil)					
1	SW		WELL GRADED SAND: orange brown, medium dense, slightly moist, trace clay (Paso Robles Formation)					
4			slightly cemented, very dense					
5				5.0 - 5.5	■	104.4	3.6	50
10				10.0 - 11.5	■	115.6	6.6	21 42 50/5.5"
			moist, medium dense, increasing clay content					
15				15.0 - 16.5	■	124.7	10.9	6 15 24
20			trace caliche deposits	20.0 - 21.5	●			5 6 10
			End of Boring @ 21.5' No subsurface water encountered					

LEGEND: ■ Ring Sample ○ Grab Sample ☐ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

Boring No. 4

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

DESTINO PASO
Airport Road
Paso Robles, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA				
				INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC	▨	CLAYEY SAND: brown, loose to medium dense, very moist (Topsoil)					
1		▨						
2	SW	░	WELL GRADED SAND: orange brown, medium dense, slightly moist, trace clay (Paso Robles Formation)					
3		░						
4		░						
5		░		5.0 - 6.5	▬	116.4	3.4	16 24 27
6		░	cemented, trace gravel					
7		░						
8		░						
9		░						
10		░	very dense, moist	10.0 - 11.5	▬	120.7	8.7	24 34 50
11		░						
12		░						
13		░						
14		░	medium dense, increasing clay content					
15		░		15.0 - 16.5	●			4 7 11
16		░						
17			End of Boring @ 16.5' No subsurface water encountered					
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ▬ Ring Sample ○ Grab Sample ☐ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered It applies at the location and time of drilling Subsurface conditions may differ at other locations and times

Boring No. 5

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

DESTINO PASO
Airport Road
Paso Robles, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC	▧	CLAYEY SAND: brown, loose to medium dense, moist (Topsoil)					
2	SW	░	WELL GRADED SAND: orange brown, medium dense, slightly moist, slightly cemented, trace to some clay (Paso Robles Formation)					
5		░	very dense, trace gravel	5.0 - 6.0	■	131.8	3.0	28 50/3.0"
		░	well cemented					
10		░		10.0 - 10.5	■	105.0	5.6	50
15		░		15.0 - 16.5	●			20 29 14
16		░	moist, dense					
17			End of Boring @ 16.5' No subsurface water encountered					

LEGEND: ■ Ring Sample ○ Grab Sample ▭ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling Subsurface conditions may differ at other locations and times

Earth Systems Pacific

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

Boring No. 6
PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

DESTINO PASO
Airport Road
Paso Robles, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC	▨	CLAYEY SAND: brown, loose, very moist (Topsoil)					
2	SC	▨	CLAYEY SAND: orange brown, medium dense, moist (Paso Robles Formation)	2.0 - 6.0	○			
4		▨	slightly moist, slightly cemented, dense	5.0 - 6.5	▬	113.3	3.0	15 32 50/5.0"
6		▨	very dense, trace gravel					
7	SW	░	WELL GRADED SAND: orange brown, very dense, slightly moist, trace clay, trace gravel (Paso Robles Formation)					
9		░	dense, moist, cementation ends	10.0 - 11.5	▬	118.1	12.8	23 31 34
14		░	medium dense, increasing clay	15.0 - 16.5	●			5 9 14
17			End of Boring @ 16.5' No subsurface water encountered					

LEGEND: ▬ Ring Sample ○ Grab Sample ☐ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered It applies at the location and time of drilling Subsurface conditions may differ at other locations and times

Earth Systems Pacific

Infiltration Test A

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

DEPTH (feet)	USCS CLASS	SYMBOL	**DESTINO PASO** **Airport Road** **Paso Robles, California**	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC	▨	CLAYEY SAND: brown, medium dense, moist (Topsoil)					
1	SW	░	WELL GRADED SAND: orange brown, medium dense, slightly moist, trace clay, travel gravel (Paso Robles Formation)					
2								
3								
4			End of Infiltration Test @ 4.0' No subsurface water encountered					
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ▬ Ring Sample ○ Grab Sample ▭ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling Subsurface conditions may differ at other locations and times

Earth Systems Pacific

Infiltration Test B

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

DEPTH (feet)	USCS CLASS	SYMBOL	**DESTINO PASO** **Airport Road** **Paso Robles, California**	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC	▨	CLAYEY SAND: brown, medium dense, moist (Topsoil)					
1 2 3 4	SW	░	WELL GRADED SAND: orange brown, medium dense, slightly moist, trace clay, travel gravel (Paso Robles Formation)					
5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26			End of Infiltration Test @ 4.8' No subsurface water encountered					

LEGEND: ■ Ring Sample ○ Grab Sample ▭ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered It applies at the location and time of drilling Subsurface conditions may differ at other locations and times

Earth Systems Pacific

Infiltration Test C

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

DEPTH (feet)	USCS CLASS	SYMBOL	**DESTINO PASO** **Airport Road** **Paso Robles, California** SOIL DESCRIPTION	SAMPLE DATA INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC	▨	CLAYEY SAND: brown, medium dense, moist (Topsoil)					
1 2 3	SW	▒	WELL GRADED SAND: orange brown, medium dense, slightly moist, trace clay, travel gravel (Paso Robles Formation)					
4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26			End of Infiltration Test @ 3.5' No subsurface water encountered					

LEGEND: ▬ Ring Sample ○ Grab Sample ▭ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered It applies at the location and time of drilling Subsurface conditions may differ at other locations and times

Earth Systems Pacific

Infiltration Test D

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

DESTINO PASO
Airport Road
Paso Robles, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC	▨	CLAYEY SAND: brown, medium dense, moist (Topsoil)					
3		▨	orange brown, increasing clay					
5			End of Infiltration Test @ 4.5' No subsurface water encountered					

LEGEND: ■ Ring Sample ○ Grab Sample ☐ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered It applies at the location and time of drilling Subsurface conditions may differ at other locations and times

Infiltration Test E

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

DEPTH (feet)	USCS CLASS	SYMBOL	**DESTINO PASO** **Airport Road** **Paso Robles, California**	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0 1	SC	▨	CLAYEY SAND: brown, medium dense, moist (Topsoil)					
2 3	SW	░	WELL GRADED SAND: orange brown, medium dense, slightly moist, trace clay, travel gravel (Paso Robles Formation)					
4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26			End of Infiltration Test @ 3.5' No subsurface water encountered					

LEGEND: ▬ Ring Sample ○ Grab Sample ▭ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

Earth Systems Pacific

Infiltration Test F

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

DESTINO PASO
Airport Road
Paso Robles, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0	SC	▨	CLAYEY SAND: brown, medium dense, moist (Topsoil)					
	SW	▒	WELL GRADED SAND: orange brown, medium dense, slightly moist, trace clay, travel gravel (Paso Robles Formation)					
5		▒	trace gravel					
8		▒	increasing coarse gravel to trace cobble					
10			End of Infiltration Test @ 10.0' No subsurface water encountered					

LEGEND: ■ Ring Sample ○ Grab Sample ▭ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling Subsurface conditions may differ at other locations and times.

Earth Systems Pacific

Infiltration Test G

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

DEPTH (feet)	USCS CLASS	SYMBOL	DESTINO PASO Airport Road Paso Robles, California	SAMPLE DATA				
			SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.
0 1	SC	▨	CLAYEY SAND: brown, medium dense, moist (Topsoil)					
2 3 4	SC	▨	CLAYEY SAND: orange brown, medium dense, slightly moist (Paso Robles Formation)					
5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26			End of Infiltration Test @ 5.0' No subsurface water encountered					

LEGEND: ■ Ring Sample ○ Grab Sample ▭ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling Subsurface conditions may differ at other locations and times.

Earth Systems Pacific

Infiltration Test H

PAGE 1 OF 1
PID-000358-001
DATE: 03/15/16

LOGGED BY: R. Wagner
DRILL RIG: CME-75
AUGER TYPE: 8" Hollow Stem Auger

DESTINO PASO
Airport Road
Paso Robles, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA				
				INTERVAL (feet)	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN
0	SC	▨	CLAYEY SAND: brown, medium dense, moist (Topsoil)					
1		▨						
2		▨						
3		▨	decreasing clay					
4			End of Infiltration Test @ 4.0' No subsurface water encountered					
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

LEGEND: ■ Ring Sample ○ Grab Sample ☐ Shelby Tube Sample ● SPT

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

APPENDIX B

Laboratory Test Results

BULK DENSITY TEST RESULTS

ASTM D 2937-10 (modified for ring liners)

April 1, 2016

BORING NO.	DEPTH feet	MOISTURE CONTENT, %	WET DENSITY, pcf	DRY DENSITY, pcf
1	5.5 - 6.0	2.9	115.1	111.9
1	11.0 - 11.5	11.7	136.7	122.4
2	5.5 - 6.0	5.2	112.8	107.3
2	11.0 - 11.5	19.3	130.6	109.5
2	15.5 - 16.0	5.3	112.7	107.0
3	5.0 - 5.5	3.6	108.2	104.4
3	11.0 - 11.5	6.6	123.2	115.6
3	16.0 - 16.5	10.9	138.4	124.7
4	6.0 - 6.5	3.4	120.4	116.4
4	11.0 - 11.5	8.7	131.1	120.7
5	5.5 - 6.0	3.0	135.7	131.8
5	10.0 - 10.5	5.6	110.9	105.0
6	6.0 - 6.5	3.0	116.6	113.3
6	11.0 - 11.5	12.8	133.1	118.1

EXPANSION INDEX TEST RESULTS

ASTM D 4829-11

BORING NO.	DEPTH feet	EXPANSION INDEX
6	2.0 - 6.0	0

Destino Paso

PID-000358-001

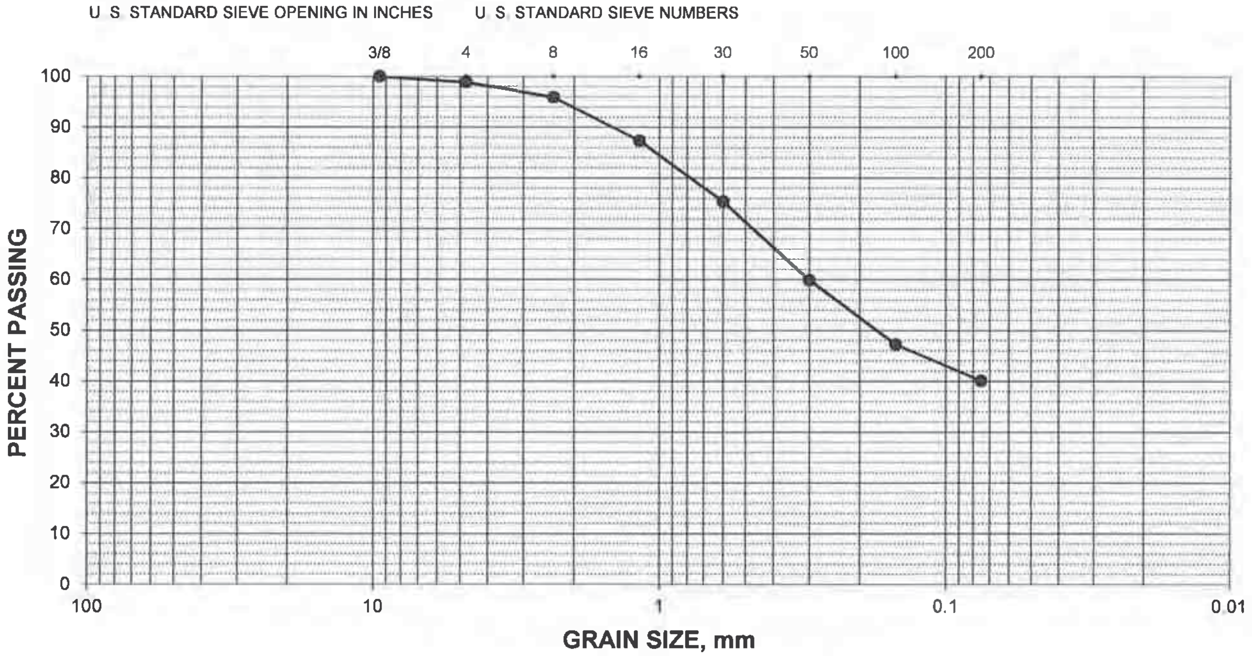
PARTICLE SIZE ANALYSIS

ASTM D 422-63/07; D 1140-06

Boring #6 @ 2.0 - 6.0'
Orange Brown Clayey Sand (SC)

April 1, 2016

Sieve size	% Retained	% Passing
3/8" (9.5-mm)	0	100
#4 (4.75-mm)	1	99
#8 (2.36-mm)	4	96
#16 (1.18-mm)	13	87
#30 (600-µm)	25	75
#50 (300-µm)	40	60
#100 (150-µm)	53	47
#200 (75-µm)	60	40



Destino Paso

PID-000358-001

MOISTURE-DENSITY COMPACTION TEST

ASTM D 1557-12 (Modified)

PROCEDURE USED: A

PREPARATION METHOD: Moist

RAMMER TYPE: Mechanical

SPECIFIC GRAVITY: 2.70 (assumed)

April 1, 2016

Boring #6 @ 2.0 - 6.0'

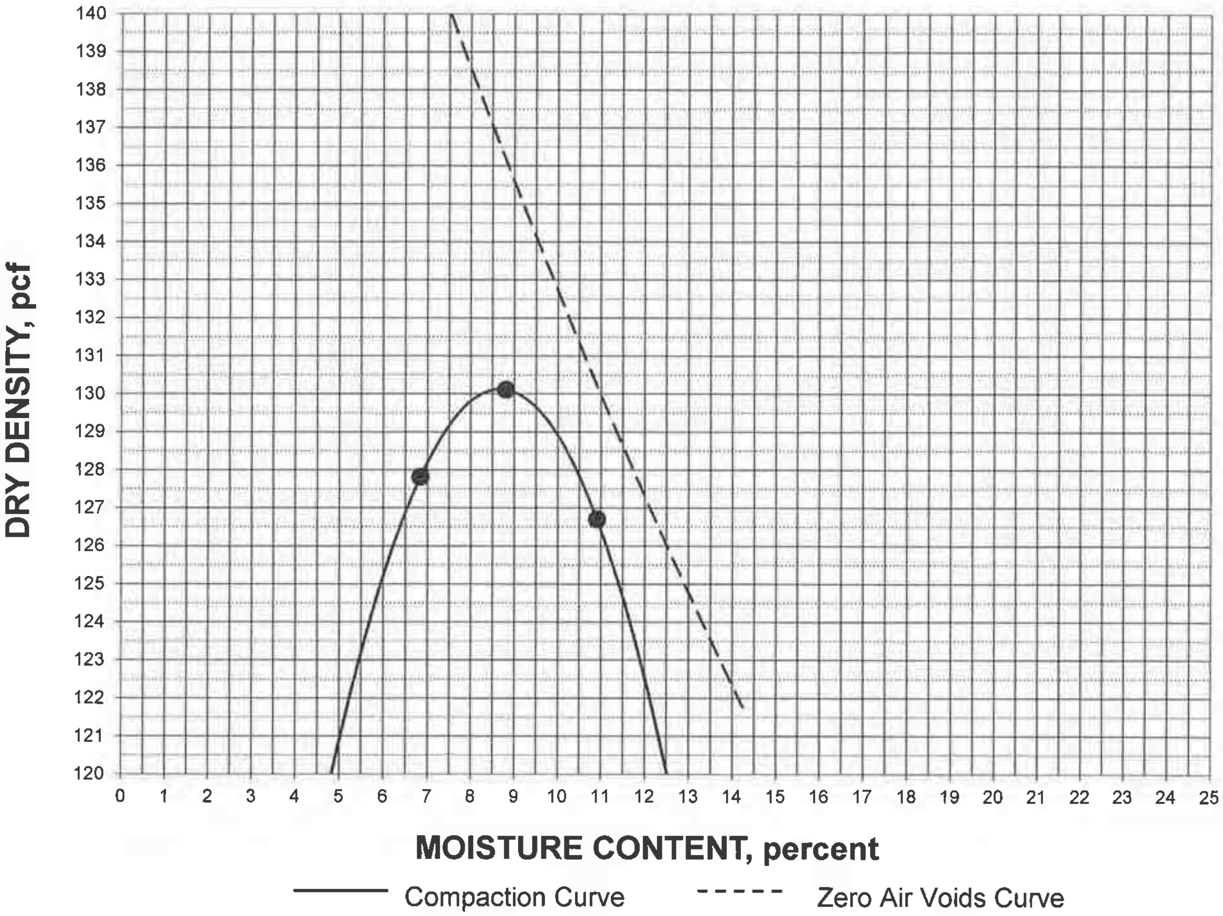
Orange Brown Clayey Sand (SC)

SIEVE DATA:

Sieve Size	% Retained (Cumulative)
3/4"	0
3/8"	0
#4	1

MAXIMUM DRY DENSITY: 130.1 pcf

OPTIMUM MOISTURE: 8.7%



Destino Paso PID-000358-001

RESISTANCE '*R*' VALUE AND EXPANSION PRESSURE

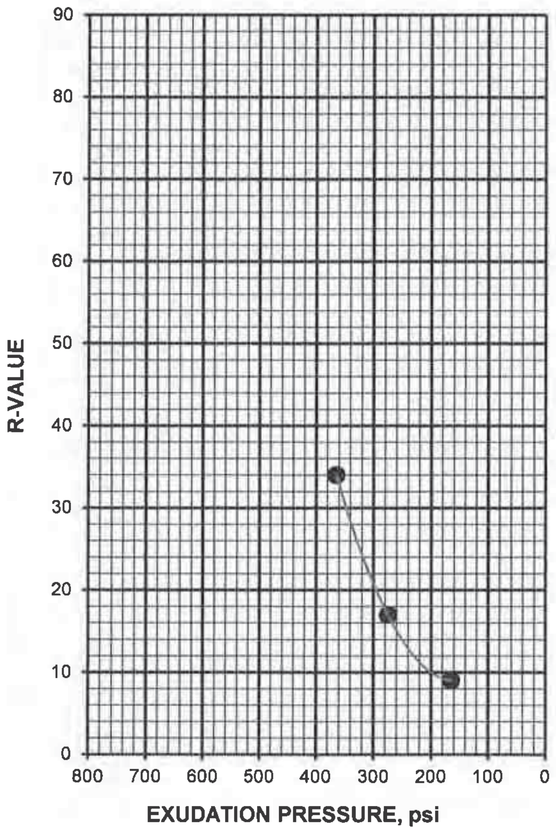
ASTM D 2844/D2844M-13

April 1, 2016

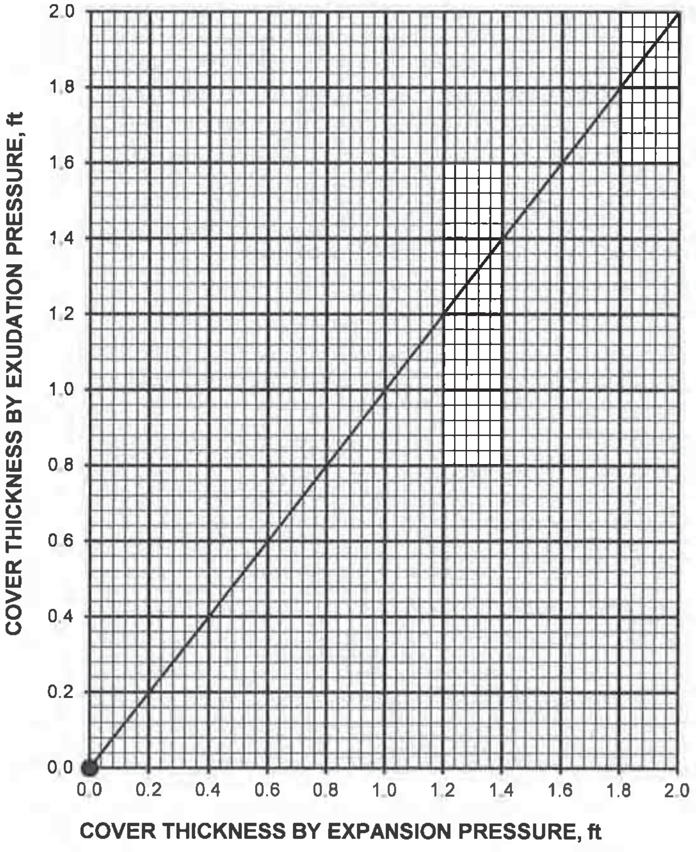
Boring #6 @ 2.0 - 6.0'
Orange Brown Clayey Sand (SC)

Dry Density @ 300 psi Exudation Pressure: 118.2-pcf
%Moisture @ 300 psi Exudation Pressure: 11.9%
R-Value - Exudation Pressure: 21
R-Value - Expansion Pressure: N/A
R-Value @ Equilibrium: 21

EXUDATION PRESSURE CHART



EXPANSION PRESSURE CHART



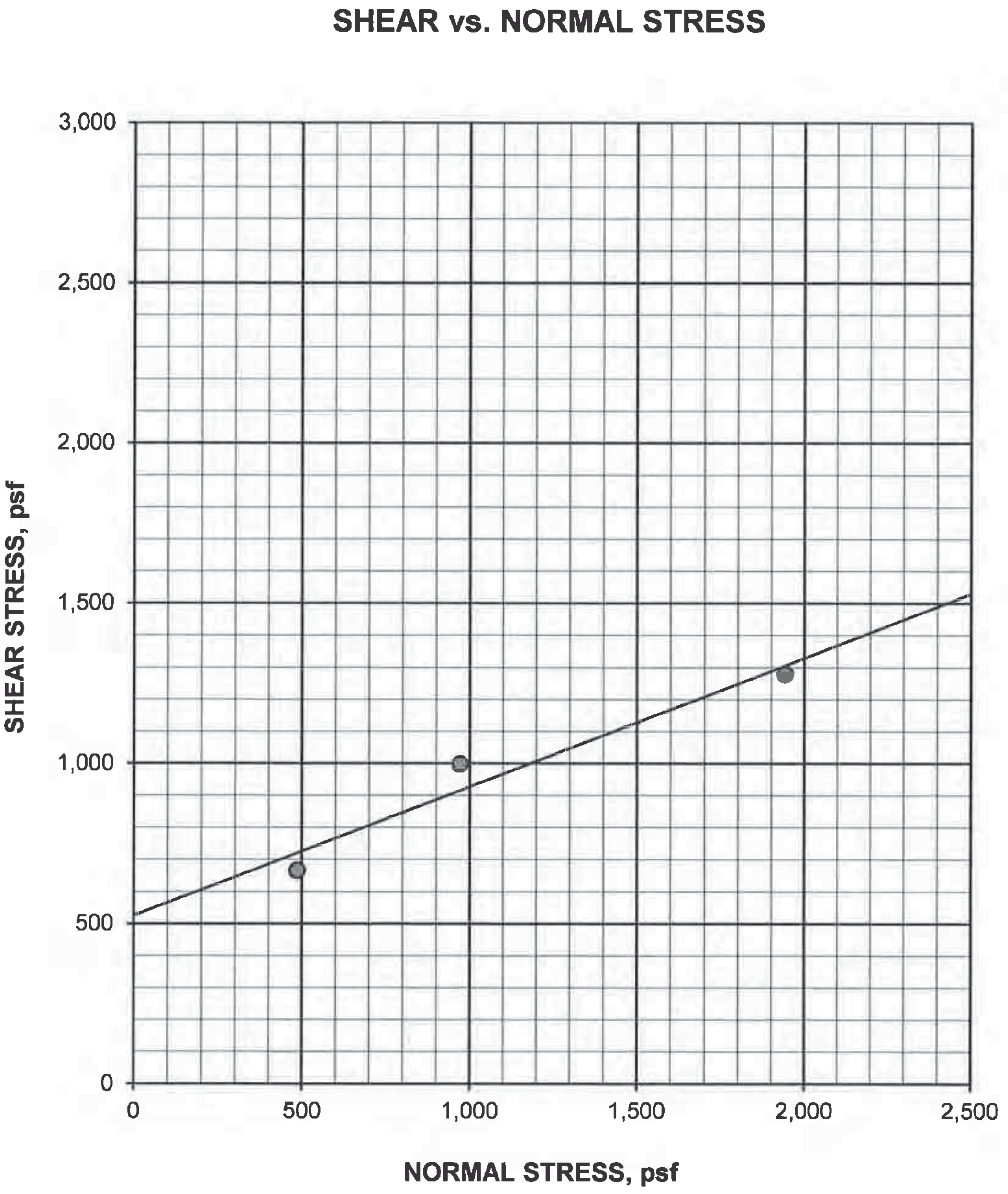
DIRECT SHEAR

ASTM D 3080/D3080M-11 (modified for consolidated, undrained conditions)

April 1, 2016

Boring #2 @ 5.5 - 6.0'
Clayey Sand (SC)
Compacted to 90% RC, saturated

INITIAL DRY DENSITY: 102.7 pcf
INITIAL MOISTURE CONTENT: 5.2 %
PEAK SHEAR ANGLE (Ø): 22°
COHESION (C): 526 psf



DIRECT SHEAR continued

ASTM D 3080/D3080M-11 (modified for consolidated, undrained conditions)

Boring #2 @ 5.5 - 6.0'

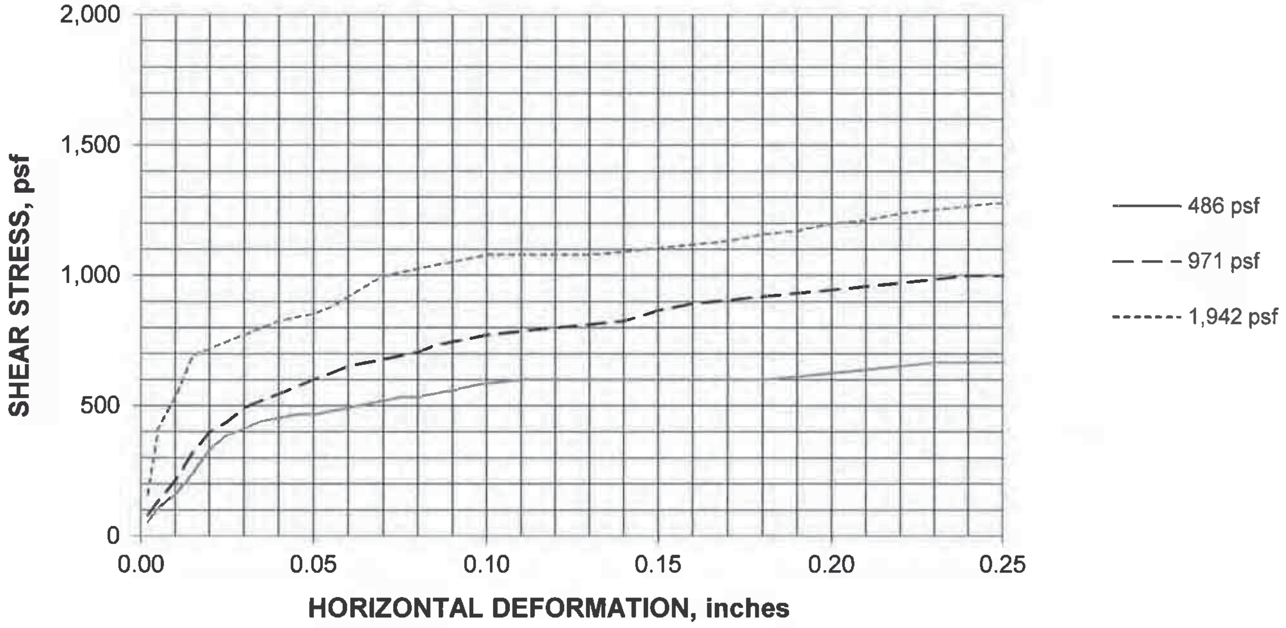
April 1, 2016

Clayey Sand (SC)

Compacted to 90% RC, saturated

SPECIFIC GRAVITY: 2.65 (assumed)

SAMPLE NO.:	1	2	3	AVERAGE
INITIAL				
WATER CONTENT, %	5.2	5.2	5.2	5.2
DRY DENSITY, pcf	104.9	101.7	101.5	102.7
SATURATION, %	23.9	22.0	21.9	22.6
VOID RATIO	0.577	0.626	0.629	0.611
DIAMETER, inches	2.410	2.410	2.410	
HEIGHT, inches	1.00	1.00	1.00	
AT TEST				
WATER CONTENT, %	21.0	22.0	20.8	
DRY DENSITY, pcf	106.1	104.4	108.4	
SATURATION, %	100.0	100.0	100.0	
VOID RATIO	0.558	0.584	0.526	
HEIGHT, inches	0.99	0.97	0.94	



DIRECT SHEAR

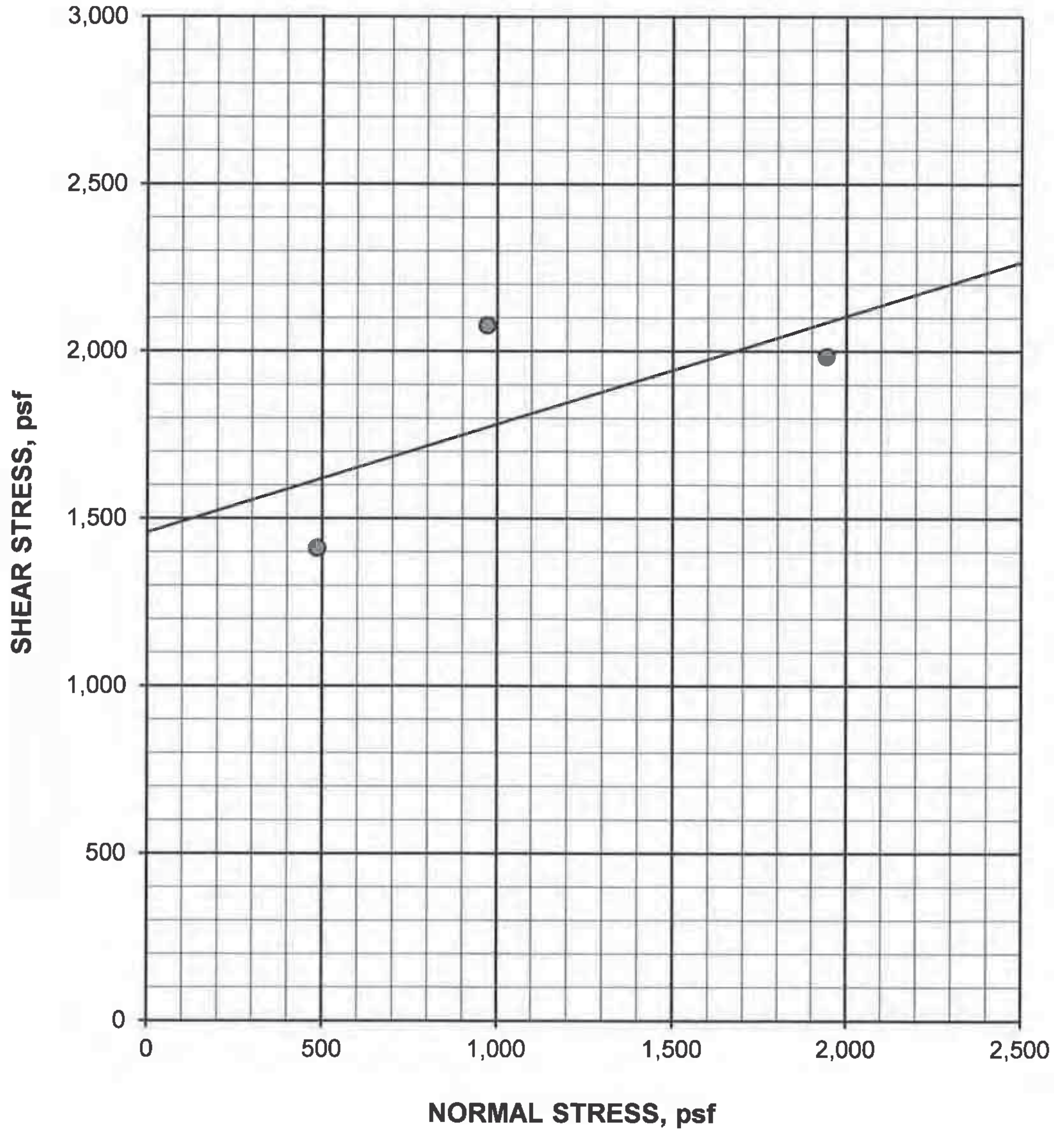
ASTM D 3080/D3080M-11 (modified for consolidated, undrained conditions)

April 1, 2016

Boring #2 @ 11.0 - 11.5'
Sandy Lean Clay (CL)
Compacted to 90% RC, saturated

INITIAL DRY DENSITY: 107.2 pcf
INITIAL MOISTURE CONTENT: 19.3 %
PEAK SHEAR ANGLE (Ø): 18°
COHESION (C): 1,459 psf

SHEAR vs. NORMAL STRESS



DIRECT SHEAR continued

ASTM D 3080/D3080M-11 (modified for consolidated, undrained conditions)

Boring #2 @ 11.0 - 11.5'

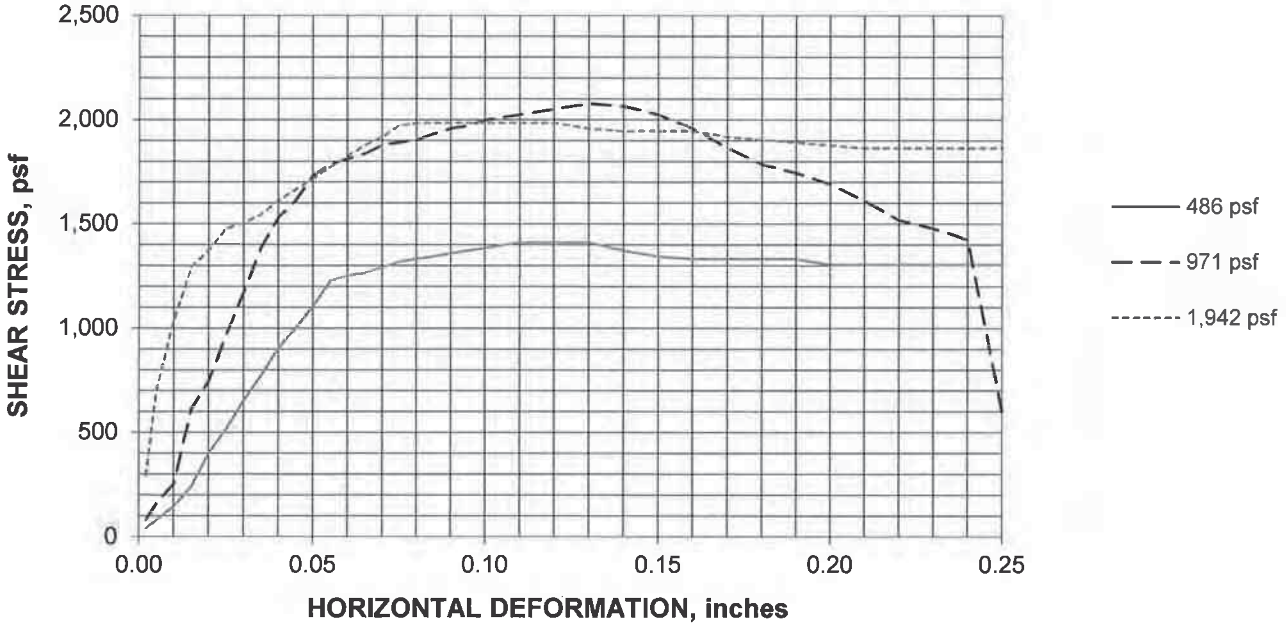
April 1, 2016

Sandy Lean Clay (CL)

Compacted to 90% RC, saturated

SPECIFIC GRAVITY: 2.70 (assumed)

SAMPLE NO.:	**1**	**2**	**3**	**AVERAGE**
INITIAL				
WATER CONTENT, %	19.3	19.3	19.3	19.3
DRY DENSITY, pcf	105.1	108.4	108.2	107.2
SATURATION, %	86.5	94.1	93.4	91.3
VOID RATIO	0.602	0.554	0.558	0.571
DIAMETER, inches	2.410	2.410	2.410	
HEIGHT, inches	1.00	1.00	1.00	
AT TEST				
WATER CONTENT, %	25.5	19.1	21.9	
DRY DENSITY, pcf	105.9	109.9	114.6	
SATURATION, %	100.0	96.9	100.0	
VOID RATIO	0.591	0.534	0.471	
HEIGHT, inches	0.99	0.99	0.94	



APPENDIX C

LID Infiltration Test Results

INFILTRATION TEST RESULTS

INFILTRATION TEST: A

DATE DRILLED: 03/15/16

TEST HOLE DIAMETER: 6 inches

DATE TESTED: 03/16/16

TEST HOLE DEPTH: 4.0 feet

TECHNICIAN: RW

TEST DURATION: 5.5 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.01 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	7.00	----	---	---
30	10.50	3.50	8.57	7
30	12.00	1.50	20.00	3
30	13.50	1.50	20.00	3
30	14.75	1.25	24.00	3
60	17.50	2.75	21.82	3
60	20.50	3.00	20.00	3
60	23.00	2.50	24.00	3

INFILTRATION TEST RESULTS

INFILTRATION TEST: B

DATE DRILLED: 03/15/16

DATE TESTED: 03/16/16

TECHNICIAN: RW

TEST HOLE DIAMETER: 6 inches

TEST HOLE DEPTH: 4.8 feet

TEST DURATION: 5.5 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.04 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	7.50	---	---	---
30	9.25	1.75	17.14	4
30	11.75	2.50	12.00	5
30	14.25	2.50	12.00	5
30	16.25	2.00	15.00	4
60	19.00	2.75	21.82	3
60	20.00	1.00	60.00	1
60	21.00	1.00	60.00	1

INFILTRATION TEST RESULTS

INFILTRATION TEST: C

DATE DRILLED: 03/15/16

TEST HOLE DIAMETER: 8 inches

DATE TESTED: 03/16/16

TEST HOLE DEPTH: 3.5 feet

TECHNICIAN: RW

TEST DURATION: 5.5 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.12 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	7.00	---	---	---
30	10.50	3.50	8.57	7
30	13.50	3.00	10.00	6
30	13.75	0.25	120.00	1
30	14.00	0.25	120.00	1
60	15.00	1.00	60.00	1
60	16.00	1.00	60.00	1
60	17.00	1.00	60.00	1

INFILTRATION TEST RESULTS

INFILTRATION TEST: D

DATE DRILLED: 03/15/16

TEST HOLE DIAMETER: 8 inches

DATE TESTED: 03/16/16

TEST HOLE DEPTH: 4.3 feet

TECHNICIAN: RW

TEST DURATION: 5.5 hours

CONSTANT HEAD DATA

Time of Constant Head:	30 minutes
Volume Added During Constant Head:	0.51 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	15.00	---	---	---
30	35.00	20.00	1.50	40
30	40.00	5.00	6.00	10
30	42.00	2.00	15.00	4
30	42.75	0.75	40.00	2
60	44.00	1.25	48.00	1
60	45.00	1.00	60.00	1
60	46.00	1.00	60.00	1

INFILTRATION TEST RESULTS

INFILTRATION TEST: E

DATE DRILLED: 03/15/16

TEST HOLE DIAMETER: 6 inches

DATE TESTED: 03/16/16

TEST HOLE DEPTH: 3.2 feet

TECHNICIAN: RW

TEST DURATION: 2.5 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.07 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	2.00	---	---	---
5	3.50	1.50	3.33	18
5	6.00	2.50	2.00	30
5	10.00	4.00	1.25	48
5	11.50	1.50	3.33	18
5	13.00	1.50	3.33	18
5	14.25	1.25	4.00	15
5	16.00	1.75	2.86	21
5	18.00	2.00	2.50	24
5	20.00	2.00	2.50	24
5	21.00	1.00	5.00	12
5	22.00	1.00	5.00	12
5	23.00	1.00	5.00	12
20	26.50	3.50	5.71	11
20	30.00	3.50	5.71	11
20	33.00	3.00	6.67	9

INFILTRATION TEST RESULTS

INFILTRATION TEST: F

DATE DRILLED: 03/15/16

TEST HOLE DIAMETER: 6 inches

DATE TESTED: 03/16/16

TEST HOLE DEPTH: 9.5 feet

TECHNICIAN: RW

TEST DURATION: 2.5 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 1.39 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	12.00	---	---	---
5	49.00	37.00	0.14	444
5	61.00	12.00	0.42	144
5	79.00	18.00	0.28	216
5	85.00	6.00	0.83	72
5	89.00	4.00	1.25	48
5	93.00	4.00	1.25	48
5	96.50	3.50	1.43	42
5	100.00	3.50	1.43	42
5	103.50	3.50	1.43	42
5	107.00	3.50	1.43	42
5	109.00	2.00	2.50	24
5	111.50	2.50	2.00	30
Recharge	7.00	---	---	---
20	79.00	72.00	0.28	216
20	94.50	15.50	1.29	47
20	105.00	10.50	1.90	32

INFILTRATION TEST RESULTS

INFILTRATION TEST: G

DATE DRILLED: 03/15/16

DATE TESTED: 03/16/16

TECHNICIAN: RW

TEST HOLE DIAMETER: 6 inches

TEST HOLE DEPTH: 4.7 feet

TEST DURATION: 2.5 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.2 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	5.00	---	---	---
5	8.00	3.00	1.67	36
5	10.00	2.00	2.50	24
5	12.00	2.00	2.50	24
5	14.00	2.00	2.50	24
5	16.00	2.00	2.50	24
5	18.00	2.00	2.50	24
5	20.00	2.00	2.50	24
5	20.50	0.50	10.00	6
5	21.00	0.50	10.00	6
5	22.00	1.00	5.00	12
5	23.50	1.50	3.33	18
5	24.50	1.00	5.00	12
10	25.50	1.00	10.00	6
10	26.50	1.00	10.00	6
10	27.25	0.75	13.33	5
10	28.00	0.75	13.33	5
10	28.75	0.75	13.33	5
10	29.25	0.50	20.00	3

INFILTRATION TEST RESULTS

INFILTRATION TEST: H

DATE DRILLED: 03/15/16

DATE TESTED: 03/16/16

TECHNICIAN: RW

TEST HOLE DIAMETER: 6 inches

TEST HOLE DEPTH: 3.8 feet

TEST DURATION: 2.2 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.64 cubic feet

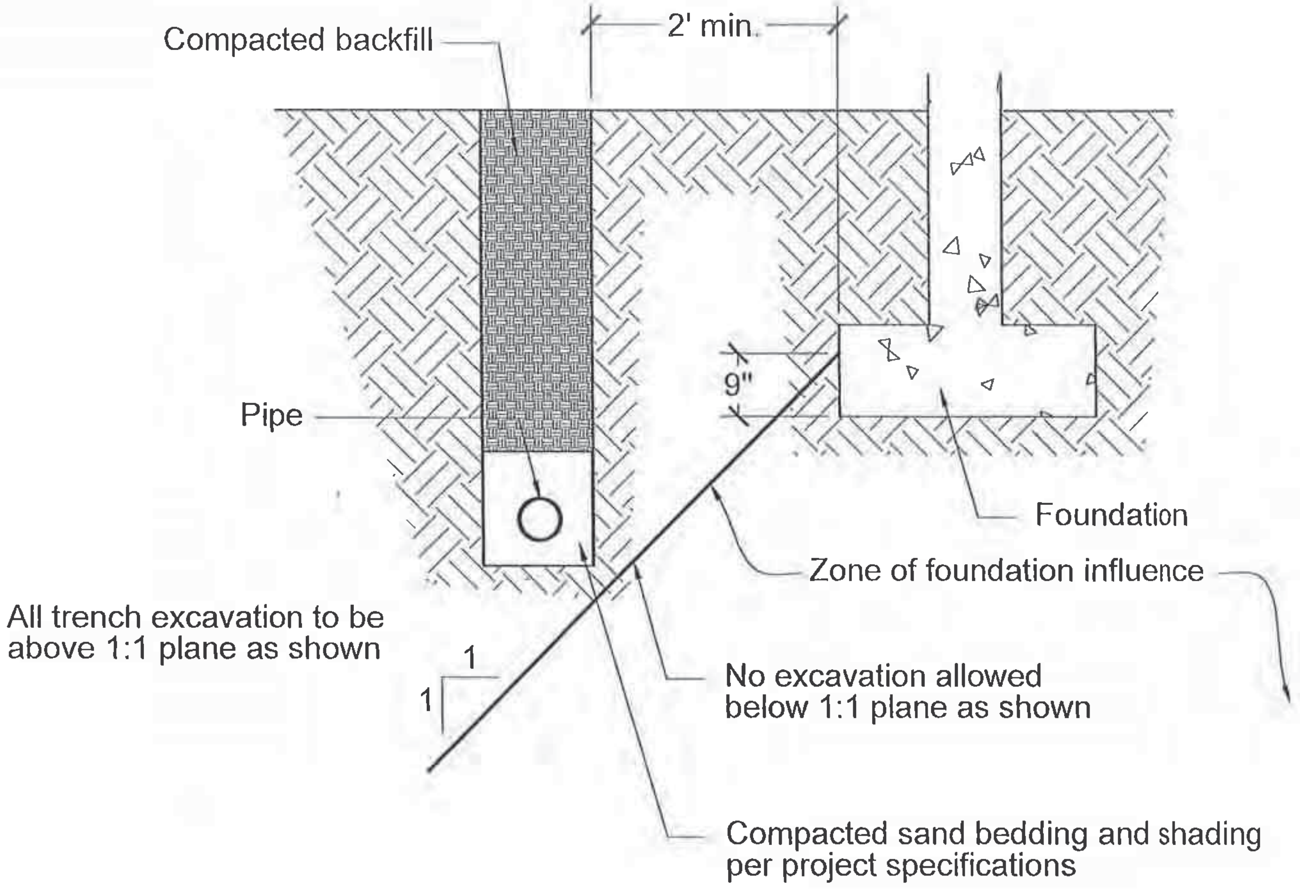
FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	3.50	---	---	---
5	20.00	16.50	0.30	198
5	27.00	7.00	0.71	84
5	32.00	5.00	1.00	60
5	36.00	4.00	1.25	48
5	39.00	3.00	1.67	36
5	40.50	1.50	3.33	18
5	42.00	1.50	3.33	18
5	43.50	1.50	3.33	18
5	45.00	1.50	3.33	18
Recharge	2.00	---	---	---
5	11.50	9.50	0.53	114
5	24.50	13.00	0.38	156
5	30.50	6.00	0.83	72
5	34.50	4.00	1.25	48
5	37.00	2.50	2.00	30
5	39.00	2.00	2.50	24
5	40.75	1.75	2.86	21
5	42.00	1.25	4.00	15
5	43.50	1.50	3.33	18
5	45.00	1.50	3.33	18

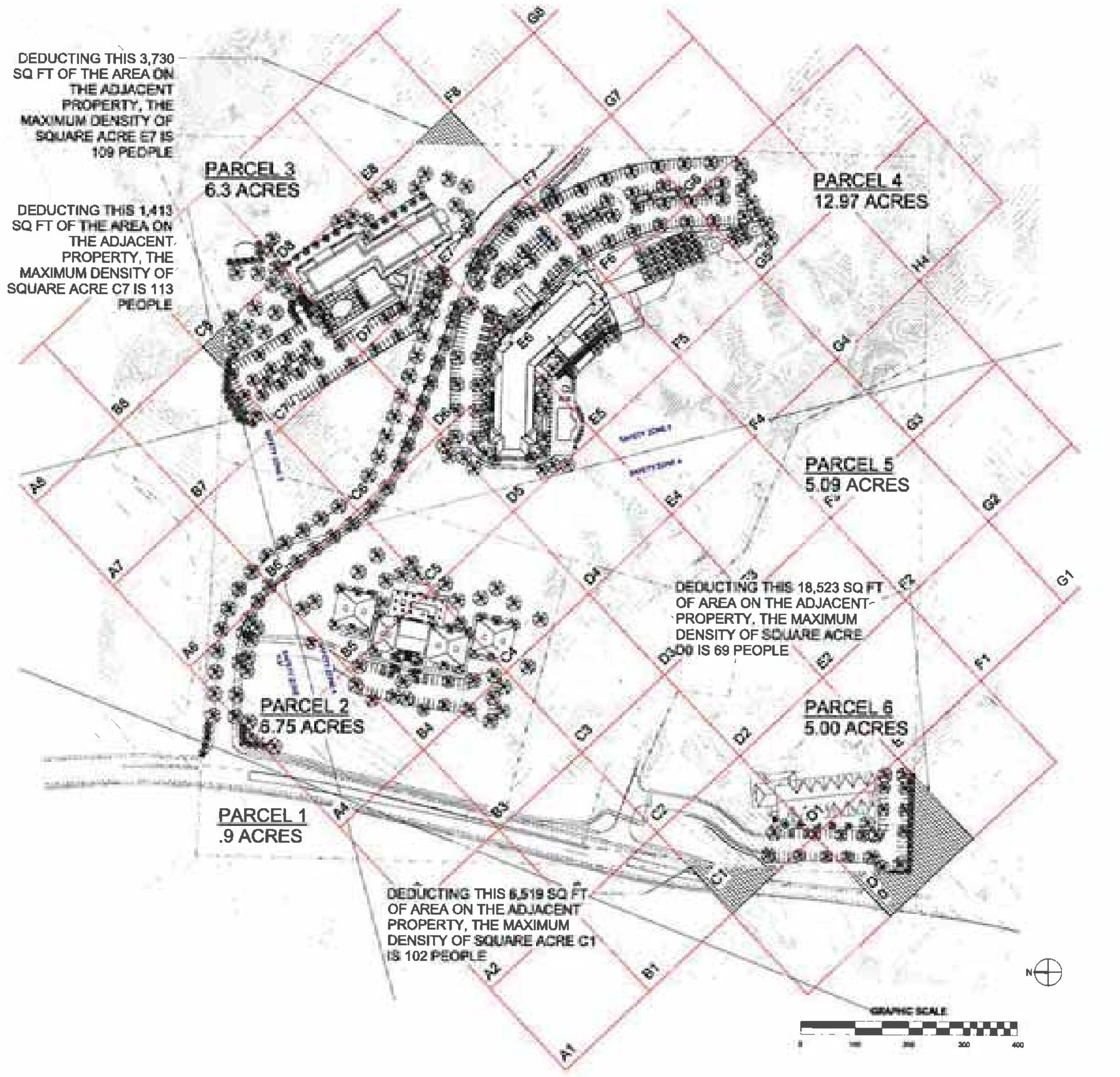
APPENDIX D

Typical Detail A: Pipe Placed Parallel to Footing

TYPICAL DETAIL A:
PIPE PLACED PARALLEL TO FOUNDATIONS



SCHEMATIC ONLY
NOT TO SCALE



DEDUCTING THIS 3,730 SQ FT OF THE AREA ON THE ADJACENT PROPERTY, THE MAXIMUM DENSITY OF SQUARE ACRE E7 IS 109 PEOPLE

DEDUCTING THIS 1,413 SQ FT OF THE AREA ON THE ADJACENT PROPERTY, THE MAXIMUM DENSITY OF SQUARE ACRE C7 IS 113 PEOPLE

DEDUCTING THIS 18,523 SQ FT OF AREA ON THE ADJACENT PROPERTY, THE MAXIMUM DENSITY OF SQUARE ACRE D0 IS 69 PEOPLE

DEDUCTING THIS 6,519 SQ FT OF AREA ON THE ADJACENT PROPERTY, THE MAXIMUM DENSITY OF SQUARE ACRE C1 IS 102 PEOPLE

SITE PLAN - ONE ACRE OVERLAY
1" = 100.0'
1

PROJECT DESCRIPTION

The new owners are seeking to modify the approved project known as "Destino Paseo" located on Airport Road (Parcel Map PR 04-0133). As currently approved, "Destino Paso" is a phased development on two parcels that would, upon the completion of the eighth and final phase, consist of 291 visitor serving overnight accommodations and related support and recreational facilities. The new property owners are seeking to reallocate the approved 291 overnight accommodations onto three new parcels and keep the balance of the property in its current agricultural use. The site plan at the left indicates the proposed new parcels. The size and proposed development on each of these parcels will be

PARCEL 1:

TOTAL SIZE: 0.9 ACRES

PROPOSED LAND USE: EXISTING AGRICULTURAL OCCUPANCY TO REMAIN, NO CHANGE IN USE, NO NEW CONSTRUCTION

PARCEL 2:

TOTAL SIZE: 6.75 ACRES

PROPOSED LAND USE: LIMITED SERVICE HOTEL (KNOWN AS HOTEL #3)

PARCEL 3:

TOTAL SIZE: 6.3 ACRES

PROPOSED LAND USE: LIMITED SERVICE EXTENDED STAY HOTEL (KNOWN AS HOTEL #2)

PARCEL 4:

TOTAL SIZE: 12.97 ACRES

PROPOSED LAND USE: FULL SERVICE VISITOR SERVING HOTEL (KNOWN AS HOTEL #1)

PARCEL 5:

TOTAL SIZE: 5.09 ACRES

PROPOSED LAND USE: EXISTING AGRICULTURAL OCCUPANCY TO REMAIN, NO CHANGE IN USE, NO NEW CONSTRUCTION

PARCEL 6:

TOTAL SIZE: 5.00 ACRES

PROPOSED LAND USE: LIMITED SERVICE HOTEL (KNOWN AS HOTEL #4)

This submittal is intended to demonstrate that the proposed modification of the "Destino Paso" project will satisfy the requirements for maximum allowable non-residential land use densities and the minimum required open space as defined by the ***Airport Land Use Plan*** of 2007.

STANTONARCHITECTURE.COM

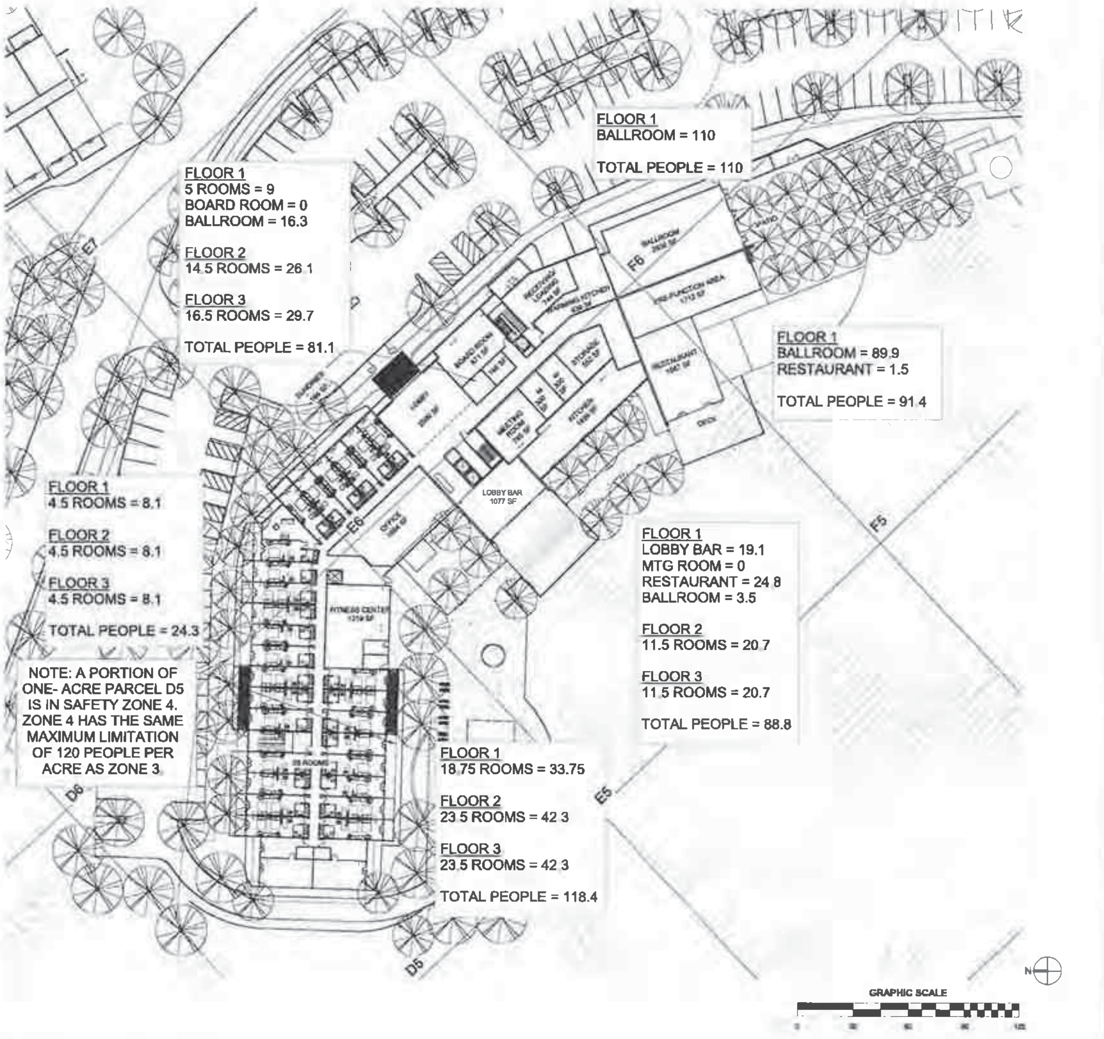
LANDSCAPE ARCHITECTURE + DESIGN
CRLA #3335 2 Theatre Square #218 Orinda CA 94563
925.254.5422 www.jettland

DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN
JOB NO. [illegible]
DRAWN BY Author
SHEET NO.

AO-1



HOTEL 1 - ENLARGED PLAN 1
1" = 30'-0"

HOTEL #1
Analysis of Maximum Occupancy on One-Acre

This hotel will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as primarily in "Safety Zone 3 – Turning and Sideline Zones." The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 3. A hotel is a permitted use in Safety Zone 3 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre per Section 4 2.8 and Table 6

The densities for hotel activities given in ***Appendix E-Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

- 1.8 persons per guestroom
- 1 person per 60 square feet of restaurant space
- 1 person per 60 square feet of bar space
- 1 person per every 12 square feet of public assembly

The diagram at the left indicates that the proposed hotel #1 does not result in the density limitation being exceeded on any one acre section of the proposed development.

In preparing this analysis, the following assumptions were made:

- The hotel was assumed to be at 100 percent occupancy with all guestrooms rented
- No occupancy was assigned to the fitness room, to the board room, or to the small meeting room because these rooms are not typically leased to the general public and are almost always reserved for use by the hotel guests
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the junior ball room would be fully occupied by people not staying at the hotel.
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the lobby bar would be fully occupied by people not staying at the hotel.
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the restaurant would be fully occupied by people not staying at the hotel

The last three assumptions listed above are very conservative way of estimated the total occupancy of this, or any other hotel It is usually the case that at least fifty percent of the patrons in a hotel bar or restaurant would be staying at the hotel. Further, if the junior ball room was fully occupied as it would be for, say, a weekend wedding, it would normally be the case that a significant number of the patrons attending that function would also be staying at the hotel.

Even using the conservative interpretation of density by individual function discussed in the previous paragraph, the proposed new hotel provides densities that are less than or equal to the maximum densities for Safety Zone 3.

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LANDSCAPE ARCHITECTURE DESIGN

DESTINO PASO
RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 1

JOB NO. 15025
DRAWN BY Author
SHEET NO.

AO-2

NOTE: THERE IS A PORTION OF ONE-ACRE PARCEL E8 THAT EXTENDS OVER THE EAST PROPERTY LINE. DEDUCTING THIS 3,730 SQ FT OF AREA, THE ALLOWABLE OCCUPANCY IS 109 PEOPLE

FLOOR 1
8 GUESTROOMS = 14.4

FLOOR 2
8 GUESTROOMS = 14.4

FLOOR 3
8 GUESTROOMS = 14.4

TOTAL PEOPLE = 43.2

FLOOR 1
14 GUESTROOMS = 25.2
LOBBY BAR = 15

FLOOR 2
21 ROOMS = 37.8

FLOOR 3
21 ROOMS = 37.8

TOTAL PEOPLE = 115.8

CITY APP - AIRPORT OVERLAY - HOTEL 2
1" = 30'-0"
1

HOTEL #2
Analysis of Maximum Occupancy on One-Acre

This hotel will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as primarily in "Safety Zone 3 – Turning and Sideline Zones." The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 3 A hotel is a permitted use in Safety Zone 3 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre per Section 4.2 8 and Table 6.

The densities for hotel activities given in ***Appendix E-Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

- 1.8 persons per guestroom
- 1 person per 60 square feet of bar space

The diagram at the left indicates that the proposed hotel # 2 does not result in the density limitation being exceeded on any one acre section of the proposed development.
In preparing this analysis, the following assumptions were made:

- The hotel was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, because this room is not typically leased to the general public and is always reserved for use by the hotel guests
- In addition to the occupancy of all of the guestrooms, the analysis assumed that the lobby bar would be fully occupied by people not staying at the hotel

The last assumption listed above is a very conservative way of estimated the total occupancy of this, or any other hotel. It is usually the case that at least fifty percent of the patrons in a hotel bar would be staying at the hotel. Even using the conservative interpretation of density by Individual function discussed in the previous paragraph, the proposed new hotel provides densities that are less than or equal to the maximum densities for Safety Zone 3.

STANTONARCHITECTURE COM

LANDSCAPE ARCHITECTURE DESIGN
CRLA #3335 2 Theatre Square #218 Orinda CA 94563
925 254 5422 www.jett.land

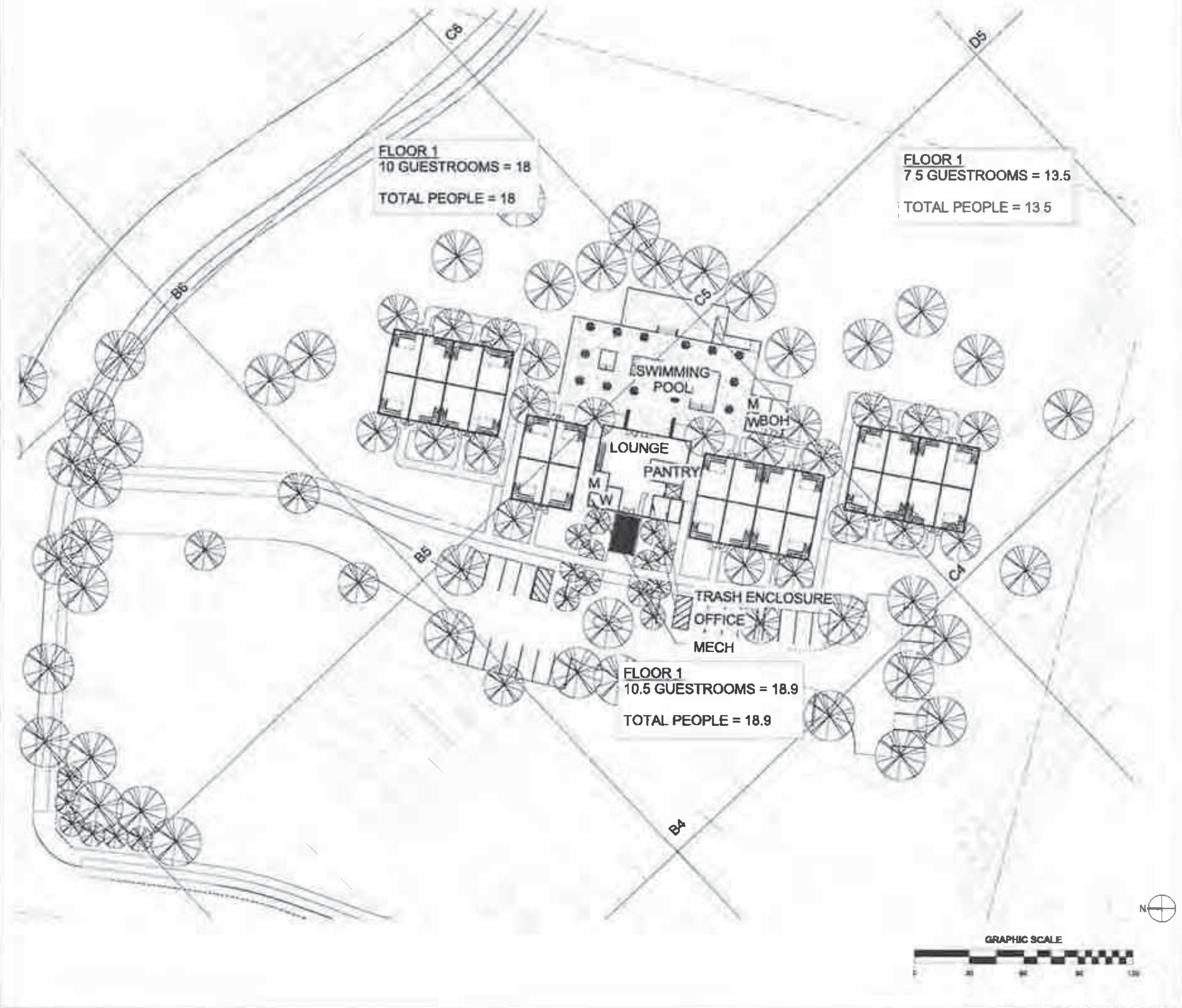
DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 2

JOB NO. 15029
DRAWN BY Author
SHEET NO

AO-3



HOTEL 3 - AIRPORT OVERLAY
1" = 30'-0"
1

HOTEL #3
Analysis of Maximum Occupancy on One-Acre

Hotel #3 will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as in "Safety Zone 4" The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 4. A hotel is a permitted use in Safety Zone 4 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre
The densities for hotel activities given in ***Appendix E-Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

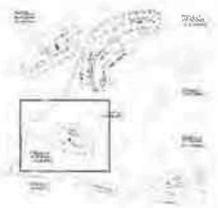
- 1.8 persons per guestroom

The diagram at the left indicates that the proposed hotel does not result in the density limitation being exceeded on any one acre section of the proposed development.

In preparing this analysis, the following assumptions were made:

- The lodge was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, because this room is not typically leased to the general public and is always reserved for use by the hotel guests

The proposed new hotel provides densities that are less than the maximum densities for Safety Zone 4



STANTONARCHITECTURE.COM

JETT
LANDSCAPE ARCHITECTURE DESIGN

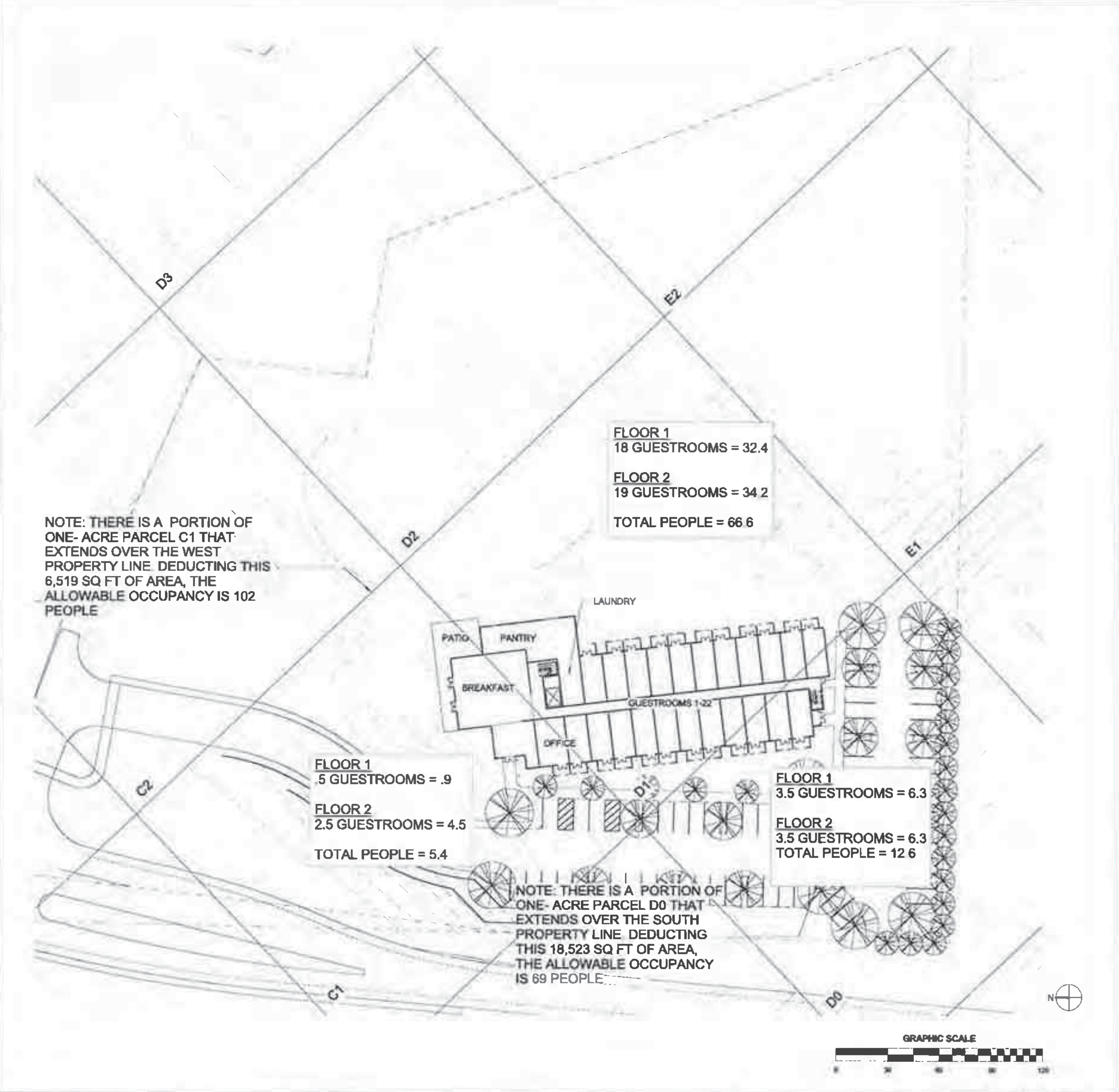
DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 3

JOB NO. 15029
DRAWN BY Author
SHEET NO.

AO-4



HOTEL 4 - AIRPORT OVERLAY
1" = 30'-0"
1

HOTEL #3
Analysis of Maximum Occupancy on One-Acre

Hotel #4 will be located within the Airport Planning Area of the City of Paso Robles. The site is identified as in "Safety Zone 4" The 2007 ***Airport Land Use Plan*** describes the uses that are permitted in Safety Zone 4. A hotel is a permitted use in Safety Zone 4 subject to the limitation that the density of the hotel will not exceed a maximum of 120 people per single acre.
The densities for hotel activities given in ***Appendix E-Nonresidential Land Use Densities to the Airport Land Use Policy*** are:

- 1.8 persons per guestroom

The diagram at the left indicates that the proposed hotel does not result in the density limitation being exceeded on any one acre section of the proposed development.

In preparing this analysis, the following assumptions were made:

- The lodge was assumed to be at 100 percent occupancy with all guestrooms rented.
- No occupancy was assigned to the fitness room, because this room is not typically leased to the general public and is always reserved for use by the hotel guests.

The proposed new hotel provides densities that are less than the maximum densities for Safety Zone 4.

STANTONARCHITECTURE.COM

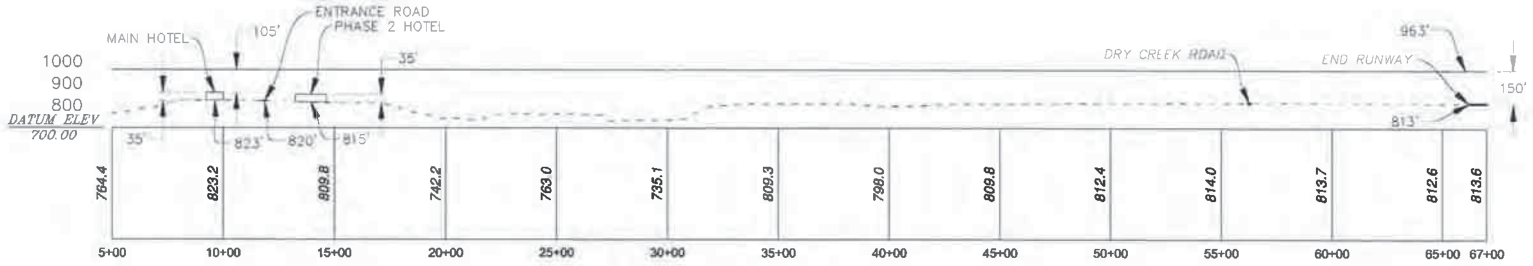
DESTINO PASO RESUBMITTAL

JULY 21ST, 2016

DRAWING TITLE
AIRPORT OVERLAY PLAN - HOTEL 4

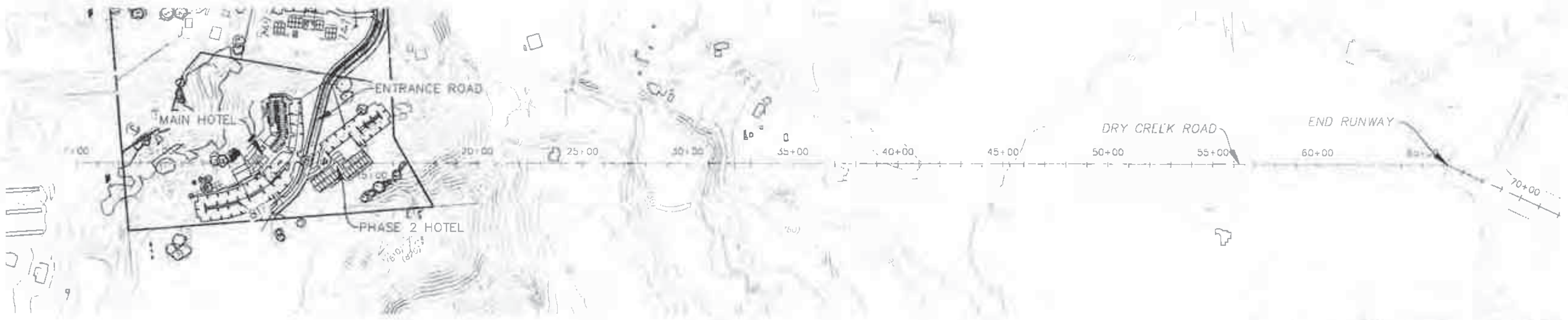
JOB NO.	15029
DRAWN BY	Author
SHEET NO.	

AO-5



PROFILE

VERTICAL 1" = 500'
HORIZONTAL 1" = 500'



AIRPORT APPROACH ANALYSIS
DESTINO RESORT

0 250' 500' 1000'
SCALE: 1"=500'

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd Suite B, Paso Robles, 239-3127

SHEET 1 OF 2

BASED ON INFORMATION PROVIDED BY THE AIRPORT MANAGER AND TARTAGLIA ENGINEERING. THE PROPOSED PROJECT IS NOT WITHIN THE APPROACH ZONE. IN THE AREA WHERE THE HOTELS ARE PROPOSED, THE ELEVATION WHERE VERTICAL OBSTRUCTIONS ARE LIMITED IS 150' ABOVE THE ELEVATION OF THE RUNWAY. THE PROPOSED HOTEL MAXIMUM HEIGHT IS APPROX 45' ABOVE THE ELEVATION OF THE RUNWAY.

NCE

0 250' 500' 1000'

SCALE: 1"=500'

DESTINO PASO
APPROACH ZONE DETAIL

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NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

SHEET 2 OF 2

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STORMWATER CONTROL PLAN

For

Destino Paso, Tract 2962

New Hotels on Proposed Lot 2, 3, 4 and Lot 6
3350 and 3360 Airport Road
Paso Robles, CA
APN 025-436-029 and APN 025-436-030

Karen Stier
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Encino, CA 91436

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Paso Robles, CA 93446

Prepared by:
North Coast Engineering, Inc.
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Paso Robles, CA 93446

May 2016

Table of Contents

I. Introduction

Project Name:	Destino Paso, Tract 2962

A. The Property

Location:	The Destino Paso project site is located on the east side of Airport Road, approximately 0.5 miles from Highway 46 East in Paso Robles. The site includes APNs 025-436-029 and 025-436-030, totaling approximately 40.3 acres of land. See Appendix A for Location Map for reference.
Address:	3350 & 3360 Airport Road, Paso Robles, CA 93446
Assessor's Parcel Numbers:	025-436-029 / 025-436-030

Existing property description:

The majority of the site drains to the west and is covered by native grasses and scattered oak groves. The hotel proposed on Parcel 2 is currently vacant and covered with native grasses. It currently sheet flows to the west and drainage is captured on the east side of Airport Road in existing storm drain inlets that flow into the Huerhuero. The hotel proposed for Parcel 3 currently contains an existing house, and a barn which are all proposed to be demolished prior to the start of construction on Parcel 3. In its existing state, storm water runoff flows via sheet flow and small localized swales. The proposed hotel on Parcel 3 and the proposed hotel on Parcel 4 sit on top of the existing hill, with a majority draining to the southwest, eventually crossing Airport Road and entering the Huerhuero Creek. The northeastern portion of the property drains to an existing drainage course on the north side, also eventually making its way to the Huerhuero Creek. The hotel proposed on Parcel 6 is located at the southwest corner of the site. It currently has a stock pond on the site which if it overtops, sheet flows down to Airport Road and is collected by existing storm drain inlets and is released to the Huerhuero. Proposed Parcel 6 contains an existing farm house and two barns. On the northerly part of the proposed parcel 5 existing water sheet flows through a wide area from an upstream area which is a tree lined drainage area that has an existing lake. No changes are proposed for Parcel 5. The developed condition of the proposed project will maintain the drainage patterns of the site. There are no critical areas or wildlife habitat on the site.

B. The Project

Project Type:	Proposed Hotel Development

The proposed project consists of 4 hotels with a total of 291 rooms, and including a restaurant a small conference center, pools, parking lots, etc. The existing dirt road will be redeveloped into a full-width paved public road, providing driveway access to three hotels and potential for continuation onto the adjacent property. The fourth hotel has its own access point on Airport Road which it shares with the existing farmhouse. Five retention basins are proposed, one at the north east portion of the property for Parcel 4. Three basins are proposed on Parcel 2 the hotel on Parcel 2 as well as serving the hotels on Parcel 3 and Parcel 4. Two interconnected basins are proposed for the hotel on Parcel 6. Proposed grading will result in an export of material. (See Appendix C of the Conceptual Plans for reference).

Table 1: Summary of Areas (Parcels 2, 3, 4)

Undisturbed / Permeable / Landscaped Area:		= 448,630 sf
New Impervious Area:		
Concrete (Sidewalks / Paths / Patios / Etc.):	62,045 sf	
Asphalt (Road / Parking Lots):	180,440 sf	
Buildings:	76,300 sf	
		= 318,785 sf
Replaced Impervious Area:		
House / Out Building / Barn:		= 6,765 sf
Total Parcel 2, 3, 4 Site Area:		= 774,180 sf
		= 17.8 acres

Table 2: Summary of Areas (Parcel 6)

Undisturbed / Permeable / Landscaped Area:		= 61,820 sf
New Impervious Area:		
Concrete (Sidewalks / Paths / Patios / Etc.):	3,880 sf	
Asphalt (Road / Parking Lots):	29,800 sf	
Buildings:	16,800 sf	
		= 50,480 sf
Total Parcel 6 Site Area:		= 112,300 sf
		= 2.6 acres

Table 3: Summary of Areas (Overall)

Total new and/or replaced impervious surface area:	= 376,030 sf
Total Site Area:	= 886,480 sf
	= 20.4 acres

C. The Purpose

The purpose of this Stormwater Control Plan (SWCP) is to outline the site planning, 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 how 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 went into effect on March 6, 2014. The requirements, methodology of analysis, and results will be outlined in the remainder of this report.

Please note, this report will **not** describe or include the traditional City of Paso Robles Public Works stormwater drainage flooding requirements which are listed in the Engineering Division Standard Details and Specifications.

II. Methodology

A. Post-Construction Stormwater Management Requirements

The total new and/or replaced impervious surface area is **376,030 sf**. (See the summary of areas Tables 1 and 2 above along with the DMA breakdown tables at the end of the report)

The table below summarizes the Post-Construction Stormwater Management Requirement thresholds and if they apply to the project.

Table 4: PCR Requirements

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	Yes

The project is located within Watershed Management Zone 1 (WMZ 1). (See Appendix B)

There are **no adjusted requirements** based on the local jurisdiction's approval, an allowance of a Special Circumstance, or Urban Sustainability Area designation. 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 is handled on-site.

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

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

Since the project's impervious area of **376,030 sf** exceeds the threshold of 2,500 sf, the following components 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 C: Conceptual Plans for reference):

- Site topography & Vegetative cover/trees
- Hydrologic features including existing swales and watercourses
- Soil types and hydrologic soil groups
- Utilities, Easements, Zoning/Land Use, Setbacks, Other pertinent overlay(s)

Site design measures used:

- Construct drive aisles, sidewalks, and parking stalls to the minimum widths and depths necessary, provided that public safety or mobility uses are not compromised
- Conform the site layout along natural landforms to the maximum extent feasible
- Avoid excessive grading and disturbance of vegetation and soils to the maximum extent feasible

Runoff Reduction Measures:

- Disconnected roof drains
- Minimize stormwater runoff by directing runoff from the buildings, sidewalks and road improvements onto vegetated areas safely away from building foundations and footings, consistent with California building code

Drainage Management Areas (DMAs)

Drainage Management Areas (DMAs) were delineated to support a decentralized approach to stormwater management and associated basins were identified at critical discharge points or important stormwater drainage locations. (See Appendix D for the Watershed Exhibit showing the DMAs and the DMA breakdown tables at the end of the report).

2. Performance Requirement No. 2
   Water Quality Treatment

Since the project's impervious area of **376,030 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 evapotransportation 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 = **0.8 inches**
    - *Note: Rainfall depth provided by the City of Paso Robles Standard Specifications and Details Section V.A.*

Performance Requirement No. 2 will be satisfied because a greater rainfall depth associated with Performance Requirement No. 3 Runoff Retention also needs to be met. (See the next section).

3. <u>Performance Requirement No. 3</u>
   Runoff Retention

Since the project's impervious area of **376,030 sf** exceeds the threshold of 15,000 sf, LID systems have been incorporated to satisfy this requirement.

- For Watershed Management Zone 1, 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 = **<u>1.45 inches</u>**
    - *Note: Rainfall depth provided by the City of Paso Robles Standard Specifications and Details Section V.A.*

Hybrid LID retention / detention basins along with swales will be sized and installed to capture, convey, and retain the required volume. (See the Hydrology / Hydraulics section B for how the retention / detention basin SCM sizing will satisfy this requirement).

4. Performance Requirement No. 4
Peak Management

Since the project's impervious area of **376,030 sf** exceeds the threshold of 22,500 sf, hybrid retention / detention basins will be designed and implemented on-site to satisfy this requirement.

- The post-development peak flows, discharged from the site, shall not exceed the pre-project peak flows for the 2 - through 10-year storm events.

The Post-construction Stormwater Structural Control Measures (SCMs) that will be used includes swales that will capture and convey runoff to a storm drain inlet and culvert system that directs the water to the four proposed shallow retention / detention basins. The required, cumulative retention volume will be stored below the spillways. A riser pipe with atrium grate or mid-state box (or approved) equal will act as the detention spillway.

The post-development peak flows, discharged from the site, will not exceed the pre-project peak flows for the 2-year through 10-year storm events. Ponding depths will vary, with a maximum surface inundation depth of 1.5 feet at the upper basin A near Hotel 1, 1-foot at basins B and C uphill of Hotel 3, and a maximum surface inundation depth of 1.3 feet at the lower basin D near Airport Road. The interconnected basins at Hotel 4 will have a maximum surface inundation depth of 1-foot. Safe overland flow will be provided at each of the basins. (See Appendix C of the Conceptual Plans and basin sections for reference).

These SCMs will satisfy all the performance requirements 1, 2, 3 and 4. (See the Hydrology / Hydraulics section B for how these requirements are achieved).

B. Hydrology / Hydraulics

Existing and developed watersheds have been delineated and broken out into drainage management areas (DMAs) using a topographic map of the project site; a review of the topographic information has been completed to verify drainage patterns. All historical drainage patterns were maintained to the extent feasible and disturbance within the natural waterways present on the site were reduced to the extent feasible.

Since the impervious threshold > 15,000 sf is exceeded for Performance Requirement No. 3 Runoff Retention, the 95th percentile storm event will be 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 will be used to determine that the SCM Capture Volume will be greater than the Retention Volume for the 95th Percentile 24-hr Rainfall Depth.

There is some off-site run-on to the property at the northeast part of the property and is included in DMA-A.

A portion of the proposed public road improvements will not be collected and conveyed to a proposed basin. This area is delineated by DMA-E. However, the proposed impervious improvements and associated retention volume will be mitigated on-site within Basin A.

See the summary of calculations below. The pertinent formulas used in this report to calculate the storage requirements are presented below in italics.

DMA Tributary Area = Total Area – Undisturbed Area – Removed – Reduction
(For simplicity, it is assumed that all areas that are not impervious are 'landscape')

The requirements and formulas are prescribed in Attachment D of the Post-Construction Stormwater Management requirements:

95th Percentile 24-hr Storm Event Rainfall Depth > 85th Percentile 24-hr Storm Event Rainfall Depth
1.45 inches > 0.8 inches ***1.45 inches will be used***

Compute the Runoff Coefficient "C"

As set forth in WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998), pages 175-178 and based on the translation of rainfall to runoff using a runoff regression equation developed using two years of data from more than 60 urban watersheds nationwide:

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

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

$$i = (\text{Impervious Area}) / (\text{Tributary Area})$$

Retention Volume for 95th Percentile 24-hr Rainfall Depth = (C) x (Rainfall Depth$_{95th}$) x (Tributary Area)

See the Summary Table below for required retention volume calculations by DMA:

Table 5: 95th Runoff Volume Retention Calculation Summary

DMA No.	TOTAL AREA (SF)	New / Repl Impervious Area (SF)	% IMPERVIOUS, i	RUNOFF COEFFICIENT, C	95th REQUIRED RETENTION VOLUME (CF)
A	89,500	28,635	0.32	0.24	2,555
B	73,800	4,705	0.06	0.09	775
C	61,700	5,160	0.08	0.10	745
D	532,245	268,595	0.52	0.35	22,265
E	23,700	11,690	0.49	0.33	960
TOTAL	780,945				27,300

The 95th Percentile 24-hr Rainfall Depth governs, Performance Requirement No. 3 controls and Performance Requirement No. 2 is satisfied as long as No. 3 is met.

Structural Stormwater Control Measure (SCM) Sizing

As described above, the Method 1: Simple Method was used to determine that the SCM Capture Volume is greater than the Retention Volume for the 95th Percentile 24-hr Rainfall Depth. The available volume of the retention / detention basin SCMs, were calculated in a **static state** to demonstrate the SCM Capture Volume.

See Appendix C for the Conceptual Plans showing the four retention / detention ponding areas. The retention volume for each ponding area below the spillway riser pipe or grate inlet. Here is a summary of the basins (see the basin sections at the back of Appendix C for reference):

Table 6: Basin Summary

Basin A + E:	12" rock	Surface bottom = 817.0	Top of Grate (TG) = 818.5
Basin B:	(no rock)	Surface Bottom = 747.0	Top of Grate (TG) = 748.0
Basin C:	(no rock)	Surface Bottom = 747.0	Top of Grate (TG) = 748.0
Basin D:	(no rock)	Surface Bottom = 730.0	Top of Grate (TG) = 731.3
Basin HTL4:	24" rock	Surface Bottom = 730.0	Top of Grate (TG) = 731.0

Here is a summary of the retention volume provided:

Table 7: SCM Basin Volume Summary

BASIN	Required Volume	Provided	Inundation Depth	Drain time (hr)	(days)
A + E	3,515	3,645	1' rock /1.5' surface	25.0	1.0
B	775	1,846	1-foot	30.3	1.3
C	745	1,062	1-foot	35.2	1.5
D	22,265	23,004	1.3-feet	18.2	0.8
TOTAL	27,300	29,556			

BASIN	Required Volume	Provided	Inundation Depth	Drain time (hr)	(days)
HTL4	4,185	4,581	2' rock/1' surface	28.7	1.2

SCM Capture Volume	*>*	*Retention Volume for 95th Percentile 24-hr Rainfall Depth*
29,556 cubic feet	***>***	***27,300 cubic feet***

Performance Requirement No. 2 and Performance Requirement No. 3 are both satisfied.

Sanitary Storm and Sewer Analysis (SSA) Modeling and Methodology

For Performance Requirement No. 4, a Sanitary Storm and Sewer Analysis (SSA) model was prepared to analyze the DMA, SCMs and to determine the peak flow rates. SCS TR-55 hydrology method was used with user-defined time of concentrations (TOCs). They hydrodynamic link routing method and Hazen-Williams force main equations were used. The NOAA Atlas 14 24-hour duration rainfall data was used for the 2-, 5- and 10-year storm events. Weighted composite curve numbers (CNs) were calculated for each DMA. Basin depth, area and volume tables were used to define the storage curves for the proposed basins. Orifices were used to model the riser pipe spillway and discharge from the basins. The results of the model show that the detention requirements for the post-development peak flows, discharged from the site, do not exceed the pre-project peak flows for the 2- through 10-year storm events. (See Appendix D for the Watershed Exhibits. See Appendix G for the SSA model and results. Please note, all basin ponding areas are preliminary and schematic; they are subject to change during final design.)

Infiltration data

For the SSA model analysis, infiltration data from Earth Systems Pacific was used from tests conducted on March 16, 2016. (See Appendix H). The test results for the area around Basin A was 1 inch per hour. An infiltration rate of 0.5 inches per hour was used for modeling Basins A, B and C. The test results for the area around Basin D and HTL4 was between 3 and 20 inches per hour. An infiltration rate of 1 inch per hour was used for modeling Basin D and HTL4.

Other Assumptions

- Proposed basins will have a 1% minimum bottom and 4:1 maximum side slopes
- Washed/cleaned No. 57 rock, or equal, with a 40% void ratio was used as the subsurface storage structural section for Basin A and Basin HTL4.

The proposed project maintains the existing drainage patterns and low impact development features are incorporated into site design. The four hybrid retention / detention basins have been designed to meet the PCR requirements. In summary, the post-development peak flows, discharged from the site, will not exceed the pre-project peak flows for the 2 - through 10-year storm events. See Appendix E: SSA Model and Results. Here is a summary:

Table 8: Detention Peak Flow Summary Table

Post-developed Peak		Pre-project Peak
Q_2 = 1.20 cfs	<	Q_2 = 3.65 cfs
Q_5 = 2.07 cfs	<	Q_5 = 5.97 cfs
Q_{10} = 2.34 cfs	<	Q_{10} = 6.82 cfs

Performance Requirement No. 4 is satisfied.

III. Results

During the final design process, the project will incorporate the Runoff Reduction Measures and Structural Stormwater Control Measures (SCMs) described in this report and shown on the SCM exhibits (see the draft plans and sections in Appendix C). 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 satisfied**

A. Statement of Compliance

On-site compliance can be achieved. There is no documentation needed to demonstrate infeasibility where on-site compliance cannot be achieved because it doesn't apply.

The Water Quality Treatment, Runoff Retention, and Peak Management Performance Requirements will be met on-site.

B. Operations and Maintenance (O&M) Plan

To ensure long-term performance for all structural Stormwater Control Measures (SCMs), the following O&M Plan 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, bioretention/detention basin 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 road sweeping based on usage and field observations of debris accumulation.
    - Sweep all roads before the onset of the wet season at a frequency that is to be established by the Home Owner's Association
        - Use dry cleaning methods (e.g., sweeping, vacuuming) to prevent the discharge of pollutants into the stormwater conveyance system if possible.
- Annually inspect and review basin vegetation health. Prune, trim and/or remove and replace vegetation as needed to effectively maintain basins.

If / when the property is sold, a Maintenance Agreement and Transfer of Responsibility for SCMs will be completed under separate cover in the future.

Owner of facilities

The owner of the facilities is: Karen Stier, Jerry and Kathie Handley

ADDITIONAL TABLES:

- Drainage Management Area (DMA) Summary Table
- Composite Curve Number (CN) Summary
- 95th Percentile Required Retention Volume Summary
- Basin Provided Retention Volume Summary
- DMA Breakdown Tables (A, B, C, D, E, HTL4)
- Basin Ponding Area Summary Tables (Basins A, B, C, D, HTL4)

PROPOSED

DMA No.	TOTAL AREA (SF)	AREA (AC)	AREA (SQ MI)	Composite Curve Number (CN)	% IMPERVIOUS, i	RUNOFF COEFFICIENT, c	95th RUNOFF VOLUME, RETENTION (cf)	CY
A	89,500	2.0546	0.003210	82	0.32	0.24	2,555	95
B	73,800	1.6942	0.002647	76	0.06	0.09	775	29
C	61,700	1.4164	0.002213	76	0.08	0.10	745	28
D	532,245	12.2187	0.019092	86	0.52	0.35	22,265	825
E	23,700	0.5441	0.000850	86	0.49	0.33	960	36
TOTAL	780,945	17.9					27,300	1,011

SUMMARY

BASIN	Required Volume	CY	Provided	CY	Difference	Inundation Depth	Drain time (hr)	(days)
A + E	3,515	130	3,645	135	-5	1' rock /1.5' surface	25.0	1.0
B	775	29	1,846	68	-40	1-foot	30.3	1.3
C	745	28	1,062	39	-12	1-foot	35.2	1.5
D	22,265	825	23,004	852	-27	1.3-feet	18.2	0.8
TOTAL	27,300	1,011	29,556	1,095	-84			

DMA No.	TOTAL AREA (SF)	AREA (AC)	AREA (SQ MI)	Composite Curve Number (CN)	% IMPERVIOUS, i	RUNOFF COEFFICIENT, c	95th RUNOFF VOLUME, RETENTION (cf)	CY
HTL4	112,300	2.5781	0.004028	85	0.45	0.31	4,185	155
TOTAL	112,300						4,185	155

SUMMARY

BASIN	Required Volume	CY	Provided	CY	Difference	Inundation Depth	Drain time (hr)	(days)
HTL4	4,185	155	4,581	170	-15	2' rock/1' surface	28.7	1.2

EXISTING CONDITION

SURFACE TYPE	AREA, SF
CONCRETE	0
ASPHALT	0
BUILDINGS	0
UNDISTURBED GROUND	89,500
TOTAL AREA	89,500

PROPOSED CONDITION

SURFACE TYPE	AREA, SF
NEW IMPERVIOUS AREAS	
-	0
-	0
CONCRETE	3,885
ASPHALT	24,750
BUILDINGS	0
SUBTOTAL	28,635
REPLACED IMPERVIOUS AREAS	
N/A	
SUBTOTAL	0
PERVIOUS AREAS	
PERVIOUS CONCRETE	0
LANDSCAPE	60,865
UNDISTURBED GROUND	0
SUBTOTAL	60,865
TOTAL AREA	89,500

QUANTITY	VALUE
AREA OF DISTURBANCE (SF) =	89,500
50% REPLACEMENT CREDIT (SF) =	0
% IMPERVIOUS, *i* =	32%
95th RAINFALL DEPTH (IN) =	1.45
RUNOFF COEFFICIENT, c =	0.24
MITIGATION VOLUME (CF) =	2,555

DMAB

EXISTING CONDITION

SURFACE TYPE	AREA, SF
CONCRETE	0
ASPHALT	0
BUILDINGS	0
UNDISTURBED GROUND	73,800
TOTAL AREA	73,800

PROPOSED CONDITION

SURFACE TYPE	AREA, SF
NEW IMPERVIOUS AREAS	
-	0
-	0
CONCRETE	1,480
ASPHALT	0
BUILDINGS	3,225
SUBTOTAL	4,705
REPLACED IMPERVIOUS AREAS	
N/A	0
SUBTOTAL	0
PERVIOUS AREAS	
PERVIOUS CONCRETE	0
LANDSCAPE	69,095
UNDISTURBED GROUND	0
SUBTOTAL	69,095
TOTAL AREA	73,800

QUANTITY	VALUE
AREA OF DISTURBANCE (SF) =	73,800
50% REPLACEMENT CREDIT (SF) =	0
% IMPERVIOUS, *i* =	6%
95th RAINFALL DEPTH (IN) =	1.45
RUNOFF COEFFICIENT, c =	0.09
MITIGATION VOLUME (CF) =	775

EXISTING CONDITION

SURFACE TYPE	AREA, SF
CONCRETE	0
ASPHALT	0
BUILDINGS	0
UNDISTURBED GROUND	61,700
TOTAL AREA	61,700

PROPOSED CONDITION

SURFACE TYPE	AREA, SF
NEW IMPERVIOUS AREAS	
-	0
-	0
CONCRETE	1,300
ASPHALT	0
BUILDINGS	3,860
SUBTOTAL	5,160
REPLACED IMPERVIOUS AREAS	
N/A	
SUBTOTAL	0
PERVIOUS AREAS	
PERVIOUS CONCRETE	0
LANDSCAPE	56,540
UNDISTURBED GROUND	0
SUBTOTAL	56,540
TOTAL AREA	61,700

QUANTITY	VALUE
AREA OF DISTURBANCE (SF) =	61,700
50% REPLACEMENT CREDIT (SF) =	0
% IMPERVIOUS, *i* =	8%
95th RAINFALL DEPTH (IN) =	1.45
RUNOFF COEFFICIENT, c =	0.10
MITIGATION VOLUME (CF) =	745

DMAD

EXISTING CONDITION

SURFACE TYPE	AREA, SF
CONCRETE	0
ASPHALT	0
BUILDINGS	6,765
UNDISTURBED GROUND	525,480
TOTAL AREA	532,245

PROPOSED CONDITION

SURFACE TYPE	AREA, SF
NEW IMPERVIOUS AREAS	
-	0
-	0
CONCRETE	53,820
ASPHALT	145,560
BUILDINGS	69,215
SUBTOTAL	268,595
REPLACED IMPERVIOUS AREAS	
N/A	6,765
SUBTOTAL	6,765
PERVIOUS AREAS	
PERVIOUS CONCRETE	0
LANDSCAPE	256,885
UNDISTURBED GROUND	6,765
SUBTOTAL	263,650
TOTAL AREA	532,245

QUANTITY	VALUE
AREA OF DISTURBANCE (SF) =	525,480
50% REPLACEMENT CREDIT (SF) =	3,383
% IMPERVIOUS, *i* =	52%
95th RAINFALL DEPTH (IN) =	1.45
RUNOFF COEFFICIENT, c =	0.35
MITIGATION VOLUME (CF) =	22,265

DMAE

EXISTING CONDITION

SURFACE TYPE	AREA, SF
CONCRETE	0
ASPHALT	0
BUILDINGS	0
UNDISTURBED GROUND	23,700
TOTAL AREA	23,700

PROPOSED CONDITION

SURFACE TYPE	AREA, SF
NEW IMPERVIOUS AREAS	
-	0
-	0
CONCRETE	1,560
ASPHALT	10,130
BUILDINGS	0
SUBTOTAL	11,690
REPLACED IMPERVIOUS AREAS	
N/A	
SUBTOTAL	0
PERVIOUS AREAS	
PERVIOUS CONCRETE	0
LANDSCAPE	12,010
UNDISTURBED GROUND	0
SUBTOTAL	12,010
TOTAL AREA	23,700

QUANTITY	VALUE
AREA OF DISTURBANCE (SF) =	23,700
50% REPLACEMENT CREDIT (SF) =	0
% IMPERVIOUS, *i* =	49%
95th RAINFALL DEPTH (IN) =	1.45
RUNOFF COEFFICIENT, c =	0.33
MITIGATION VOLUME (CF) =	960

EXISTING CONDITION

SURFACE TYPE	AREA, SF
CONCRETE	0
ASPHALT	0
BUILDINGS	0
UNDISTURBED GROUND	112,300
TOTAL AREA	112,300

PROPOSED CONDITION

SURFACE TYPE	AREA, SF
NEW IMPERVIOUS AREAS	
-	0
-	0
CONCRETE	3,880
ASPHALT	29,800
BUILDINGS	16,800
SUBTOTAL	50,480
REPLACED IMPERVIOUS AREAS	
N/A	
SUBTOTAL	0
PERVIOUS AREAS	
PERVIOUS CONCRETE	0
LANDSCAPE	61,820
UNDISTURBED GROUND	0
SUBTOTAL	61,820
TOTAL AREA	112,300

QUANTITY	VALUE
AREA OF DISTURBANCE (SF) =	112,300
50% REPLACEMENT CREDIT (SF) =	0
% IMPERVIOUS, *i* =	45%
95th RAINFALL DEPTH (IN) =	1.45
RUNOFF COEFFICIENT, c =	0.31
MITIGATION VOLUME (CF) =	4,185

Basin Ponding Area Summary (Basin A)

Elevation - Storage - Discharge (SUMMARY)

Elevation - Storage - Discharge							
Elevation	Diff	Depth	Contour	Descrp	Storage Volume		
(FT)	(FT)	(FT)	Area (sf)	(type)	Increment	Sum	(AC-FT)
					(CF)	(CF)	
816.0	0.0	0.0	3500.0	ROCK	0.0	0.0	0.0000
816.5	0.5	0.5	3500.0	ROCK	700.0	700.0	0.0161
817.0	0.5	1.0	783	Bottom	700.0	1,400.0	0.0321
817.5	0.5	1.5	1,208	Surface	497.8	1,897.8	0.0436
818.0	0.5	2.0	1,729	Surface	734.3	2,632.0	0.0604
818.5	0.5	2.5	2,321	Top	1,012.5	3,644.5	0.0837
819.0	0.5	3.0	2,988	Spill	1,327.3	4,971.8	0.1141
819.5	0.5	3.5	3,740	Spill	1,682.0	6,653.8	0.1527
820.0	0.5	4.0	4,735	Spill	2,118.8	8,772.5	0.2014
820.5	0.5	4.5	5,658	Overtop	2,598.3	11,370.8	0.2610

Basin Ponding Area Summary (Basin B)

Elevation - Storage - Discharge (SUMMARY)

Elevation - Storage - Discharge							
Elevation	Diff	Depth	Contour	Descrp	Storage Volume		
(FT)	(FT)	(FT)	Area (sf)	(type)	Increment	Sum	(AC-FT)
					(CF)	(CF)	
747.0	0.0	0.0	1,464	Bottom	0.0	0.0	0.0000
747.5	0.5	0.5	1,840	Surface	826.0	826.0	0.0190
748.0	0.5	1.0	2,238	Top	1,019.5	1,845.5	0.0424
748.5	0.5	1.5	2,664	Spill	1,225.5	3,071.0	0.0705
749.0	0.5	2.0	3,114	Spill	1,444.5	4,515.5	0.1037
749.5	0.5	2.5	3,590	Spill	1,676.0	6,191.5	0.1421
750.0	0.5	3.0	4,628	Spill	2,054.5	8,246.0	0.1893
750.5	0.5	3.5	5,272	Overtop	2,475.0	10,721.0	0.2461

Basin Ponding Area Summary (Basin C)

Elevation - Storage - Discharge (SUMMARY)

Elevation - Storage - Discharge							
Elevation	Diff	Depth	Contour	Descrp	Storage Volume		
(FT)	(FT)	(FT)	Area (sf)	(type)	Increment	Sum	(AC-FT)
					(CF)	(CF)	
747.0	0.0	0.0	725	Bottom	0.0	0.0	0.0000
747.5	0.5	0.5	1,054	Surface	444.8	444.8	0.0102
748.0	0.5	1.0	1,416	Top	617.5	1,062.3	0.0244
748.5	0.5	1.5	1,803	Spill	804.8	1,867.0	0.0429
749.0	0.5	2.0	2,215	Spill	1,004.5	2,871.5	0.0659
749.5	0.5	2.5	2,653	Spill	1,217.0	4,088.5	0.0939
750.0	0.5	3.0	3,115	Spill	1,442.0	5,530.5	0.1270
750.5	0.5	3.5	3,600	Overtop	1,678.8	7,209.3	0.1655

Basin Ponding Area Summary (Basin D)

Elevation - Storage - Discharge (SUMMARY)

Elevation - Storage - Discharge							
Elevation	Diff	Depth	Contour	Descrp	Storage Volume		
(FT)	(FT)	(FT)	Area (sf)	(type)	Increment	Sum	(AC-FT)
					(CF)	(CF)	
730.0	0.0	0.0	15,225	Bottom	0.0	0.0	0.0000
730.5	0.5	0.5	17,127	Surface	8,088.0	8,088.0	0.1857
731.0	0.5	1.0	19,060	Surface	9,046.8	17,134.8	0.3934
731.3	0.3	1.3	20,236	Top	5,894.4	23,029.1	0.5287
731.5	0.2	1.5	21,026	Spill	4,126.2	27,155.4	0.6234
732.0	0.5	2.0	23,024	Spill	11,012.5	38,167.9	0.8762
732.5	0.5	2.5	25,054	Overtop	12,019.5	50,187.4	1.1521

Basin Ponding Area Summary (Basin HTL4)

Elevation - Storage - Discharge (SUMMARY)

Elevation - Storage - Discharge							
Elevation	Diff	Depth	Contour	Descrp	Storage Volume		
(FT)	(FT)	(FT)	Area (sf)	(type)	Increment	Sum	(AC-FT)
					(CF)	(CF)	
728.0	0.0	0.0	1,914	ROCK	0.0	0.0	0.0000
728.5	0.5	0.5	1,914	ROCK	382.8	382.8	0.0088
729.0	0.5	1.0	1,914	ROCK	382.8	765.6	0.0176
729.5	0.5	1.5	1,914	ROCK	382.8	1,148.4	0.0264
730.0	0.5	2.0	1,914	Bottom	382.8	1,531.2	0.0352
730.5	0.5	2.5	3,047	Surface	1,240.3	2,771.5	0.0636
731.0	0.5	3.0	4,192	Surface	1,809.8	4,581.2	0.1052
731.5	0.5	3.5	5,288	Top	2,370.0	6,951.2	0.1596
732.0	0.5	4.0	6,473	Spill	2,940.3	9,891.5	0.2271
732.5	0.5	4.5	7,540	Spill	3,503.3	13,394.7	0.3075
733.0	0.5	5.0	8,658	Overtop	3,782.8	13,674.2	0.3139

APPENDICES:

Appendix A: Location Map

Appendix B: Watershed Management Zone Exhibit

Appendix C: Conceptual Plans (for reference) and Basin Sections

Appendix D: Watershed Exhibits

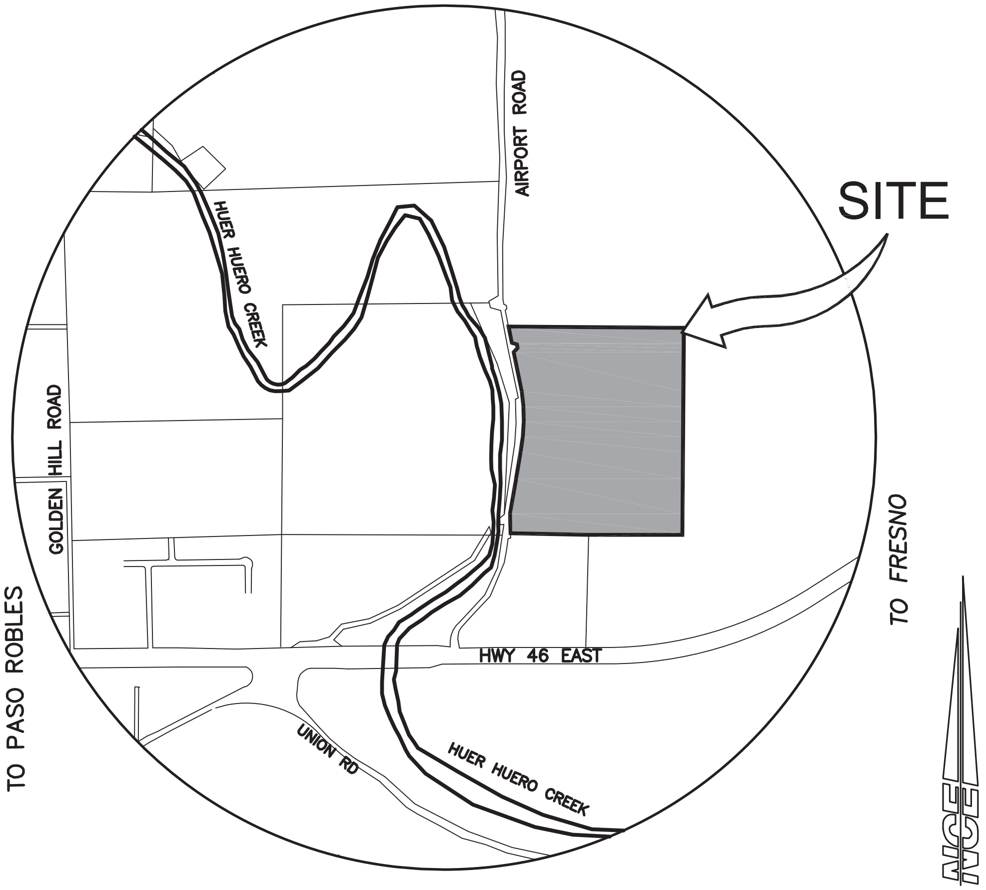
Appendix E: NRCS Web Soil Survey – Hydrologic Soil Group Data

Appendix F: NOAA Atlas 14 Rainfall Information

Appendix G: SSA Model and Results

Appendix H: Earth Systems Pacific Infiltration Test Data from March 16, 2016

Appendix A: Location Map



LOCATION MAP

NO SCALE

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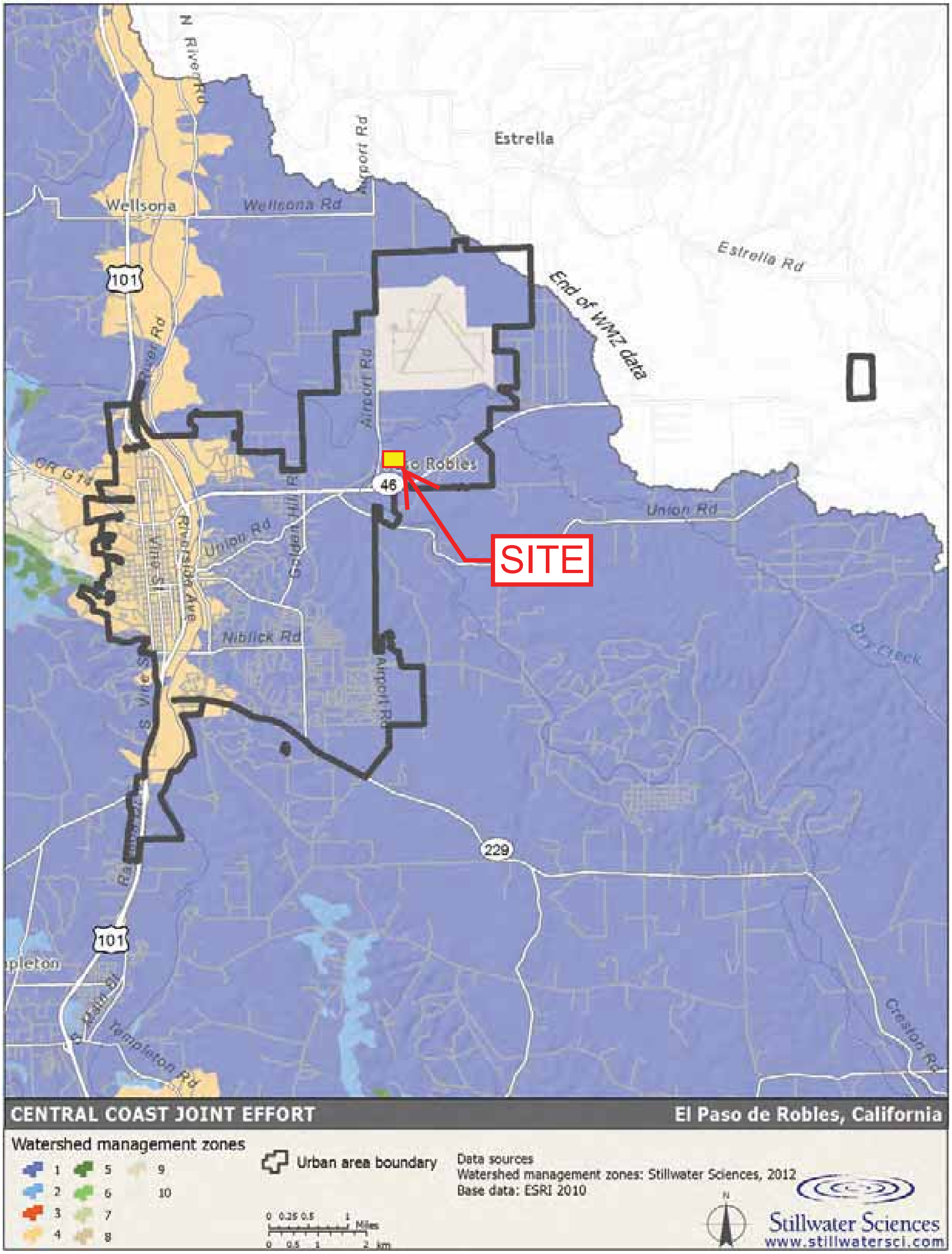
Appendix B: Watershed Management Zone Exhibit


N River Rd
Estrella
Airport Rd
Wellsona
Wellsona Rd
Estrella Rd
101
End of WMZ data
River Rd
Airport Rd
Paso Robles
46
SITE
Union Rd
Union Rd
Golden Hill Rd
Riverside Ave
Vine St
Niblick Rd
Dry Creek
Airport Rd
S. Vine St
229
101
Templeton
Main St
Templeton Rd
Creston Rd
CENTRAL COAST JOINT EFFORT
El Paso de Robles, California
Watershed management zones
1
2
3
4
5
6
7
8
9
10
Urban area boundary
0 0.25 0.5 1 Miles
0 0.5 1 2 km
Data sources
Watershed management zones: Stillwater Sciences, 2012
Base data: ESRI 2010
N
Stillwater Sciences
www.stillwatersci.com

Appendix C: Conceptual Plans (for reference) and Basin Sections

DEVELOPMENT PLAN
FOR

DESTINO PASO RESORT HOTEL

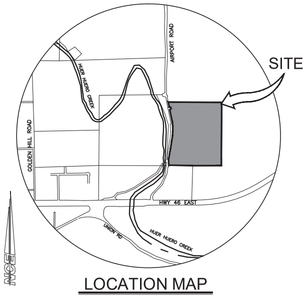
SITE STATISTICS - OVERVIEW

TOTAL GROSS AREA	40.3 ACRES
NET AREA	37.1 ACRES
RECORD OWNERS:	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436 JERRY & KATHIE HANDLEY P.O. BOX 1011 PASO ROBLES, CA 93447
APPLICANT	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
ENGINEER	NORTH COAST ENGINEERING, INC. 725 CRESTON RD., STE. B, PASO ROBLES, CA 93446 CHRISTY GABLER R.C.E. 64821 EXP. 6/30/09
A.P.N.	025-436-029 & 030
EXISTING USE	VACANT / AG / RESIDENCE
EXISTING GENERAL PLAN DESIGNATION	POS
EXISTING ZONING	POS
PROPOSED USE	RESORT / EXISTING HOUSE

SHEET INDEX

1	COVER SHEET	
2	VESTING TENTATIVE MAP	
3	PRELIMINARY GRADING	WEST
4	PRELIMINARY GRADING	EAST
5	PRELIMINARY UNDERGROUND	WEST
6	PRELIMINARY UNDERGROUND	EAST
7	SITE CROSS SECTIONS	

0 40' 80' 160'
SCALE: 1"=80'



LOCATION MAP
NO SCALE

DATE SUBMITTED: 06/03/2016

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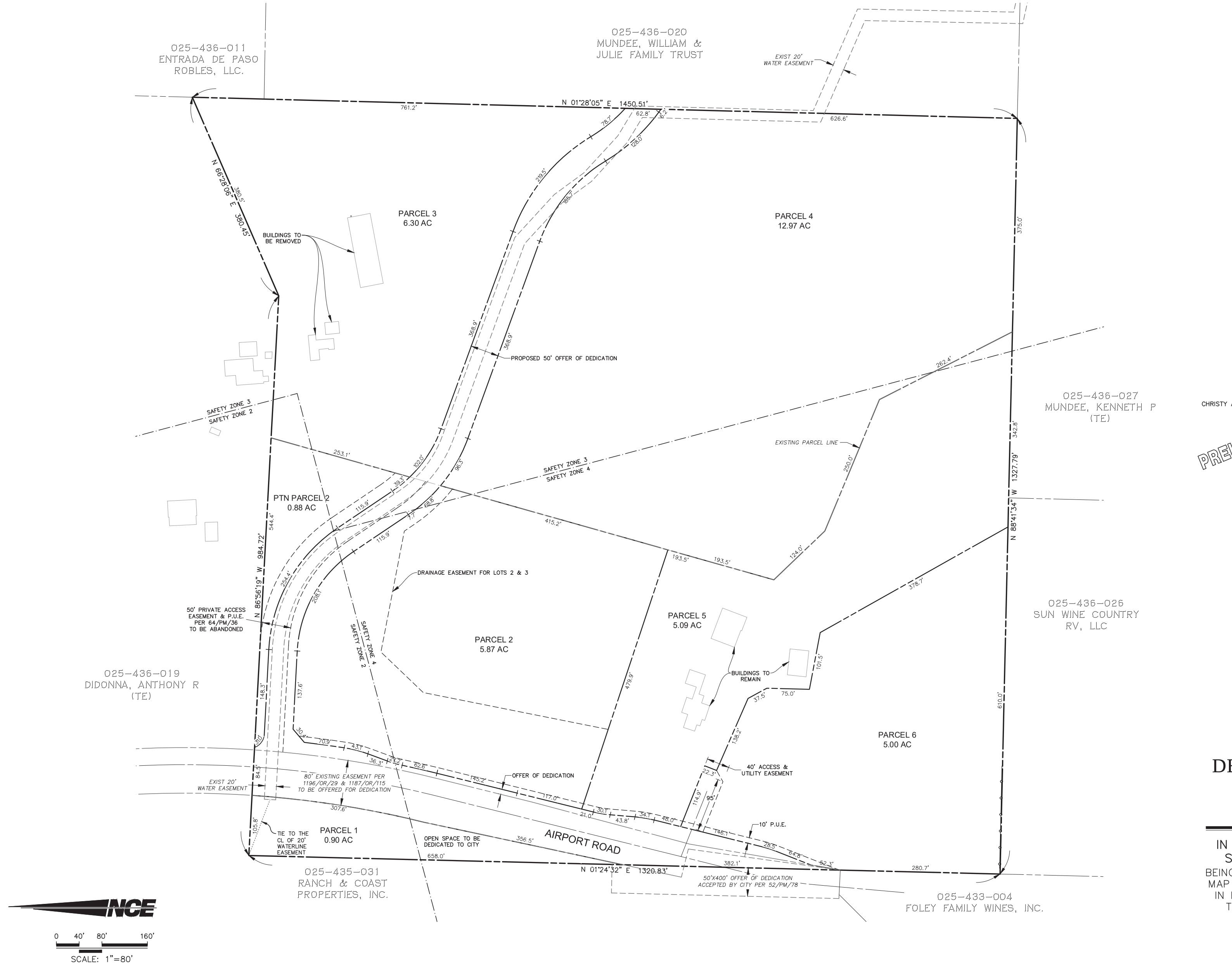

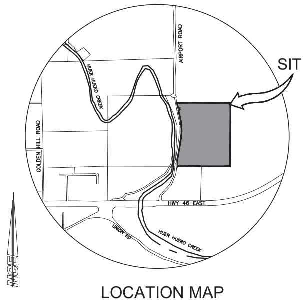

LOCATION MAP

NO SCALE

SITE STATISTICS - OVERVIEW

TOTAL GROSS AREA NET AREA	40.3 ACRES 37.1 ACRES
RECORD OWNERS:	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
	JERRY & KATHIE HANDLEY P.O. BOX 1011 PASO ROBLES, CA 93447
APPLICANT	KAREN STIER 4301 VALLEY MEADOW ROAD ENCINO, CA 91436
ENGINEER	NORTH COAST ENGINEERING, INC. 725 CRESTON RD., STE. B, PASO ROBLES, CA 93446 CHRISTY GABLER R.C.E. 64821 EXP. 6/30/09
A.P.N.	025-436-029 & 030
EXISTING USE	VACANT / AG / RESIDENCE
EXISTING GENERAL PLAN DESIGNATION	POS
EXISTING ZONING	POS
PROPOSED USE	RESORT / EXISTING HOUSE

CHRISTY A. GABLER

PRELIMINARY

R.C.E. 64821

LEGEND

RIGHT–OF–WAY
PROPERTY LINE
AIRPORT SAFETY ZONE LINE
EASEMENT LINE
BOUNDARY LINE

DESTINO PASO RESORT HOTEL
VESTING TENTATIVE MAP
TRACT 2962

IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCELS 1 AND 2 OF PARCEL MAP PR 04–0133, ACCORDING TO THE MAP RECORDED IN BOOK 64 OF PARCEL MAPS, AT PAGES 36–37 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239–3127

DATE SUBMITTED: 06/03/2016

AIRPORT ROAD STREET SECTION

1

1" = 20'

LEGEND

- EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE
- OAK TREE NUMBER
- STORM DRAIN INLETS
- FIRE HYDRANT ASSY
- WATER VALVE
- WATER METER & LANDSCAPE METER
- SEWER MANHOLE
- 744.0 FF FINISH FLOOR ELEVATION
- 700.0 FINISH GRADE
- PERVIOUS PAVERS
- CONCRETE SIDEWALK
- AGGREGATE BASE PATH
- DECK (PER ARCHITECTURAL PLANS)
- RETAINING WALL
- RETAINING WALL WITH SCREEN WALL ATOP
- DRAINAGE DIRECTION
- (800) EXISTING CONTOUR
- 800 PROPOSED CONTOUR
- X EXISTING FENCE
- EXISTING EP
- PROPOSED EP
- RIGHT-OF-WAY
- PROPERTY LINE
- SD PROPOSED STORM DRAIN
- (SD) EXISTING STORMDRAIN
- PSD PROPOSED PERFORATED STORM DRAIN
- W PROPOSED WATER
- (W) EXISTING WATER
- FW PROPOSED FIRE WATER
- S PROPOSED SEWER

DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - WEST
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

NCE

0 20' 40' 80'
SCALE: 1"=40'

DATE SUBMITTED: 06/03/2016

PAGE 3 OF 7

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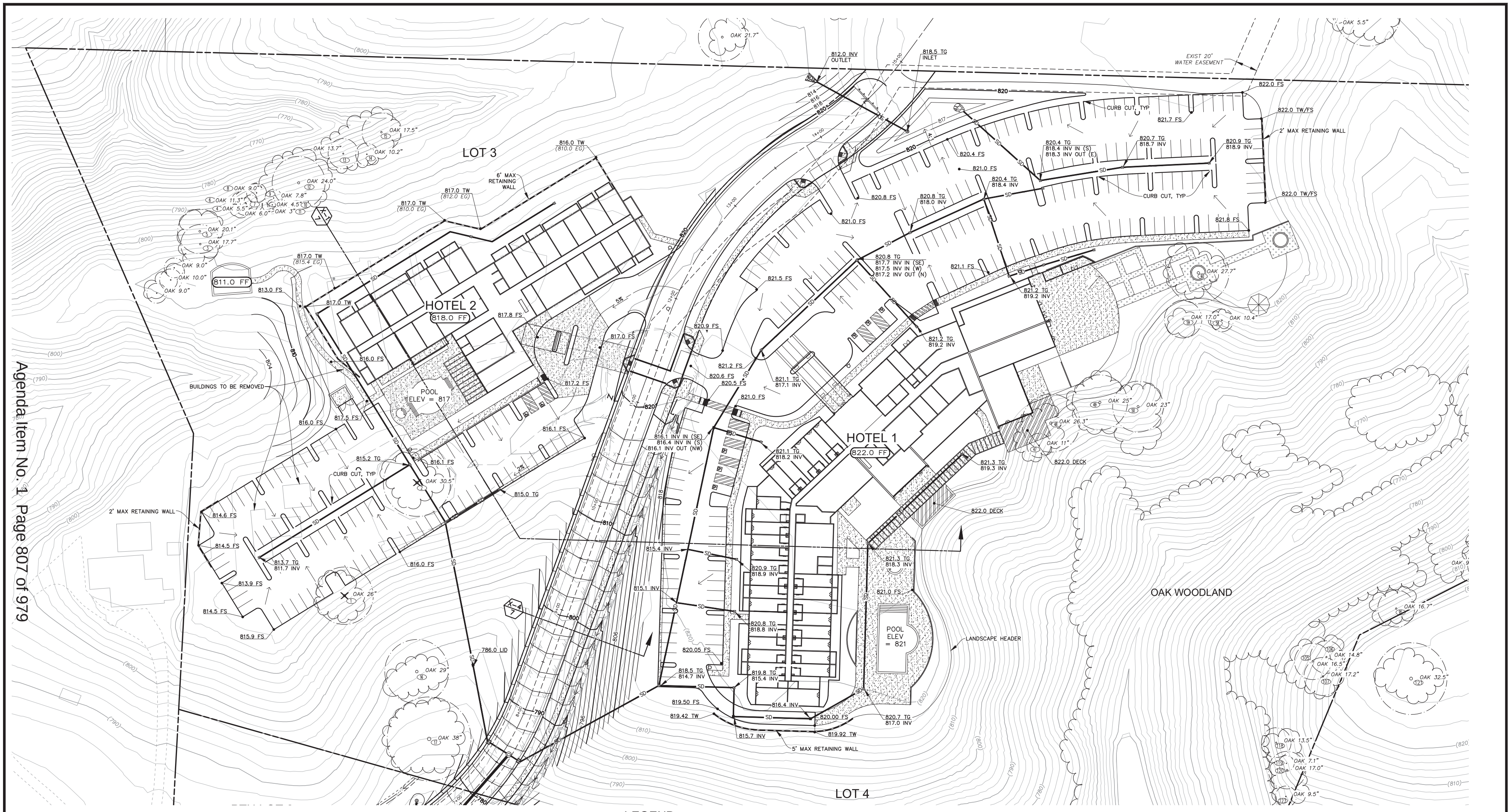

LEGEND

⚘ 24" OAK	EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE OAK TREE NUMBER	▨	PERVIOUS PAVERS	—— (800) ——	EXISTING CONTOUR
	STORM DRAIN INLETS	░	CONCRETE SIDEWALK	—— 800 ——	PROPOSED CONTOUR
	FIRE HYDRANT ASSY	+ + +	AGGREGATE BASE PATH	— X — X — X —	EXISTING FENCE
⊗	WATER VALVE	▧	DECK (PER ARCHITECTURAL PLANS)		EXISTING EP
	WATER METER & LANDSCAPE METER		RETAINING WALL		PROPOSED EP
Ⓢ	SEWER MANHOLE		RETAINING WALL WITH SCREEN WALL ATOP		RIGHT-OF-WAY
744.0 FF	FINISH FLOOR ELEVATION	—>··· —	DRAINAGE DIRECTION		PROPERTY LINE
700.0	FINISH GRADE			—— SD ——	PROPOSED STORM DRAIN
				— — (SD) — —	EXISTING STORMDRAIN
				—— PSD ——	PROPOSED PERFORATED STORM DRAIN
				—— W ——	PROPOSED WATER
				— — (W) — —	EXISTING WATER
				—— FW ——	PROPOSED FIRE WATER
				—— S ——	PROPOSED SEWER

NCE

0 20' 40' 80'
SCALE: 1"=40'

DESTINO PASO RESORT HOTEL
PRELIMINARY GRADING - EAST
TRACT 2962

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725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

PAGE 4 OF 7

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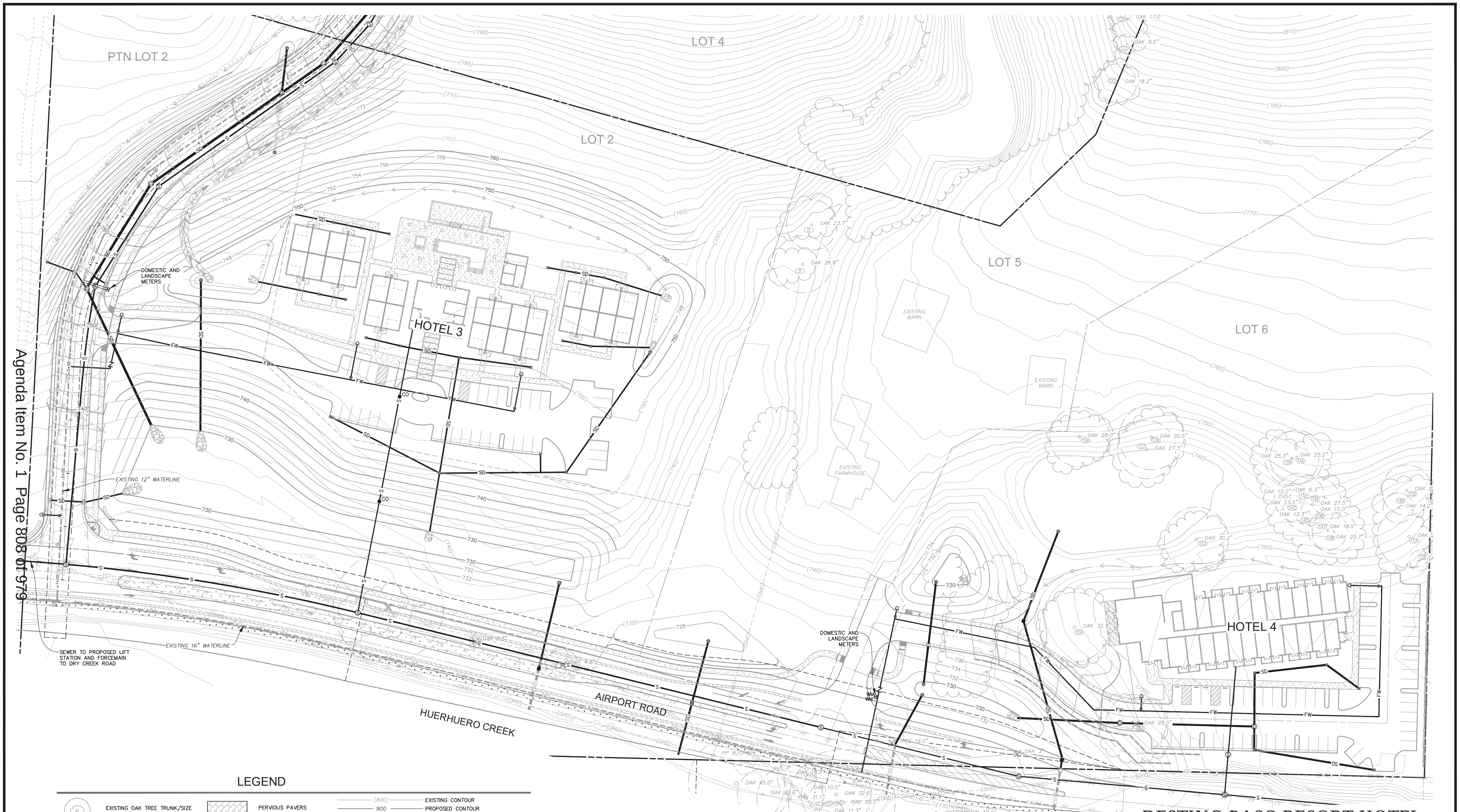

LEGEND

24" OAK	EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE OAK TREE NUMBER	▨	PERVIOUS PAVERS	(800)	EXISTING CONTOUR
	STORM DRAIN INLETS		CONCRETE SIDEWALK	800	PROPOSED CONTOUR
	FIRE HYDRANT ASSY	+ + +	AGGREGATE BASE PATH	X X X	EXISTING FENCE
⊗	WATER VALVE	▨	DECK (PER ARCHITECTURAL PLANS)		EXISTING EP
	WATER METER & LANDSCAPE METER		RETAINING WALL		PROPOSED EP
Ⓢ	SEWER MANHOLE		RETAINING WALL WITH SCREEN WALL ATOP		RIGHT–OF–WAY
744.0 FF	FINISH FLOOR ELEVATION	→	DRAINAGE DIRECTION		PROPERTY LINE
700.0	FINISH GRADE			SD	PROPOSED STORM DRAIN
				(SD)	EXISTING STORMDRAIN
				PSD	PROPOSED PERFORATED STORM DRAIN
				W	PROPOSED WATER
				(W)	EXISTING WATER
				FW	PROPOSED FIRE WATER
				S	PROPOSED SEWER

0 20' 40' 80'
SCALE: 1"=40'

DESTINO PASO RESORT HOTEL
PRELIMINARY UNDERGROUND - WEST
TRACT 2962

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725 Creston Rd. Suite B, Paso Robles, 239–3127

DATE SUBMITTED: 06/03/2016

PAGE 5 OF 7

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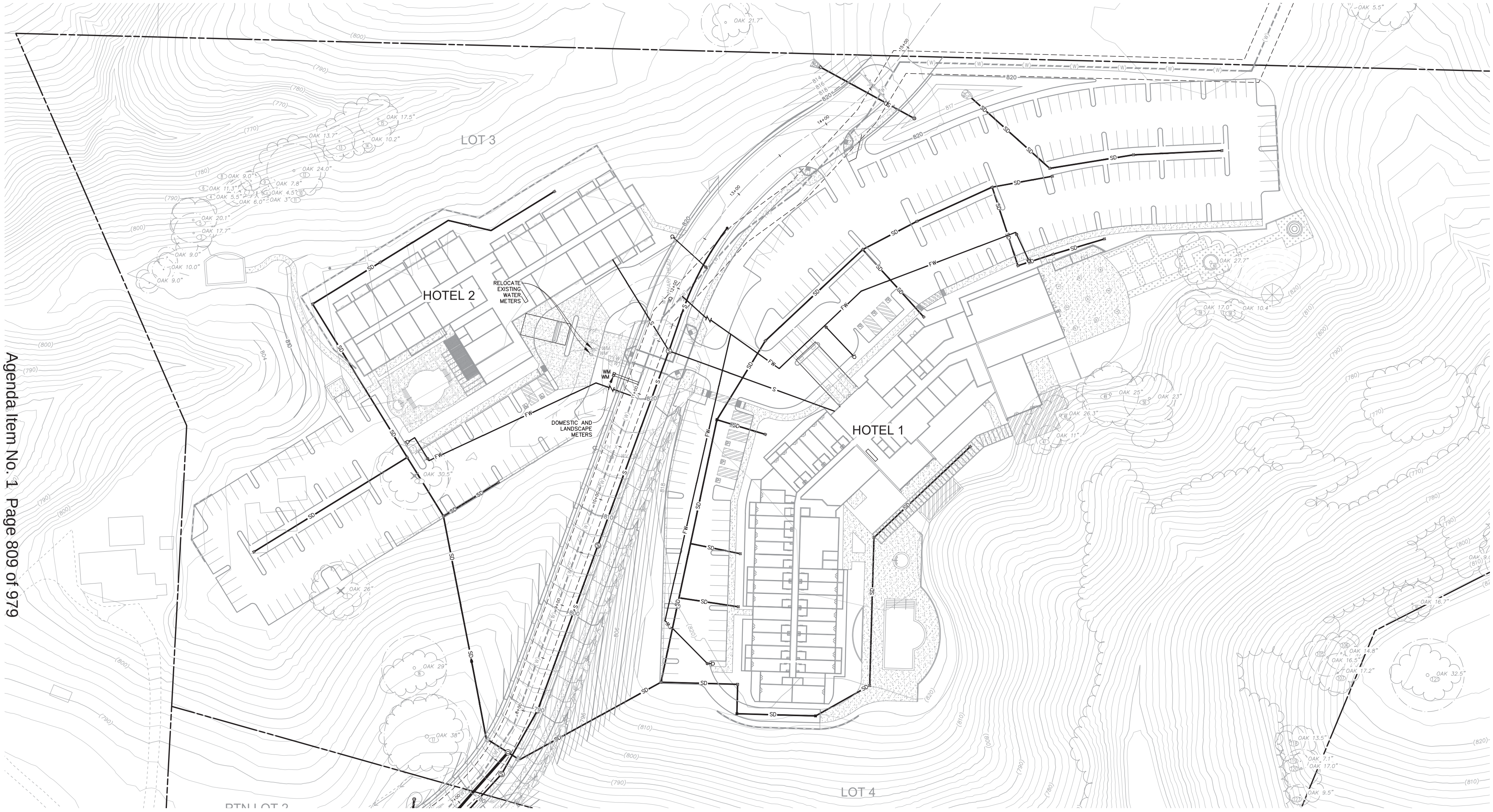

LEGEND

24" OAK	EXISTING OAK TREE TRUNK/SIZE WITH CRITICAL ROOT ZONE OAK TREE NUMBER	▨	PERVIOUS PAVERS	——(800)——	EXISTING CONTOUR
	STORM DRAIN INLETS	░	CONCRETE SIDEWALK	——800——	PROPOSED CONTOUR
	FIRE HYDRANT ASSY	⁺⁺⁺	AGGREGATE BASE PATH	—X——X——X—	EXISTING FENCE
⊗	WATER VALVE	▧	DECK (PER ARCHITECTURAL PLANS)		EXISTING EP
	WATER METER & LANDSCAPE METER		RETAINING WALL		PROPOSED EP
Ⓢ	SEWER MANHOLE		RETAINING WALL WITH SCREEN WALL ATOP		RIGHT-OF-WAY
744.0 FF	FINISH FLOOR ELEVATION	→···	DRAINAGE DIRECTION		PROPERTY LINE
700.0	FINISH GRADE			——SD——	PROPOSED STORM DRAIN
				——(SD)——	EXISTING STORMDRAIN
				——PSD——	PROPOSED PERFORATED STORM DRAIN
				——W——	PROPOSED WATER
				——(W)——	EXISTING WATER
				——FW——	PROPOSED FIRE WATER
				——S——	PROPOSED SEWER

0 20' 40' 80'

SCALE: 1"=40'

DESTINO PASO RESORT HOTEL
PRELIMINARY UNDERGROUND - EAST
TRACT 2962

NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

PAGE 6 OF 7

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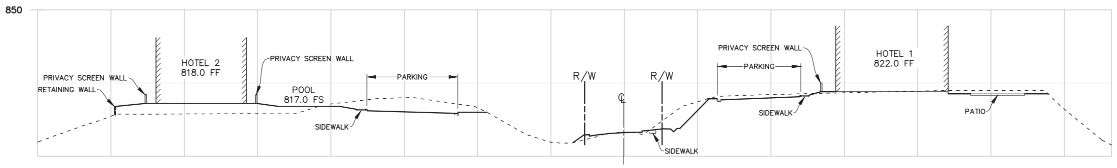

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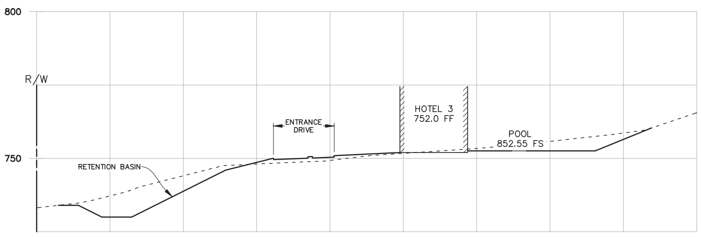
HORIZONTAL: 1" = 40



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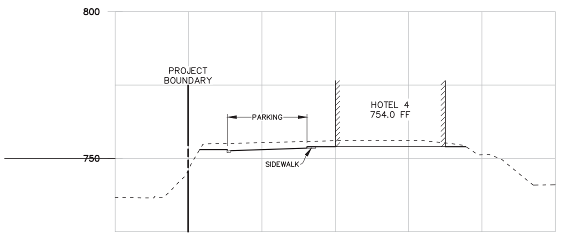
HORIZONTAL: 1" = 40



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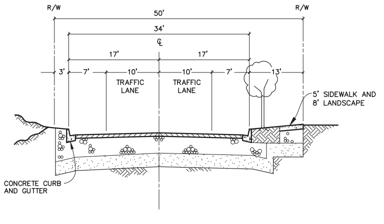

X-4 PUBLIC ROAD TYPICAL SECTION
NOT TO SCALE

DESTINO PASO RESORT HOTEL
SITE CROSS SECTIONS
TRACT 2962

NCE NORTH COAST ENGINEERING INC.
725 Creston Rd. Suite B, Paso Robles, 239-3127

DATE SUBMITTED: 06/03/2016

NORTH COAST ENGINEERING, INC.
725 CRESTON ROAD SUITE B
PASO ROBLES, CALIFORNIA 93446

(805) 239-3127

JOB

SHEET NO. OF

CALCULATED BY DATE

CHECKED BY DATE

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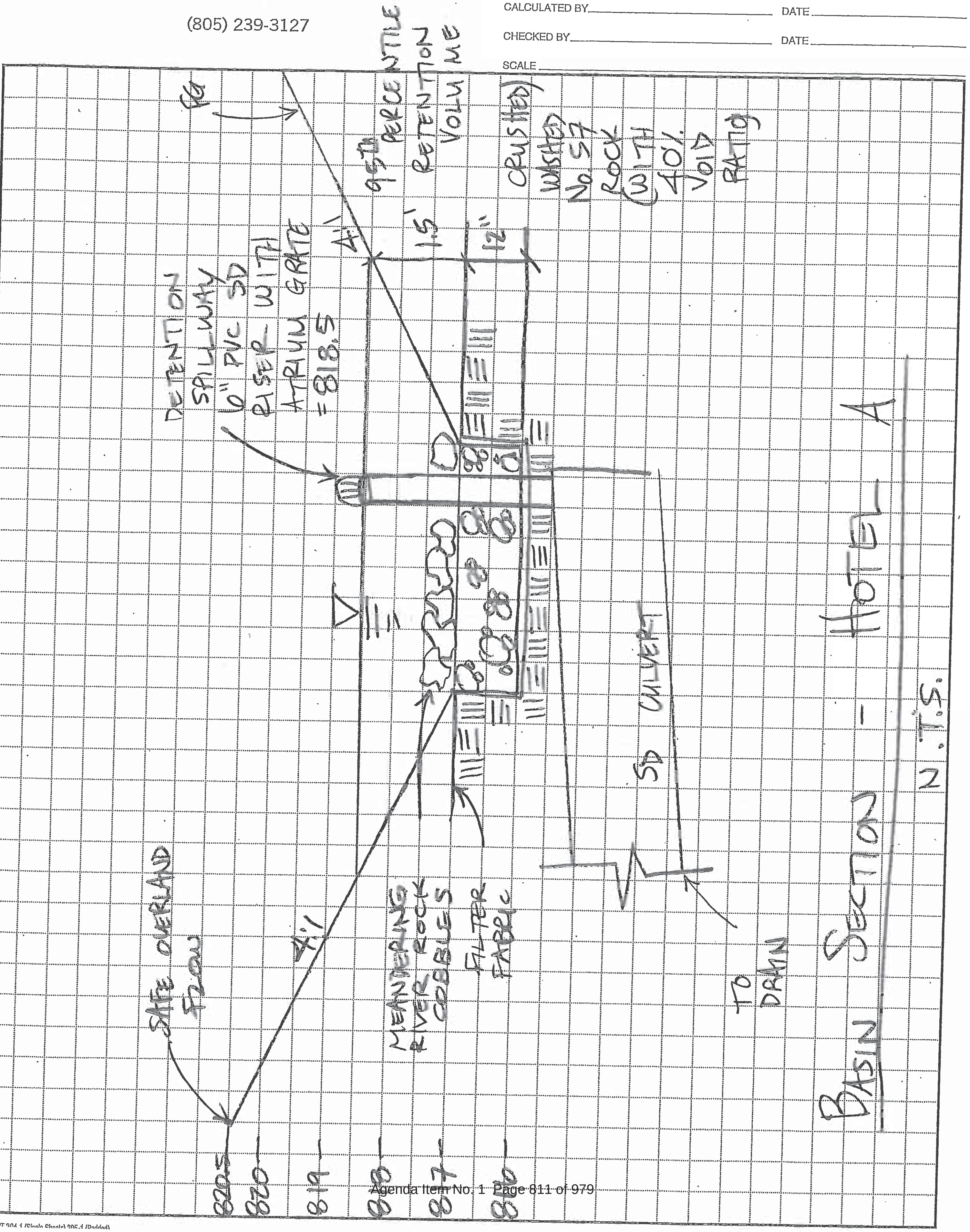


NORTH COAST ENGINEERING, INC.
725 CRESTON ROAD SUITE B
PASO ROBLES, CALIFORNIA 93446

(805) 239-3127

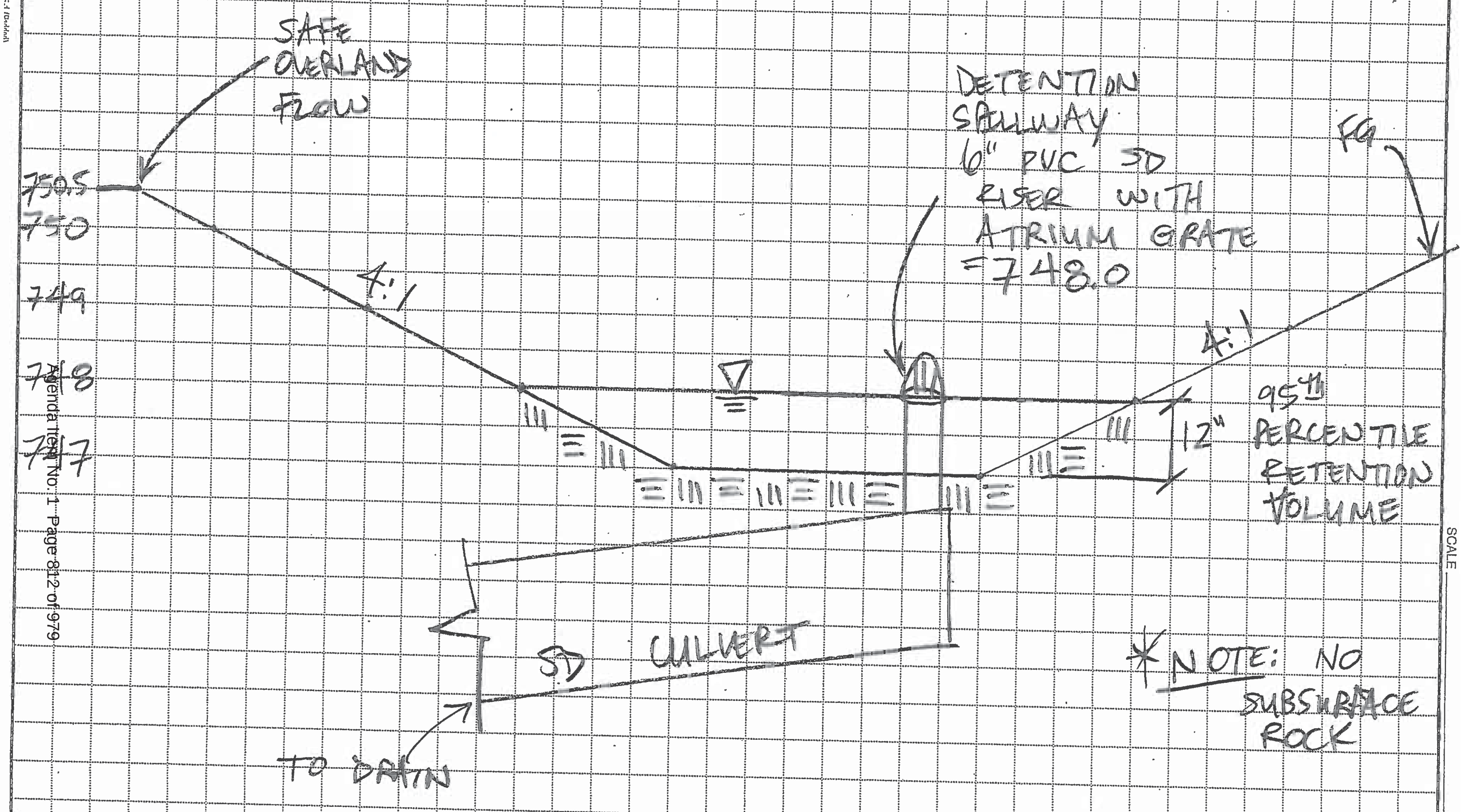
JOB ____________________

SHEET NO. ____________ OF ________

CALCULATED BY ____________ DATE ________

CHECKED BY ____________ DATE ________

SCALE ____________________



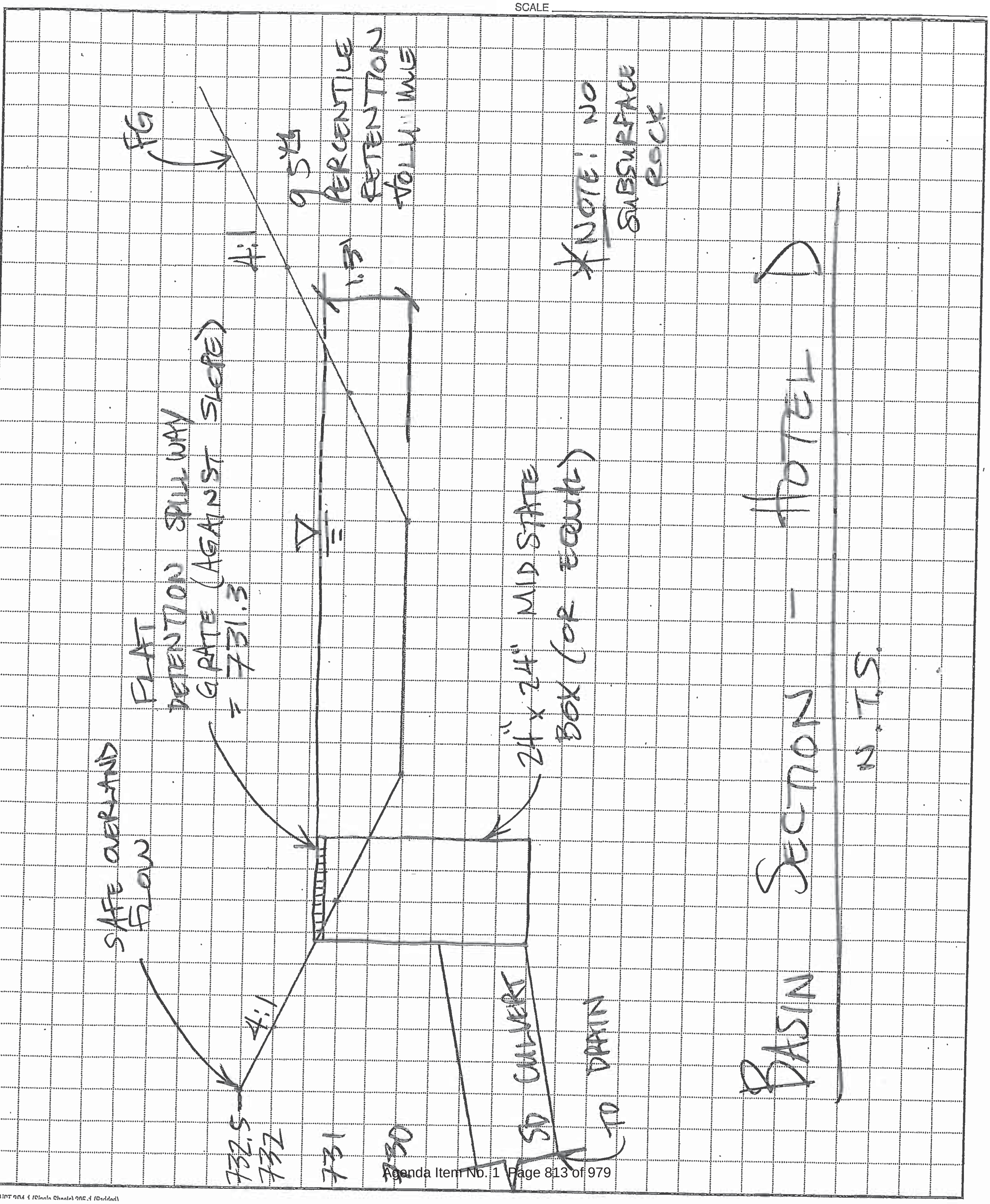
BASIN SECTION - HOTEL B & C

N.T.S.

NORTH COAST ENGINEERING, INC.
725 CRESTON ROAD SUITE B
PASO ROBLES, CALIFORNIA 93446

(805) 239-3127

JOB
SHEET NO. OF
CALCULATED BY DATE
CHECKED BY DATE
SCALE



BASIN SECTION - HOTEL

N.T.S.

NORTH COAST ENGINEERING, INC.
725 CRESTON ROAD SUITE B
PASO ROBLES, CALIFORNIA 93446

(805) 239-3127

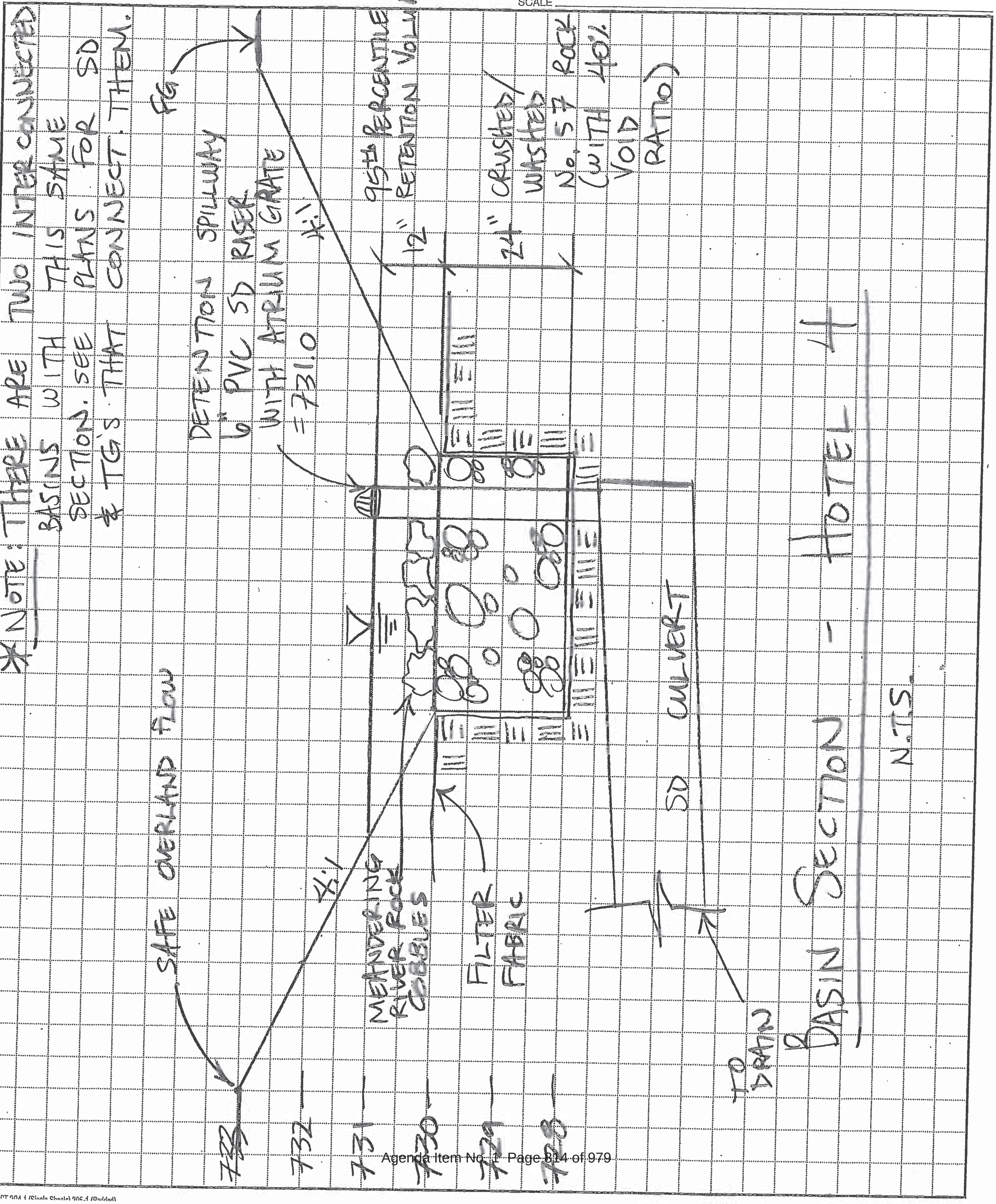
JOB

SHEET NO. OF

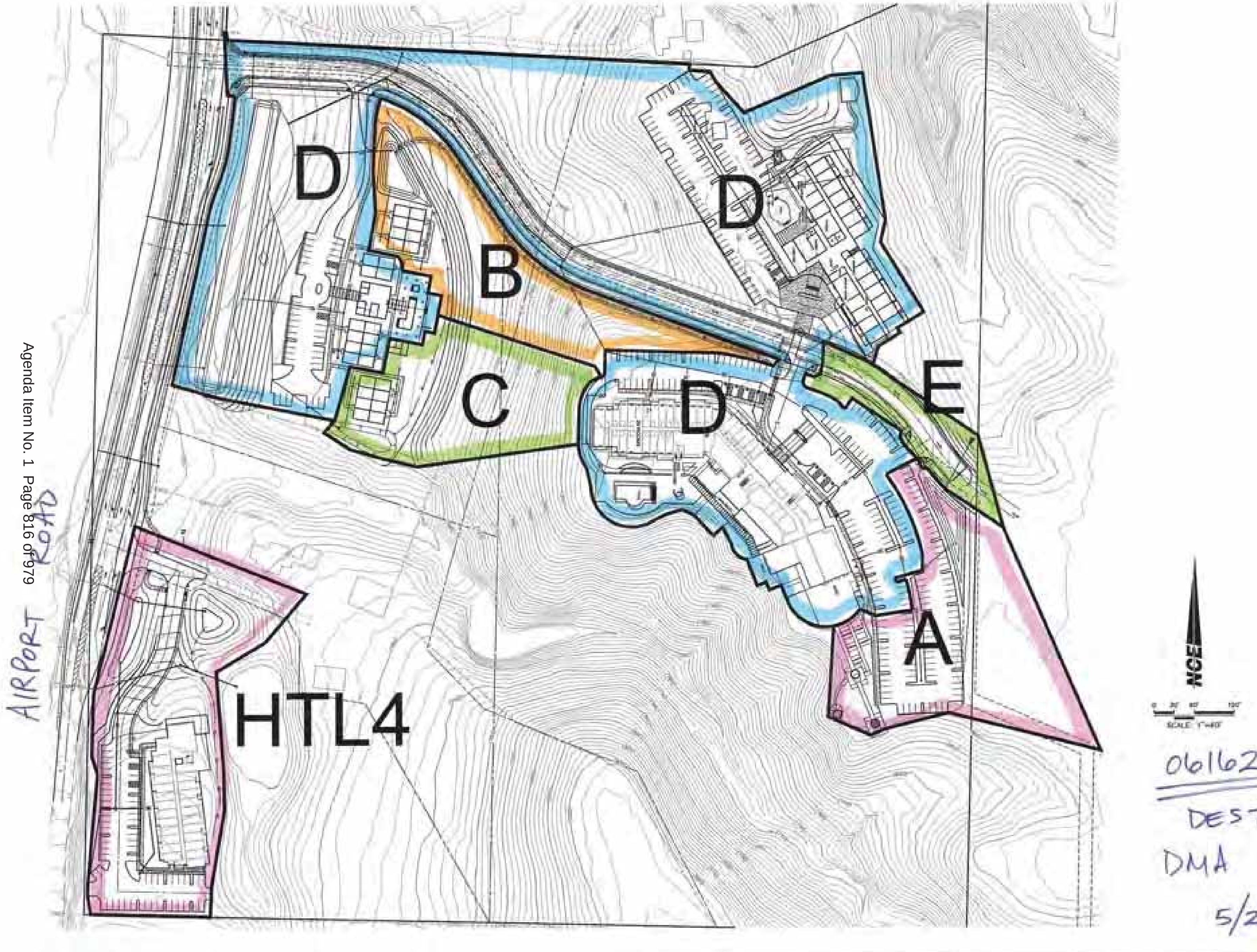
CALCULATED BY DATE

CHECKED BY DATE

SCALE



Appendix D: Watershed Exhibit



06162 -

DESTINO

DMA EXHIBIT

5/24/16

Appendix E: NRCS Web Soil Survey – Hydrologic Soil Group Data

Hydrologic Soil Group—San Luis Obispo County, California, Paso Robles Area
(06162 - Destino)

Map Scale: 1:2,490 if printed on B landscape (17" x 11") sheet.

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

5/20/2016
Page 1 of 4

MAP LEGEND

Area of Interest (AOI)

- ▢ Area of Interest (AOI)

Soils

Soil Rating Polygons

- ■ A
- ■ A/D
- ■ B
- ■ B/D
- ■ C
- ■ C/D
- ■ D
- ▢ Not rated or not available

Soil Rating Lines

- 〰 A
- 〰 A/D
- 〰 B
- 〰 B/D
- 〰 C
- 〰 C/D
- 〰 D
- 〰 Not rated or not available

Soil Rating Points

- ■ A
- ■ A/D
- ■ B
- ■ B/D
- ■ C
- ■ C/D
- ■ D
- ▣ Not rated or not available

Water Features

- 〰 Streams and Canals

Transportation

- ┼┼┼ Rails
- 〰 Interstate Highways
- 〰 US Routes
- 〰 Major Roads
- 〰 Local Roads

Background

- ▨ Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

> Warning: Soil Map may not be valid at this scale.
>
> Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Luis Obispo County, California, Paso Robles Area
Survey Area Data: Version 8, Sep 3, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 8, 2010—May 21, 2010

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — San Luis Obispo County, California, Paso Robles Area (CA665)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
102	Arbuckle-Positas complex, 9 to 15 percent slopes	C	17.8	43.7%
104	Arbuckle-Positas complex, 30 to 50 percent slopes	C	15.8	38.7%
106	Arbuckle-San Ysidro complex, 2 to 9 percent slopes	C	7.2	17.6%
Totals for Area of Interest			**40.8**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Appendix F: NOAA Atlas 14 Rainfall Information

NOAA Atlas 14, Volume 6, Version 2
Location name: Paso Robles, California, US*
Latitude: 35.6512°, Longitude: -120.6399°
Elevation: 744 ft*
* source: Google Maps

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.103 (0.087-0.122)	0.139 (0.118-0.165)	0.186 (0.157-0.222)	0.225 (0.189-0.272)	0.279 (0.225-0.350)	0.321 (0.253-0.412)	0.364 (0.279-0.480)	0.409 (0.304-0.557)	0.471 (0.334-0.672)	0.520 (0.355-0.771)
10-min	0.147 (0.125-0.175)	0.199 (0.169-0.237)	0.267 (0.226-0.319)	0.323 (0.271-0.390)	0.400 (0.323-0.501)	0.460 (0.362-0.590)	0.522 (0.400-0.688)	0.587 (0.435-0.798)	0.676 (0.479-0.963)	0.746 (0.508-1.10)
15-min	0.178 (0.151-0.212)	0.240 (0.204-0.286)	0.323 (0.273-0.386)	0.391 (0.327-0.471)	0.484 (0.390-0.606)	0.557 (0.438-0.714)	0.631 (0.484-0.832)	0.709 (0.527-0.965)	0.817 (0.579-1.17)	0.902 (0.615-1.34)
30-min	0.248 (0.211-0.295)	0.335 (0.284-0.399)	0.450 (0.380-0.537)	0.544 (0.456-0.656)	0.674 (0.544-0.844)	0.775 (0.611-0.994)	0.879 (0.674-1.16)	0.988 (0.734-1.34)	1.14 (0.806-1.62)	1.26 (0.856-1.86)
60-min	0.362 (0.307-0.430)	0.488 (0.414-0.581)	0.656 (0.554-0.783)	0.793 (0.665-0.956)	0.982 (0.792-1.23)	1.13 (0.890-1.45)	1.28 (0.982-1.69)	1.44 (1.07-1.96)	1.66 (1.18-2.37)	1.83 (1.25-2.71)
2-hr	0.545 (0.463-0.648)	0.706 (0.599-0.841)	0.925 (0.782-1.10)	1.11 (0.928-1.33)	1.36 (1.10-1.71)	1.56 (1.23-2.01)	1.78 (1.36-2.34)	2.00 (1.49-2.72)	2.31 (1.64-3.30)	2.56 (1.75-3.80)
3-hr	0.676 (0.574-0.804)	0.871 (0.739-1.04)	1.14 (0.960-1.36)	1.36 (1.14-1.64)	1.67 (1.35-2.09)	1.92 (1.51-2.46)	2.18 (1.67-2.87)	2.45 (1.82-3.34)	2.84 (2.01-4.04)	3.15 (2.15-4.66)
6-hr	0.946 (0.803-1.13)	1.23 (1.04-1.47)	1.61 (1.36-1.93)	1.94 (1.62-2.33)	2.39 (1.92-2.99)	2.74 (2.16-3.52)	3.11 (2.38-4.11)	3.51 (2.60-4.77)	4.05 (2.87-5.78)	4.49 (3.06-6.66)
12-hr	1.17 (0.995-1.39)	1.64 (1.39-1.95)	2.24 (1.90-2.68)	2.73 (2.29-3.29)	3.40 (2.74-4.25)	3.90 (3.08-5.01)	4.42 (3.39-5.83)	4.95 (3.68-6.74)	5.67 (4.02-8.08)	6.22 (4.24-9.22)
24-hr	1.40 (1.26-1.58)	2.10 (1.89-2.38)	2.99 (2.69-3.40)	3.71 (3.31-4.24)	4.65 (4.01-5.51)	5.36 (4.52-6.49)	6.07 (4.99-7.54)	6.79 (5.43-8.68)	7.75 (5.93-10.3)	8.47 (6.26-11.7)
2-day	1.77 (1.60-2.00)	2.60 (2.34-2.94)	3.68 (3.31-4.18)	4.57 (4.07-5.23)	5.79 (4.98-6.85)	6.73 (5.67-8.14)	7.69 (6.32-9.54)	8.69 (6.94-11.1)	10.1 (7.70-13.4)	11.1 (8.22-15.4)
3-day	2.02 (1.83-2.29)	2.90 (2.61-3.28)	4.08 (3.67-4.63)	5.07 (4.52-5.80)	6.45 (5.55-7.64)	7.54 (6.36-9.13)	8.68 (7.13-10.8)	9.88 (7.89-12.6)	11.6 (8.85-15.4)	12.9 (9.53-17.8)
4-day	2.21 (2.00-2.50)	3.13 (2.82-3.54)	4.37 (3.93-4.96)	5.42 (4.84-6.21)	6.91 (5.96-8.19)	8.10 (6.83-9.81)	9.35 (7.69-11.6)	10.7 (8.54-13.6)	12.6 (9.62-16.7)	14.1 (10.4-19.4)
7-day	2.67 (2.41-3.02)	3.67 (3.31-4.15)	5.04 (4.53-5.72)	6.21 (5.54-7.11)	7.88 (6.79-9.33)	9.22 (7.77-11.2)	10.6 (8.75-13.2)	12.2 (9.72-15.5)	14.3 (11.0-19.1)	16.1 (11.9-22.2)
10-day	3.02 (2.72-3.41)	4.08 (3.68-4.62)	5.56 (5.00-6.31)	6.82 (6.08-7.81)	8.63 (7.43-10.2)	10.1 (8.51-12.2)	11.6 (9.57-14.4)	13.3 (10.6-17.0)	15.7 (12.0-20.9)	17.6 (13.0-24.3)
20-day	3.74 (3.38-4.23)	5.02 (4.53-5.68)	6.80 (6.11-7.72)	8.33 (7.42-9.53)	10.5 (9.07-12.5)	12.3 (10.4-14.9)	14.2 (11.7-17.6)	16.3 (13.0-20.8)	19.2 (14.7-25.6)	21.6 (16.0-29.8)
30-day	4.47 (4.04-5.06)	6.01 (5.42-6.80)	8.15 (7.33-9.25)	9.98 (8.90-11.4)	12.6 (10.9-14.9)	14.8 (12.4-17.9)	17.0 (14.0-21.2)	19.5 (15.6-24.9)	23.0 (17.6-30.7)	25.9 (19.1-35.8)
45-day	5.34 (4.82-6.03)	7.19 (6.49-8.14)	9.76 (8.78-11.1)	12.0 (10.7-13.7)	15.1 (13.0-17.9)	17.7 (14.9-21.4)	20.4 (16.8-25.3)	23.3 (18.6-29.8)	27.5 (21.0-36.6)	30.9 (22.8-42.7)
60-day	6.24 (5.63-7.05)	8.41 (7.59-9.52)	11.4 (10.3-13.0)	14.0 (12.5-16.0)	17.6 (15.2-20.9)	20.6 (17.4-24.9)	23.8 (19.5-29.5)	27.1 (21.7-34.7)	31.9 (24.4-42.6)	35.8 (26.5-49.5)

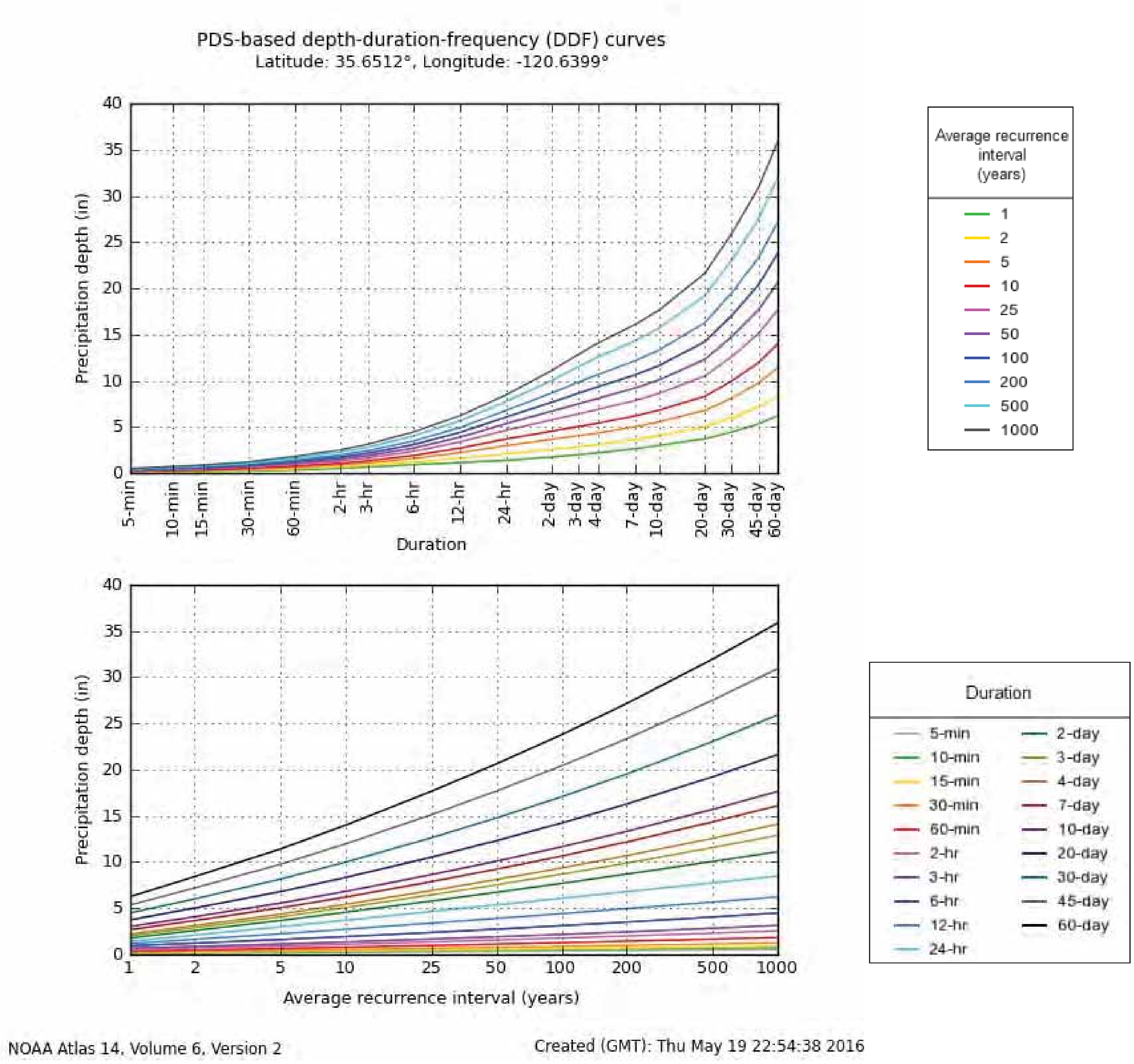
[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

Back to Top

PF graphical



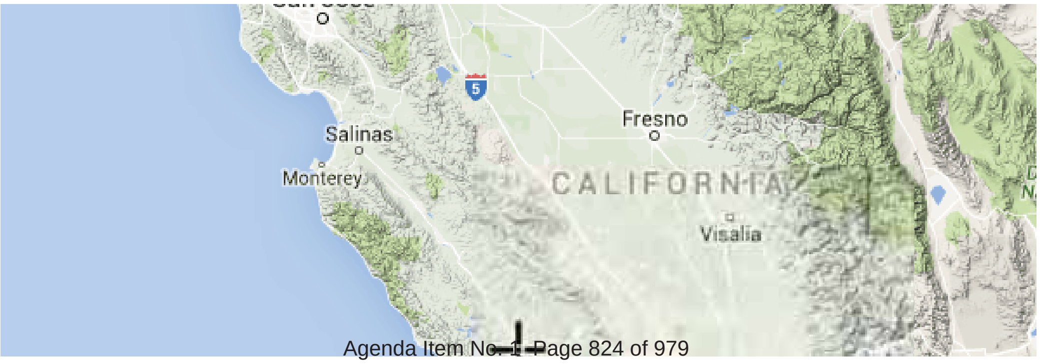
NOAA Atlas 14, Volume 6, Version 2

Created (GMT): Thu May 19 22:54:38 2016

Back to Top

Maps & aerials

Small scale terrain



Large scale terrain

Large scale map

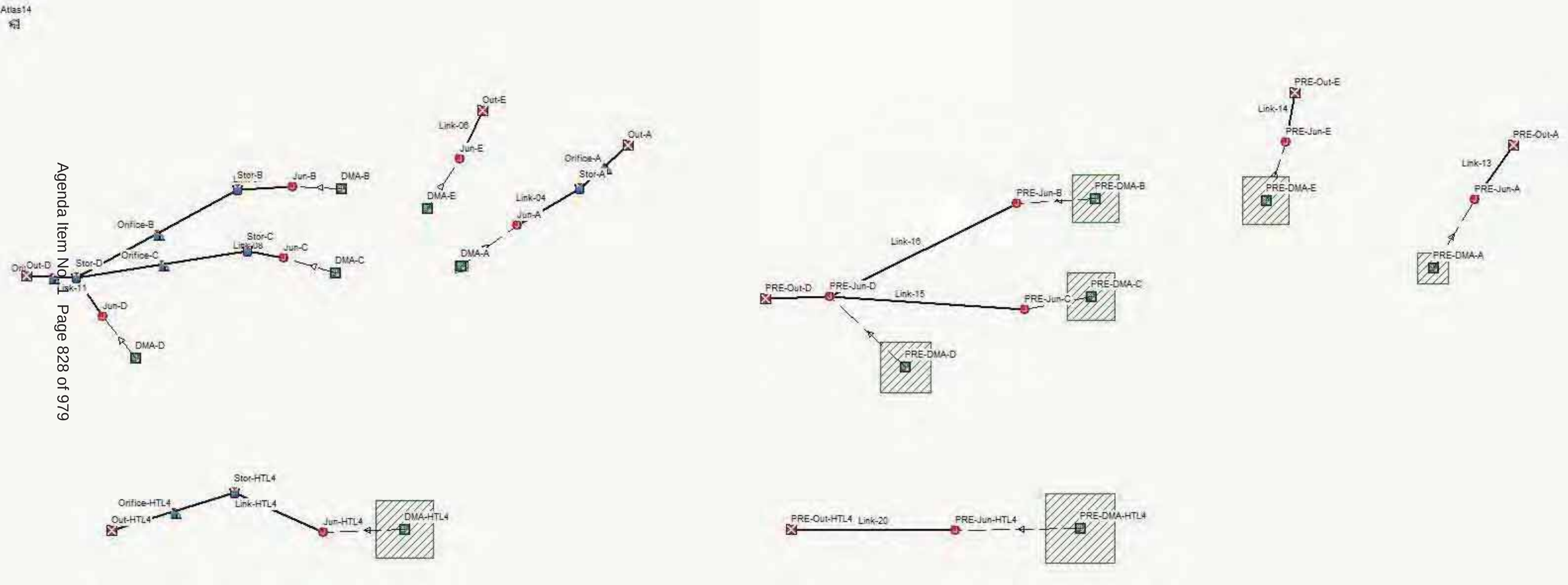
Large scale aerial

Back to Top

US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer

Appendix G: SSA Model and Results


Atlas14
Out-E
Link-06
Jun-E
DMA-E
Out-A
Orifice-A
Stor-A
Link-04
Jun-A
DMA-A
Stor-B
Jun-B
DMA-B
Orifice-B
Stor-C
Link-08
Jun-C
DMA-C
Orifice-C
Stor-D
Out-D
Link-11
Jun-D
DMA-D
Stor-HTL4
Orifice-HTL4
Out-HTL4
Link-HTL4
Jun-HTL4
DMA-HTL4
PRE-Out-E
Link-14
PRE-Jun-E
PRE-DMA-E
PRE-Out-A
Link-13
PRE-Jun-A
PRE-DMA-A
PRE-Jun-B
PRE-DMA-B
Link-16
PRE-Out-D
PRE-Jun-D
Link-15
PRE-Jun-C
PRE-DMA-C
PRE-DMA-D
PRE-Out-HTL4
Link-20
PRE-Jun-HTL4
PRE-DMA-HTL4

Project Description

File Name	06162 Destino SSA Model.SPF
Description	06162 Destino Basin Modeling for preliminary design

Project Options

Flow Units	CFS
Elevation Type	Elevation
Hydrology Method	SCS TR-55
Time of Concentration (TOC) Method	User-Defined
Link Routing Method	Hydrodynamic
Enable Overflow Ponding at Nodes	YES
Skip Steady State Analysis Time Periods	YES

Analysis Options

Start Analysis On	Jan 01, 3000	00:00:00
End Analysis On	Jan 05, 3000	00:00:00
Start Reporting On	Jan 01, 3000	00:00:00
Antecedent Dry Days	0	days
Runoff (Dry Weather) Time Step	0 01:00:00	days hh:mm:ss
Runoff (Wet Weather) Time Step	0 00:05:00	days hh:mm:ss
Reporting Time Step	0 00:05:00	days hh:mm:ss
Routing Time Step	1	seconds

Number of Elements

	Qty
Rain Gages	1
Subbasins	12
Nodes	25
Junctions	12
Outfalls	8
Flow Diversions	0
Inlets	0
Storage Nodes	5
Links	17
Channels	0
Pipes	12
Pumps	0
Orifices	5
Weirs	0
Outlets	0
Pollutants	0
Land Uses	0

Rainfall Details

SN	Rain Gage ID	Data Source	Data Source ID	Rainfall Type	Rain Units	State	County	Return Period (years)	Rainfall Depth (inches)	Rainfall Distribution
1		Time Series	10-yr	Cumulative	inches	None	None	10	3.71	SCS Type I 24-hr

Subbasin Summary

SN	Subbasin ID	Area (ac)	Weighted Curve Number	Total Rainfall (in)	Total Runoff (in)	Total Runoff Volume (ac-in)	Peak Runoff (cfs)	Time of Concentration (days hh:mm:ss)
1	DMA-A	2.05	82.00	3.71	1.96	4.02	3.38	0 00:02:00
2	DMA-B	1.69	76.00	3.71	1.52	2.58	2.00	0 00:03:00
3	DMA-C	1.42	76.00	3.71	1.52	2.15	1.67	0 00:03:00
4	DMA-D	12.06	86.00	3.71	2.29	27.56	22.19	0 00:05:00
5	DMA-E	0.54	86.00	3.71	2.29	1.24	1.07	0 00:02:00
6	DMA-HTL4	2.58	85.00	3.71	2.20	5.67	4.67	0 00:04:00
7	PRE-DMA-A	2.05	74.00	3.71	1.39	2.85	2.20	0 00:02:00
8	PRE-DMA-B	1.69	74.00	3.71	1.39	2.35	1.77	0 00:03:00
9	PRE-DMA-C	1.42	74.00	3.71	1.39	1.96	1.48	0 00:03:00
10	PRE-DMA-D	12.06	74.00	3.71	1.39	16.73	11.86	0 00:05:00
11	PRE-DMA-E	0.54	74.00	3.71	1.39	0.75	0.58	0 00:02:00
12	PRE-DMA-HTL4	2.58	74.00	3.71	1.39	3.58	2.62	0 00:04:00

Node Summary

SN	Element ID	Element Type	Invert Elevation (ft)	Ground/Rim (Max) Elevation (ft)	Initial Water Elevation (ft)	Surcharge Elevation (ft)	Ponded Area (ft^2)	Peak Inflow (cfs)	Max HGL Elevation Attained (ft)	Max Surcharge Depth Attained (ft)	Min Freeboard Attained (ft)	Time of Peak Flooding Occurrence (days hh:mm)	Total Flooded Volume (ac-in)	Total Time Flooded (min)
1	Jun-A	Junction	825.00	6.00	0.00	0.00	0.00	3.15	825.00	0.00	0.00	0 00:00	0.00	0.00
2	Jun-B	Junction	825.00	6.00	0.00	0.00	0.00	1.98	825.00	0.00	0.00	0 00:00	0.00	0.00
3	Jun-C	Junction	825.00	6.00	0.00	0.00	0.00	1.65	825.00	0.00	0.00	0 00:00	0.00	0.00
4	Jun-D	Junction	825.00	6.00	0.00	0.00	0.00	22.16	825.00	0.00	0.00	0 00:00	0.00	0.00
5	Jun-E	Junction	825.00	6.00	0.00	0.00	0.00	0.99	825.00	0.00	0.00	0 00:00	0.00	0.00
6	Jun-HTL4	Junction	740.00	6.00	0.00	0.00	0.00	4.66	740.00	0.00	0.00	0 00:00	0.00	0.00
7	PRE-Jun-A	Junction	825.00	6.00	0.00	0.00	0.00	2.07	825.00	0.00	0.00	0 00:00	0.00	0.00
8	PRE-Jun-B	Junction	825.00	6.00	0.00	0.00	0.00	1.76	825.00	0.00	0.00	0 00:00	0.00	0.00
9	PRE-Jun-C	Junction	825.00	6.00	0.00	0.00	0.00	1.46	825.00	0.00	0.00	0 00:00	0.00	0.00
10	PRE-Jun-D	Junction	824.00	6.00	0.00	0.00	0.00	14.99	824.47	0.00	3.53	0 00:00	0.00	0.00
11	PRE-Jun-E	Junction	825.00	6.00	0.00	0.00	0.00	0.55	825.00	0.00	0.00	0 00:00	0.00	0.00
12	PRE-Jun-HTL4	Junction	740.00	6.00	0.00	0.00	0.00	2.62	740.00	0.00	0.00	0 00:00	0.00	0.00
13	Out-A	Outfall	812.00					0.57	812.00					
14	Out-D	Outfall	723.00					4.90	723.00					
15	Out-E	Outfall	812.00					0.99	812.00					
16	Out-HTL4	Outfall	726.00					2.12	726.00					
17	PRE-Out-A	Outfall	812.00					2.07	812.00					
18	PRE-Out-D	Outfall	812.00					15.00	812.41					
19	PRE-Out-E	Outfall	812.00					0.55	812.00					
20	PRE-Out-HTL4	Outfall	726.00					2.62	726.00					
21	Stor-A	Storage Node	816.00	820.50	0.00		0.00	3.15	818.84				0.00	0.00
22	Stor-B	Storage Node	747.00	750.50	0.00		0.00	1.98	748.18				0.00	0.00
23	Stor-C	Storage Node	747.00	750.50	0.00		0.00	1.65	748.36				0.00	0.00
24	Stor-D	Storage Node	730.00	732.50	0.00		0.00	22.34	731.62				0.00	0.00
25	Stor-HTL4	Storage Node	730.00	733.00	0.00		0.00	4.66	732.51				0.00	0.00

Link Summary

SN	Element ID	Element Type	From (Inlet) Node	To (Outlet) Node	Length (ft)	Inlet Invert Elevation (ft)	Outlet Invert Elevation (ft)	Average Slope (%)	Diameter or Height (in)	Manning's Roughness	Peak Flow (cfs)	Design Flow Capacity (cfs)	Peak Flow/ Design Flow Ratio	Peak Flow Velocity (ft/sec)	Peak Flow Depth (ft)	Peak Flow Depth/ Total Depth Ratio	Total Time Surcharged (min)	Reported Condition
1	Link-04	Pipe	Jun-A	Stor-A	401.88	0.00	0.00	0.0000	0.000	0.0150	3.15	0.00	0.00	0.00	0.00	0.00	0.00	
2	Link-06	Pipe	Jun-E	Out-E	298.72	0.00	0.00	0.0000	0.000	0.0150	0.99	0.00	0.00	0.00	0.00	0.00	0.00	
3	Link-07	Pipe	Jun-B	Stor-B	310.99	0.00	0.00	0.0000	0.000	0.0150	1.98	0.00	0.00	0.00	0.00	0.00	0.00	
4	Link-08	Pipe	Jun-C	Stor-C	459.83	0.00	0.00	0.0000	0.000	0.0150	1.65	0.00	0.00	0.00	0.00	0.00	0.00	
5	Link-11	Pipe	Jun-D	Stor-D	336.43	0.00	0.00	0.0000	0.000	0.0150	22.16	0.00	0.00	0.00	0.00	0.00	0.00	
6	Link-13	Pipe	PRE-Jun-A	PRE-Out-A	373.88	0.00	0.00	0.0000	0.000	0.0150	2.07	0.00	0.00	0.00	0.00	0.00	0.00	
7	Link-14	Pipe	PRE-Jun-E	PRE-Out-E	280.34	0.00	0.00	0.0000	0.000	0.0150	0.55	0.00	0.00	0.00	0.00	0.00	0.00	
8	Link-15	Pipe	PRE-Jun-C	PRE-Jun-D	1091.91	0.00	0.00	0.0000	0.000	0.0150	1.46	0.00	0.00	0.00	0.00	0.00	0.00	
9	Link-16	Pipe	PRE-Jun-B	PRE-Jun-D	1171.10	0.00	0.00	0.0000	0.000	0.0150	1.76	0.00	0.00	0.00	0.00	0.00	0.00	
10	Link-17	Pipe	PRE-Jun-D	PRE-Out-D	82.70	824.00	812.00	14.5100	48.000	0.0100	15.00	711.32	0.02	19.61	0.44	0.11	0.00	Calculated
11	Link-20	Pipe	PRE-Jun-HTL4	PRE-Out-HTL4	920.62	740.00	726.00	1.5200	0.000	0.0150	2.62	0.00	0.02	0.00	0.44	0.11	0.00	Calculated
12	Link-HTL4	Pipe	Jun-HTL4	Stor-HTL4	504.67	740.00	730.00	1.9800	0.000	0.0150	4.66	0.00	0.02	0.00	0.44	0.11	0.00	Calculated
13	Orifice-A	Orifice	Stor-A	Out-A		816.00	812.00		6.000		0.57							
14	Orifice-B	Orifice	Stor-B	Stor-D		747.00	730.00		6.000		0.41							
15	Orifice-C	Orifice	Stor-C	Stor-D		747.00	730.00		6.000		0.58							
16	Orifice-D	Orifice	Stor-D	Out-D		730.00	723.00		24.000		4.90							
17	Orifice-HTL4	Orifice	Stor-HTL4	Out-HTL4		730.00	726.00		8.000		2.12							

Subbasin Hydrology

Subbasin : DMA-A

Input Data

Area (ac)	2.05
Weighted Curve Number	82.00
Rain Gage ID	Atlas14

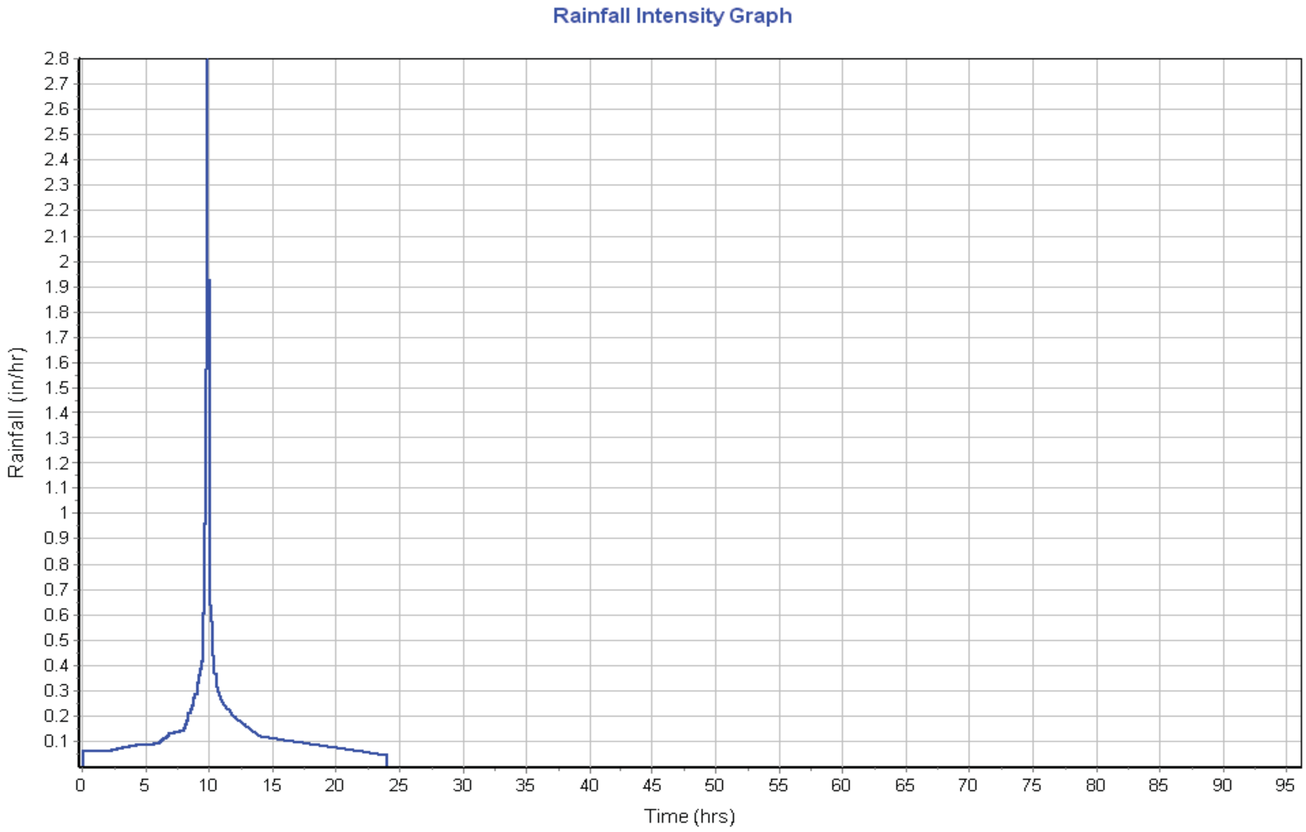
Composite Curve Number

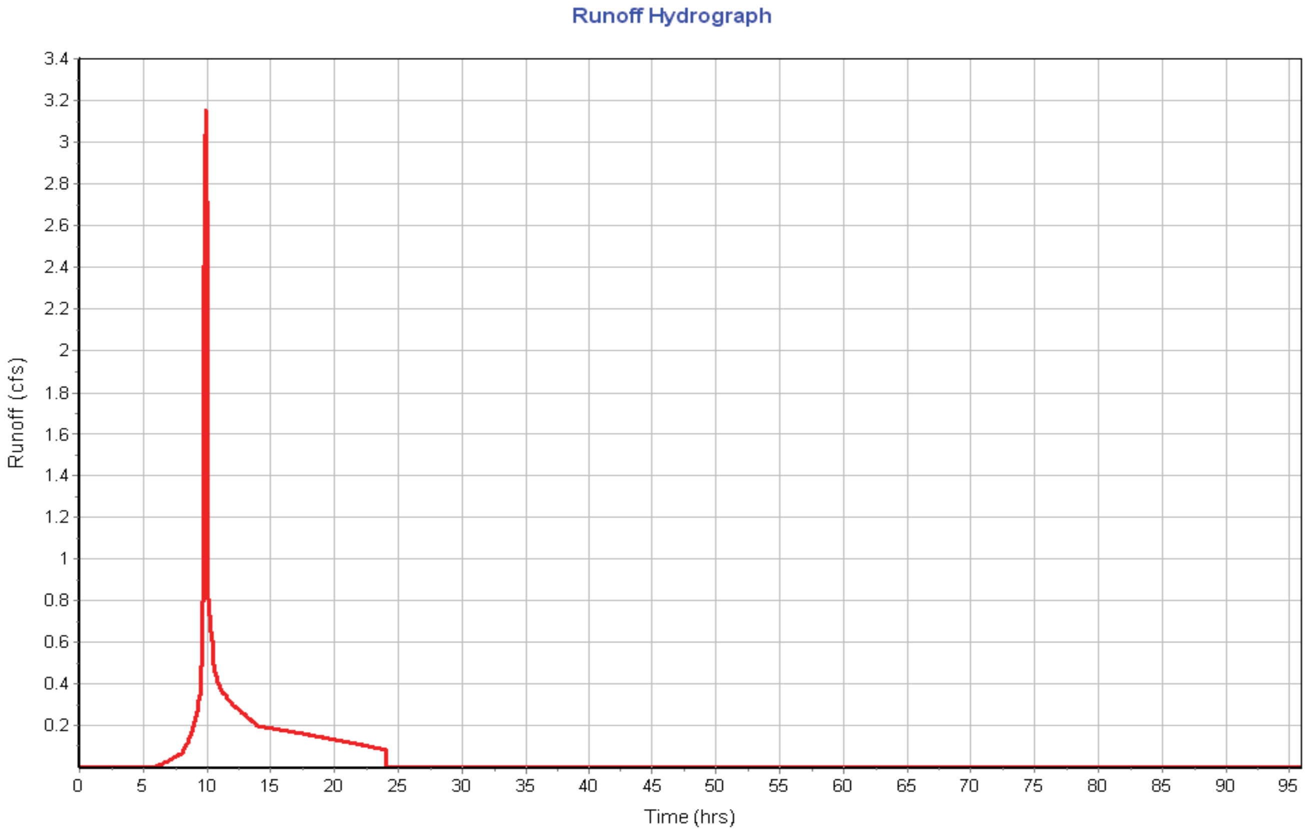
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	2.05	-	82.00
Composite Area & Weighted CN	2.05		82.00

Subbasin Runoff Results

Total Rainfall (in)	3.71
Total Runoff (in)	1.96
Peak Runoff (cfs)	3.38
Weighted Curve Number	82.00
Time of Concentration (days hh:mm:ss)	0 00:02:00

Subbasin : DMA-A





Subbasin : DMA-B

Input Data

Area (ac)	1.69
Weighted Curve Number	76.00
Rain Gage ID	Atlas14

Composite Curve Number

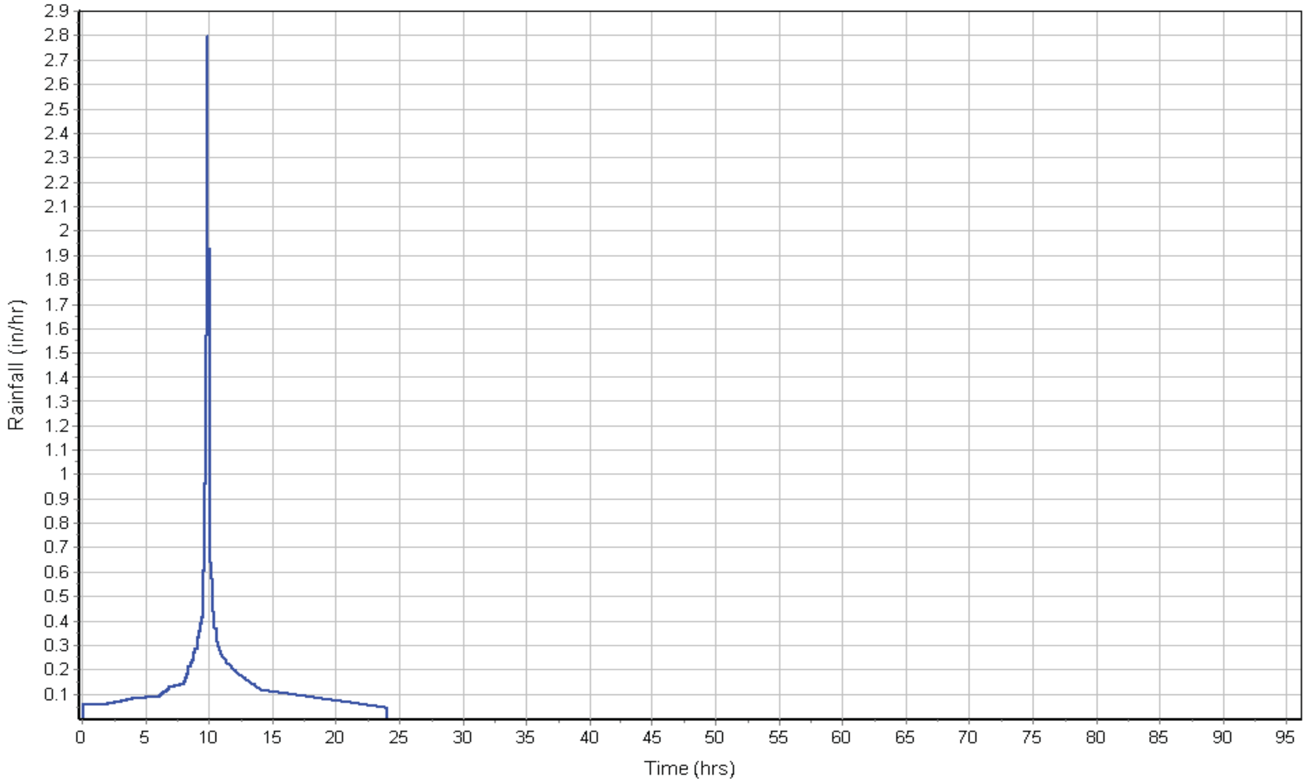
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	1.69	-	76.00
Composite Area & Weighted CN	1.69		76.00

Subbasin Runoff Results

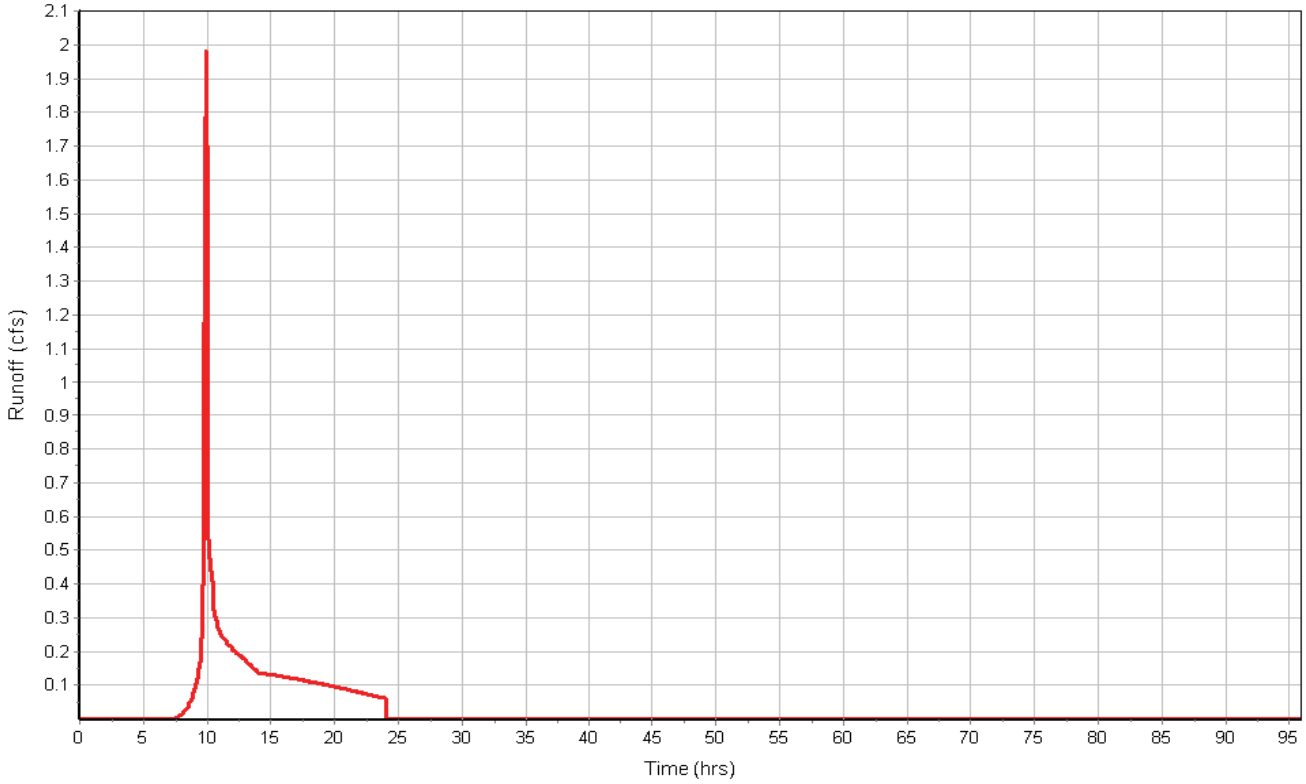
Total Rainfall (in)	3.71
Total Runoff (in)	1.52
Peak Runoff (cfs)	2.00
Weighted Curve Number	76.00
Time of Concentration (days hh:mm:ss)	0 00:03:00

Subbasin : DMA-B

Rainfall Intensity Graph



Runoff Hydrograph



Subbasin : DMA-C

Input Data

Area (ac) 1.42
Weighted Curve Number 76.00
Rain Gage ID Atlas14

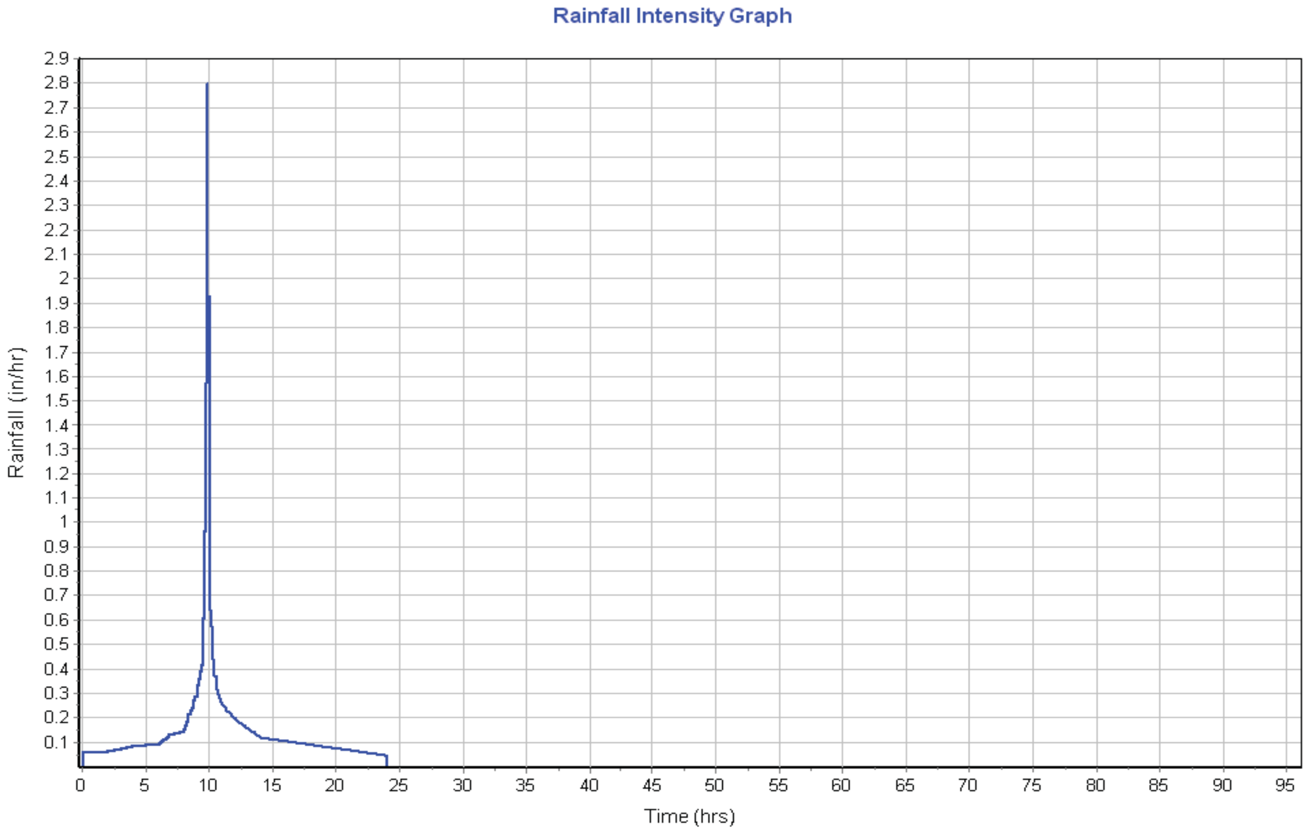
Composite Curve Number

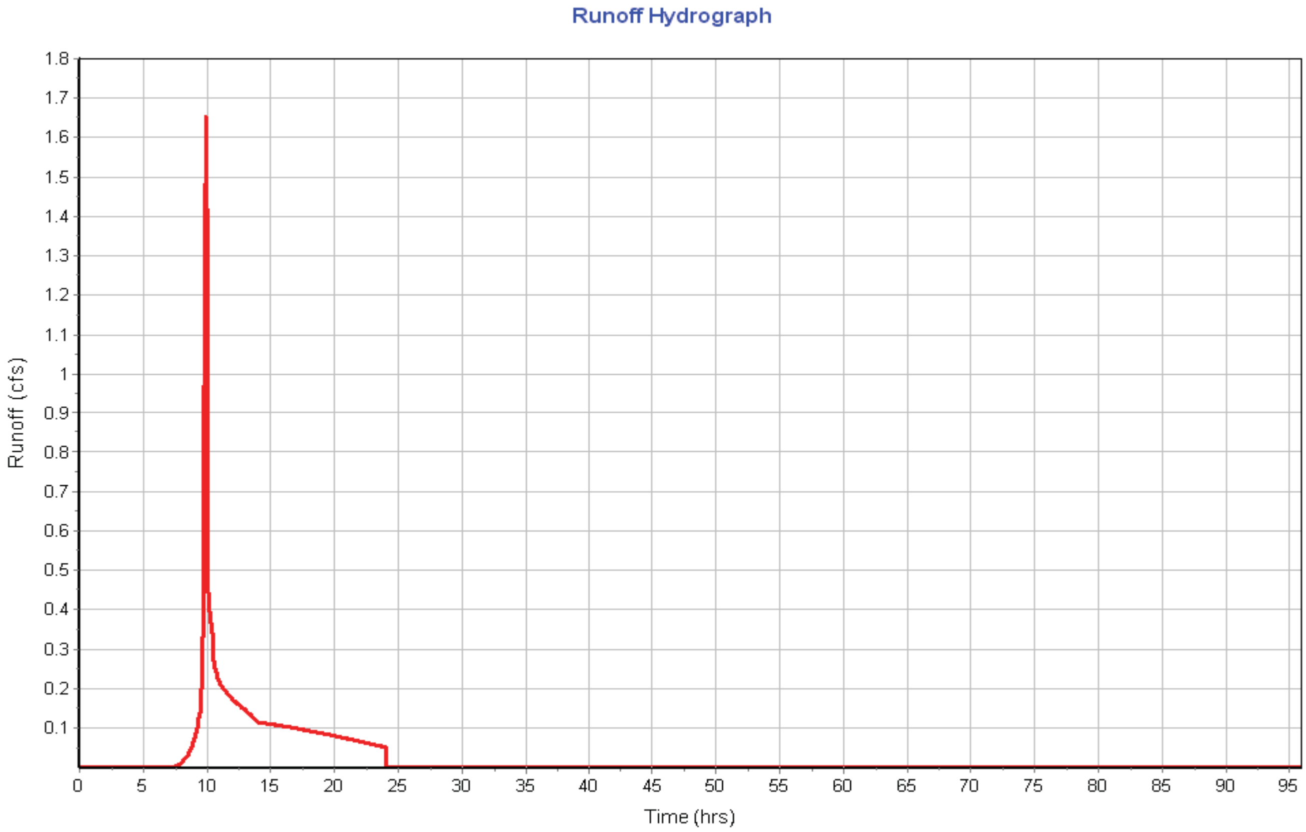
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	1.42	-	76.00
Composite Area & Weighted CN	1.42		76.00

Subbasin Runoff Results

Total Rainfall (in) 3.71
Total Runoff (in) 1.52
Peak Runoff (cfs) 1.67
Weighted Curve Number 76.00
Time of Concentration (days hh:mm:ss) 0 00:03:00

Subbasin : DMA-C





Subbasin : DMA-D

Input Data

Area (ac) 12.06
Weighted Curve Number 86.00
Rain Gage ID Atlas14

Composite Curve Number

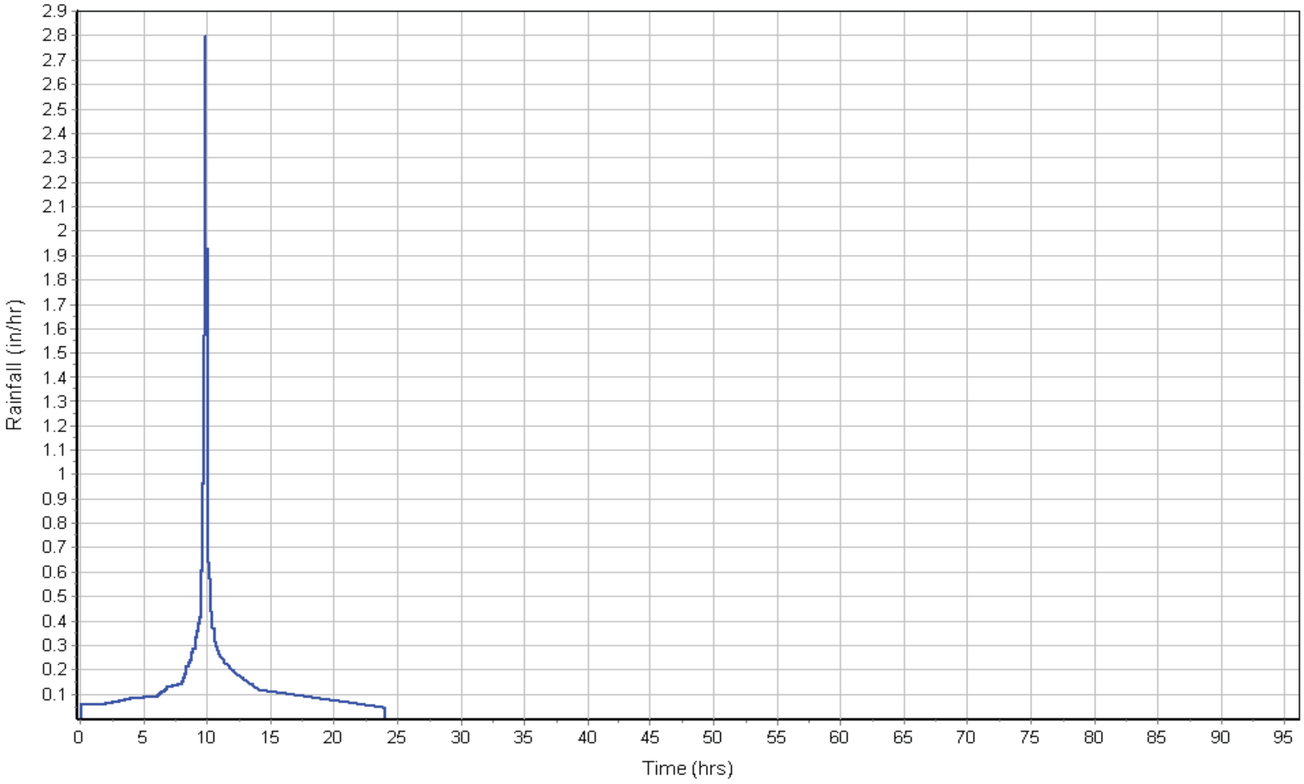
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	12.06	-	86.00
Composite Area & Weighted CN	12.06		86.00

Subbasin Runoff Results

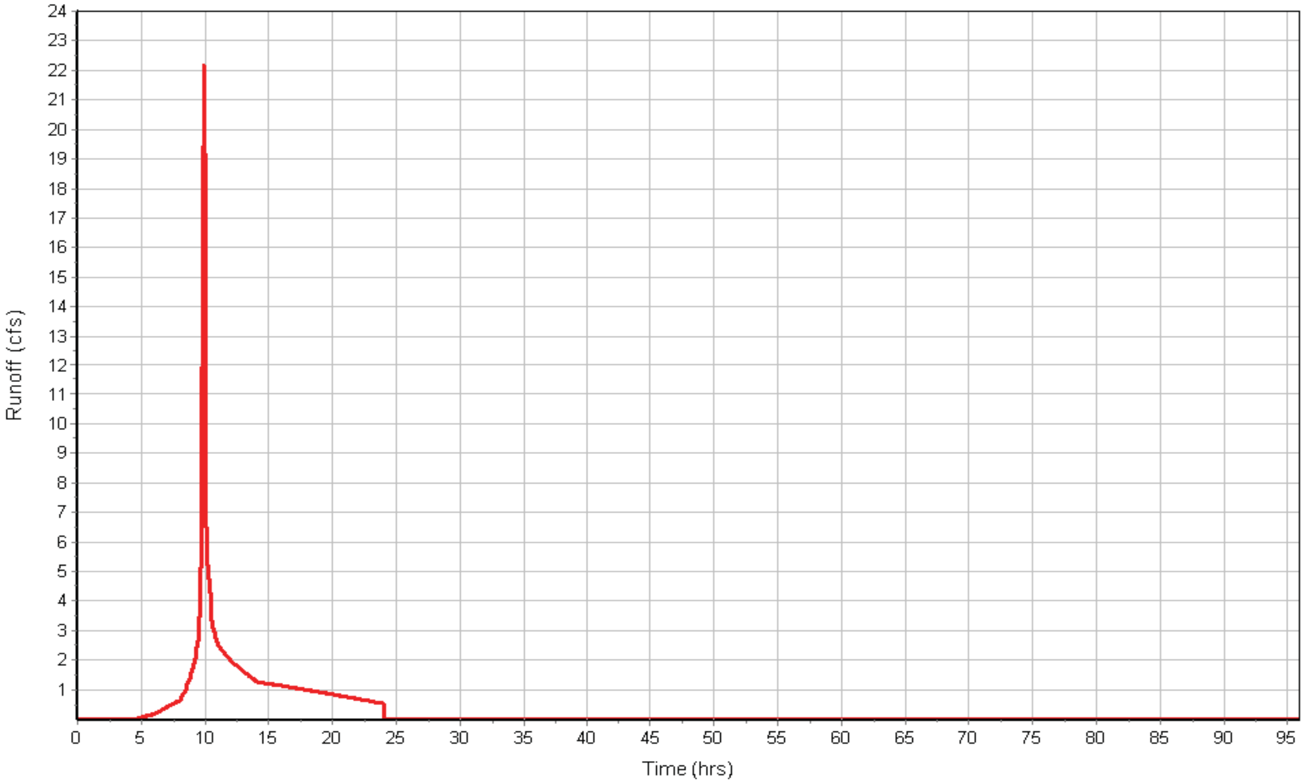
Total Rainfall (in) 3.71
Total Runoff (in) 2.29
Peak Runoff (cfs) 22.19
Weighted Curve Number 86.00
Time of Concentration (days hh:mm:ss) 0 00:05:00

Subbasin : DMA-D

Rainfall Intensity Graph



Runoff Hydrograph



Subbasin : DMA-E

Input Data

Area (ac) 0.54
Weighted Curve Number 86.00
Rain Gage ID Atlas14

Composite Curve Number

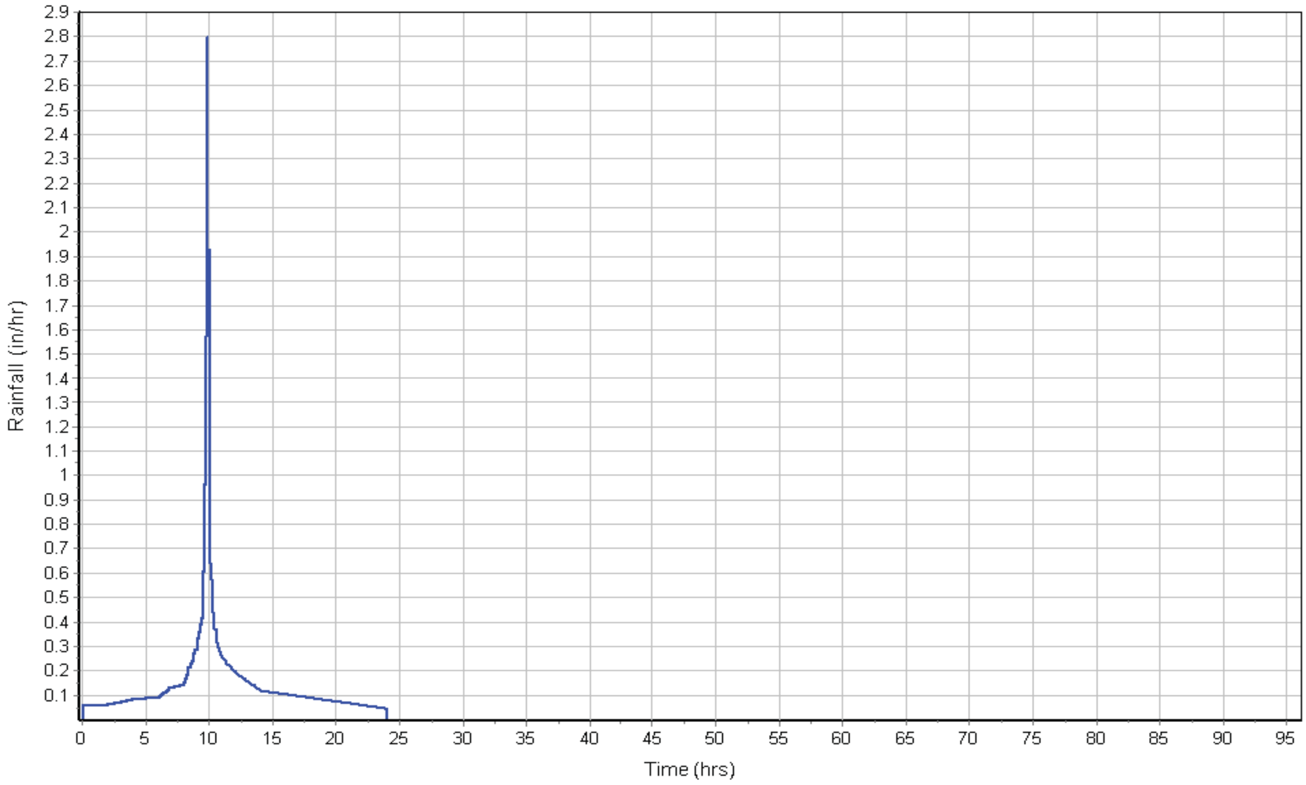
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	0.54	-	86.00
Composite Area & Weighted CN	0.54		86.00

Subbasin Runoff Results

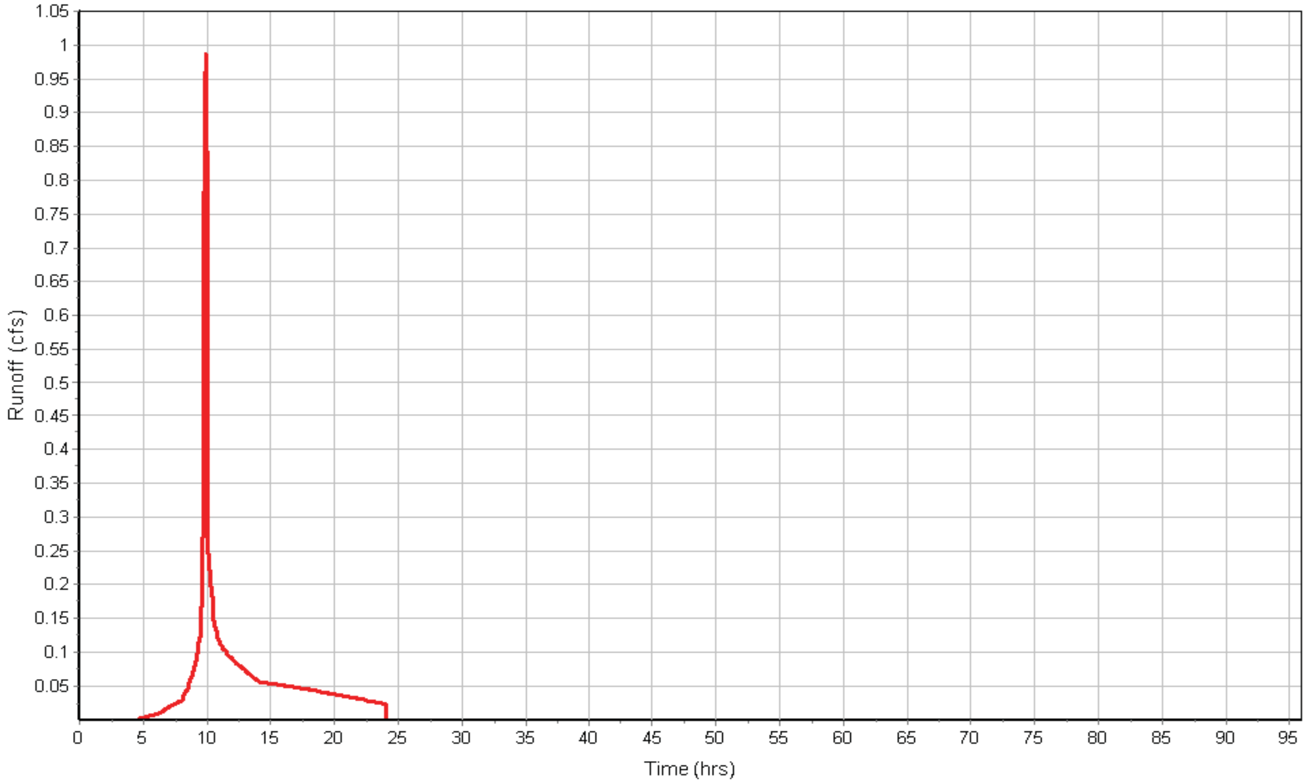
Total Rainfall (in) 3.71
Total Runoff (in) 2.29
Peak Runoff (cfs) 1.07
Weighted Curve Number 86.00
Time of Concentration (days hh:mm:ss) 0 00:02:00

Subbasin : DMA-E

Rainfall Intensity Graph



Runoff Hydrograph



Subbasin : DMA-HTL4

Input Data

Area (ac) 2.58
Weighted Curve Number 85.00
Rain Gage ID Atlas14

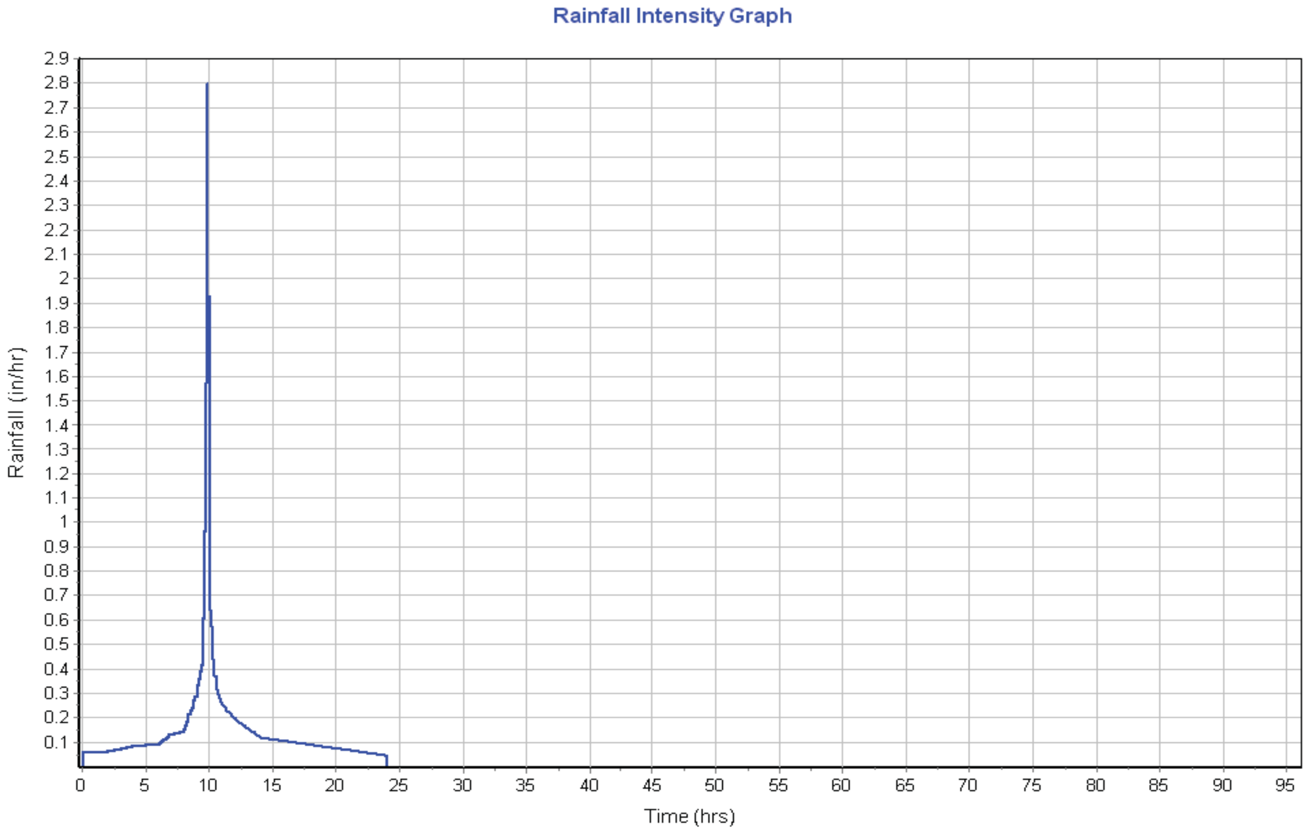
Composite Curve Number

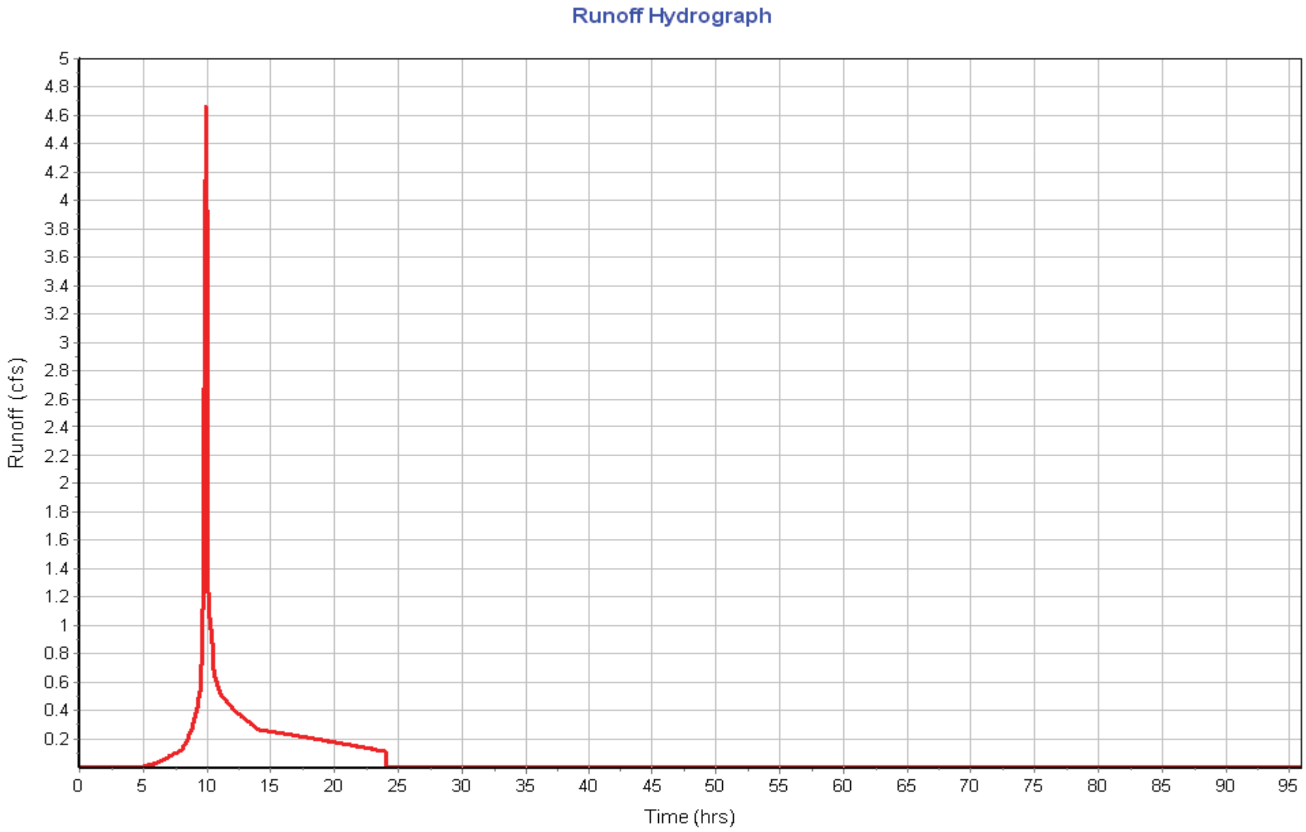
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	2.05	-	85.00
Composite Area & Weighted CN	2.05		85.00

Subbasin Runoff Results

Total Rainfall (in) 3.71
Total Runoff (in) 2.20
Peak Runoff (cfs) 4.67
Weighted Curve Number 85.00
Time of Concentration (days hh:mm:ss) 0 00:04:00

Subbasin : DMA-HTL4





Subbasin : PRE-DMA-A

Input Data

Area (ac) 2.05
Weighted Curve Number 74.00
Rain Gage ID Atlas14

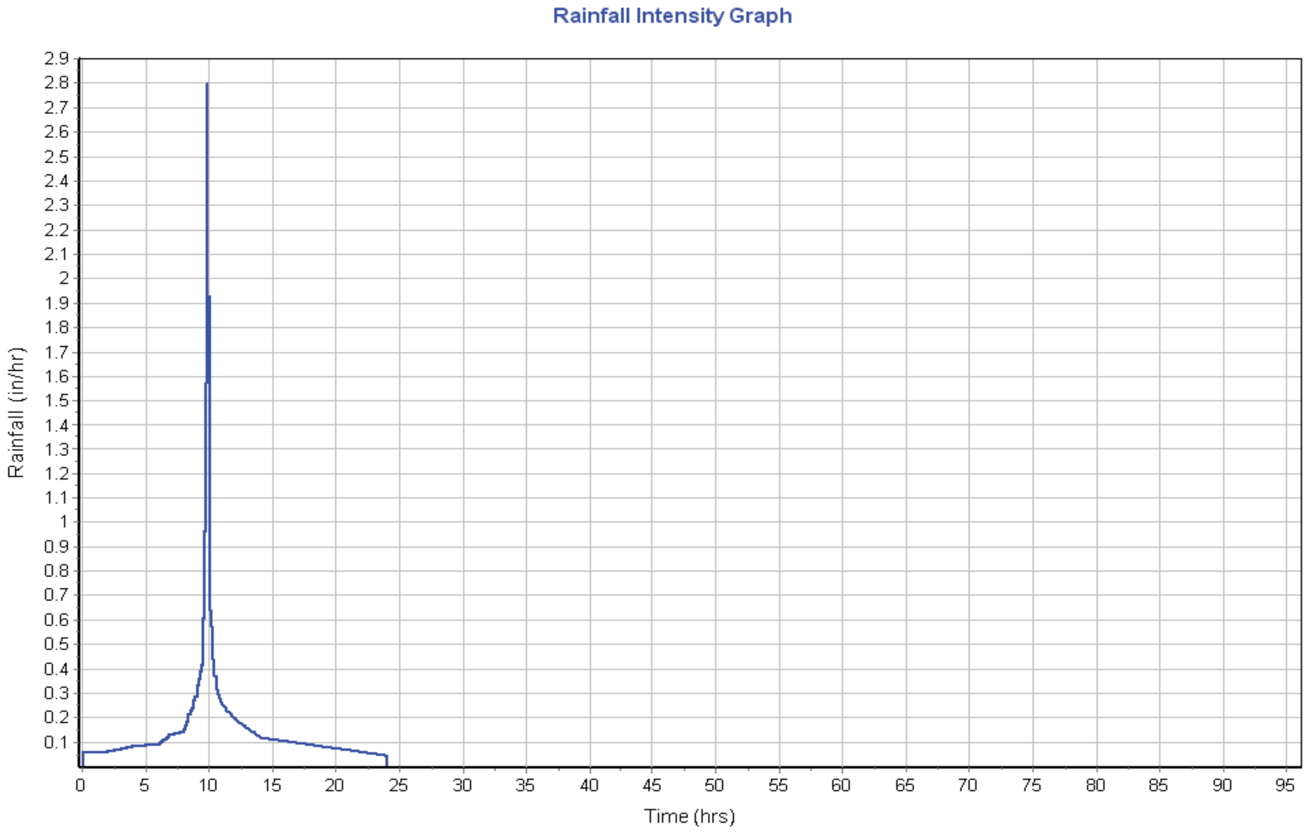
Composite Curve Number

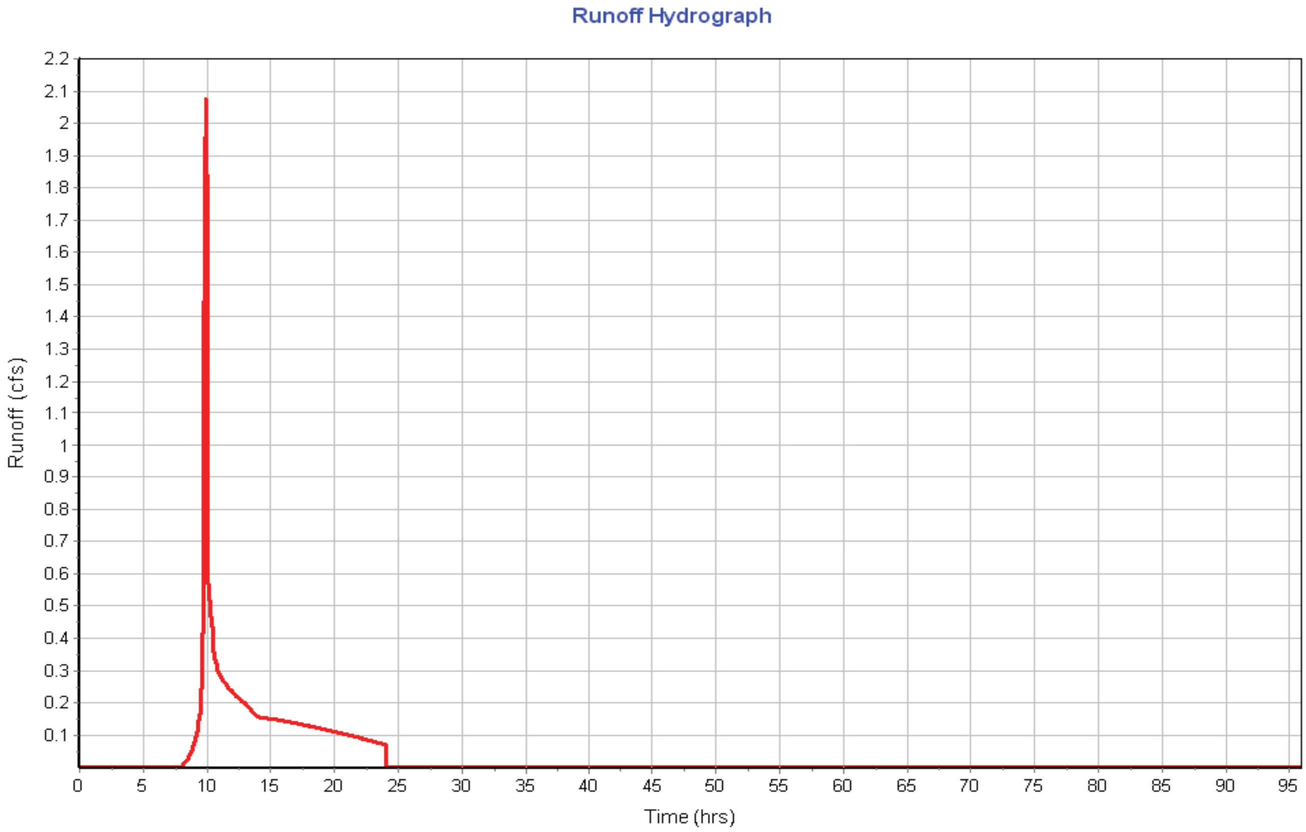
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	2.05	-	74.00
Composite Area & Weighted CN	2.05		74.00

Subbasin Runoff Results

Total Rainfall (in) 3.71
Total Runoff (in) 1.39
Peak Runoff (cfs) 2.20
Weighted Curve Number 74.00
Time of Concentration (days hh:mm:ss) 0 00:02:00

Subbasin : PRE-DMA-A





Subbasin : PRE-DMA-B

Input Data

Area (ac) 1.69
Weighted Curve Number 74.00
Rain Gage ID Atlas14

Composite Curve Number

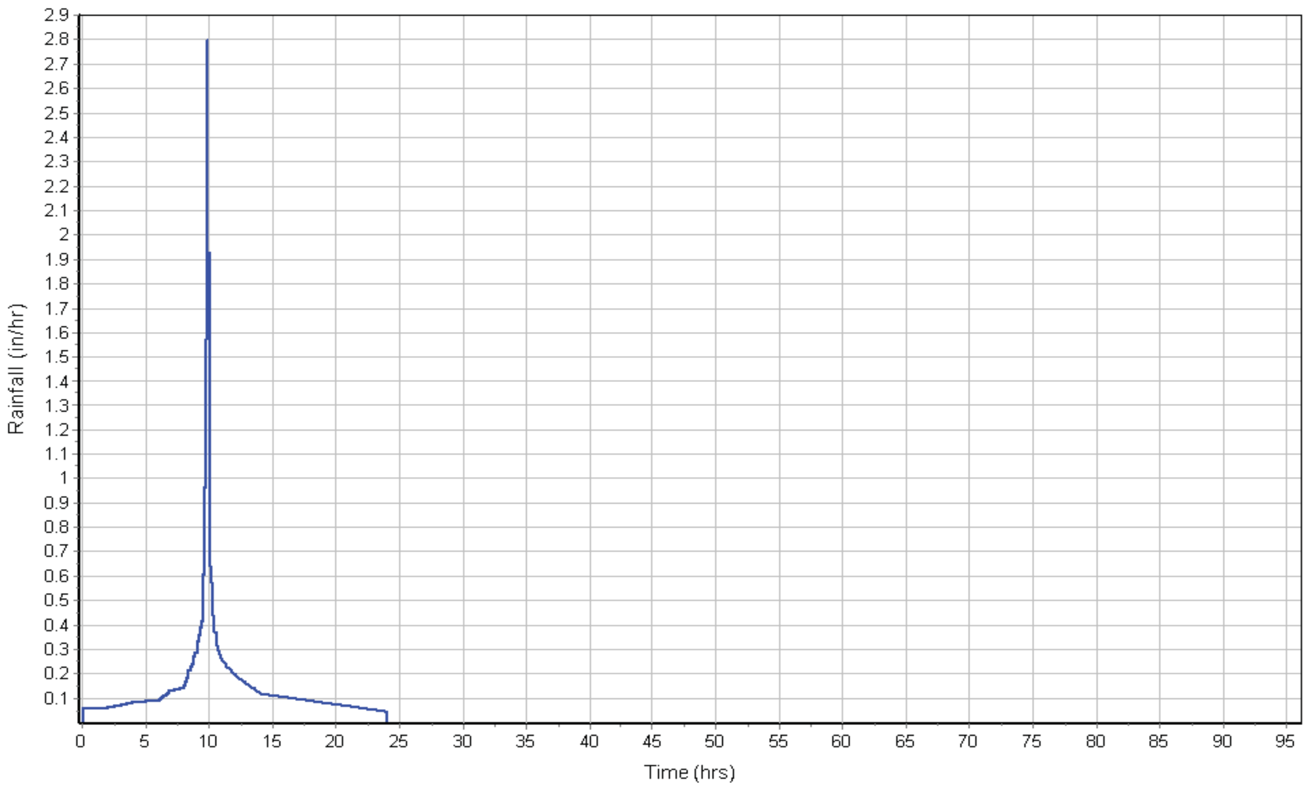
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	8.21	-	74.00
Composite Area & Weighted CN	8.21		74.00

Subbasin Runoff Results

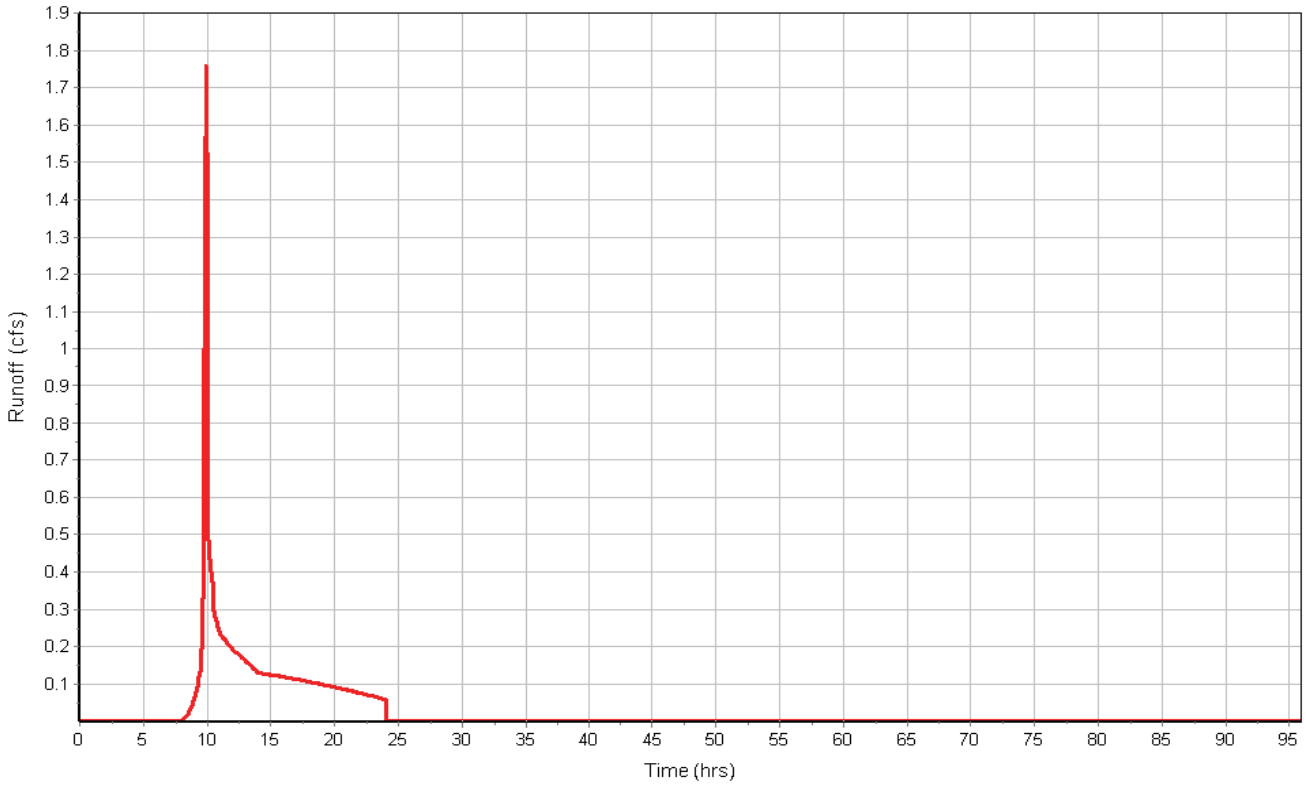
Total Rainfall (in) 3.71
Total Runoff (in) 1.39
Peak Runoff (cfs) 1.77
Weighted Curve Number 74.00
Time of Concentration (days hh:mm:ss) 0 00:03:00

Subbasin : PRE-DMA-B

Rainfall Intensity Graph



Runoff Hydrograph



Subbasin : PRE-DMA-C

Input Data

Area (ac) 1.42
Weighted Curve Number 74.00
Rain Gage ID Atlas14

Composite Curve Number

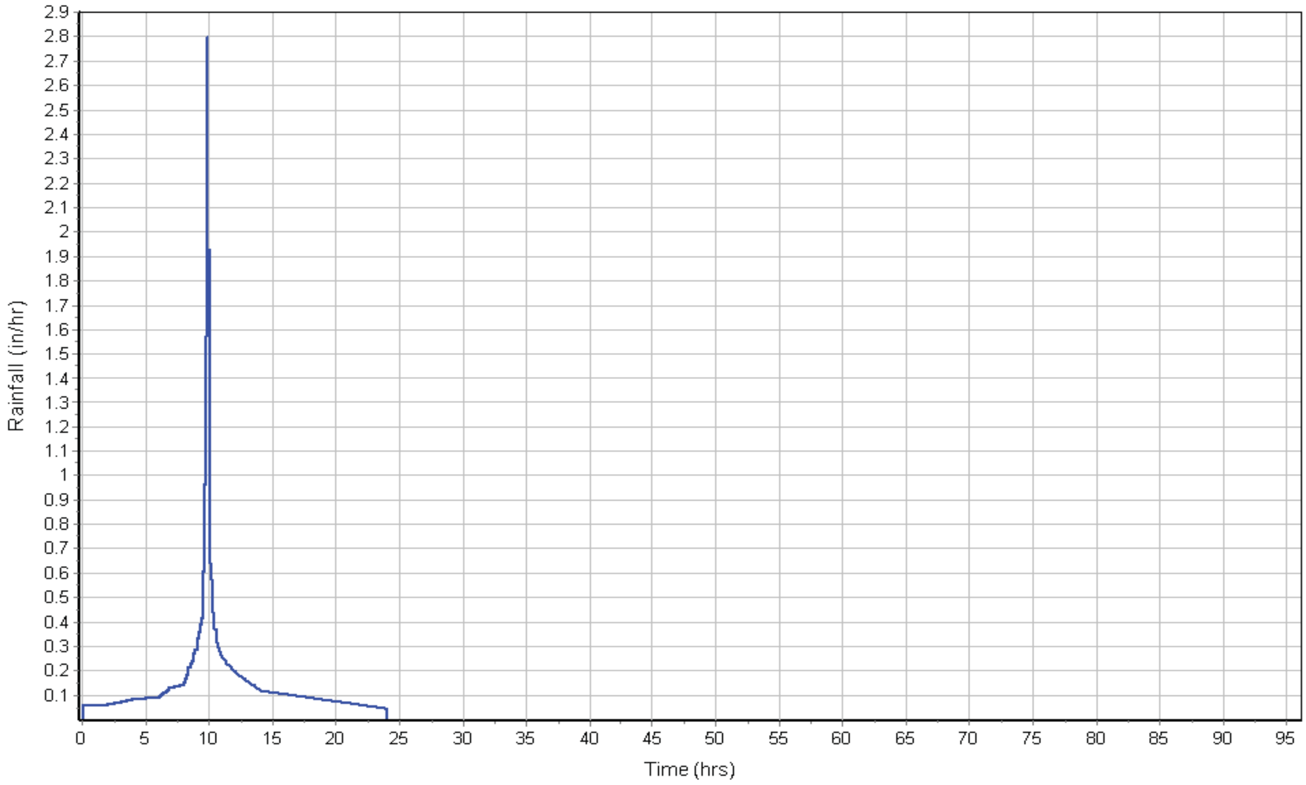
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	1.42	-	74.00
Composite Area & Weighted CN	1.42		74.00

Subbasin Runoff Results

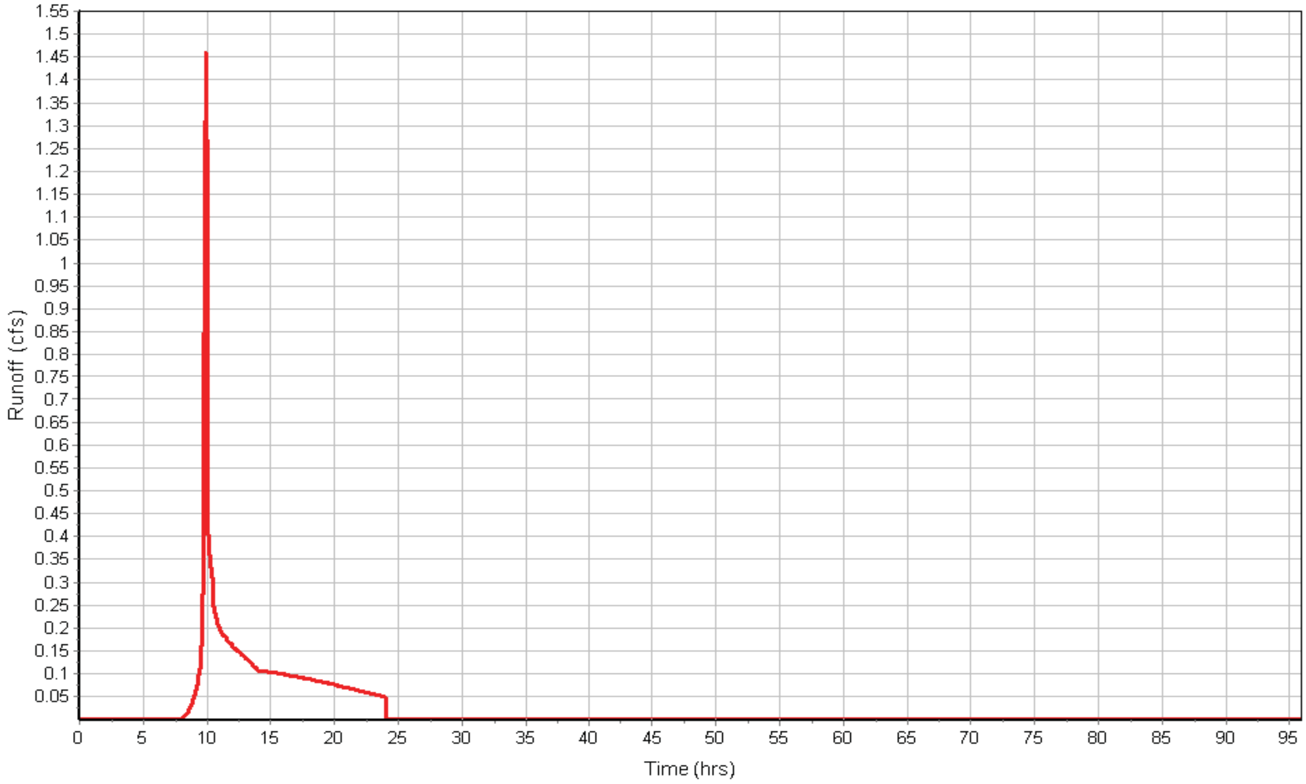
Total Rainfall (in) 3.71
Total Runoff (in) 1.39
Peak Runoff (cfs) 1.48
Weighted Curve Number 74.00
Time of Concentration (days hh:mm:ss) 0 00:03:00

Subbasin : PRE-DMA-C

Rainfall Intensity Graph



Runoff Hydrograph



Subbasin : PRE-DMA-D

Input Data

Area (ac) 12.06
Weighted Curve Number 74.00
Rain Gage ID Atlas14

Composite Curve Number

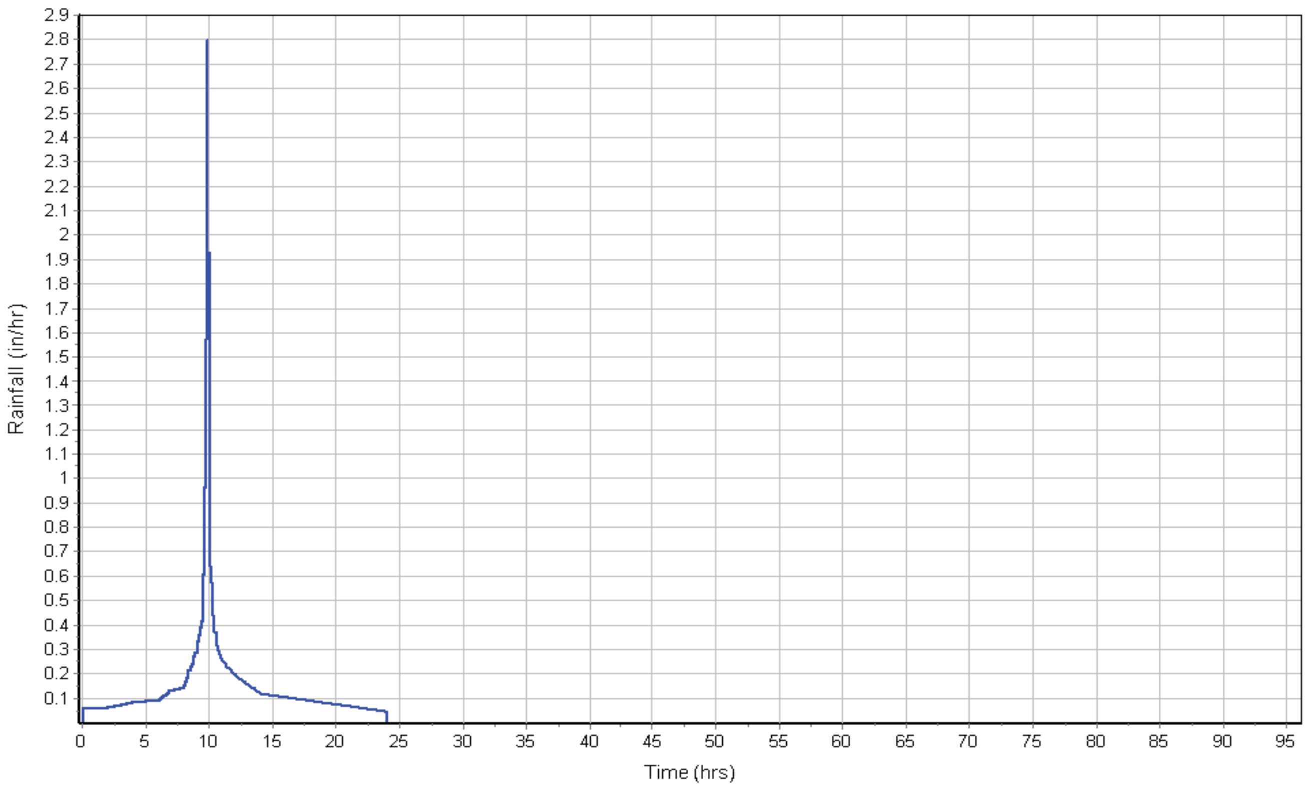
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	12.06	-	74.00
Composite Area & Weighted CN	12.06		74.00

Subbasin Runoff Results

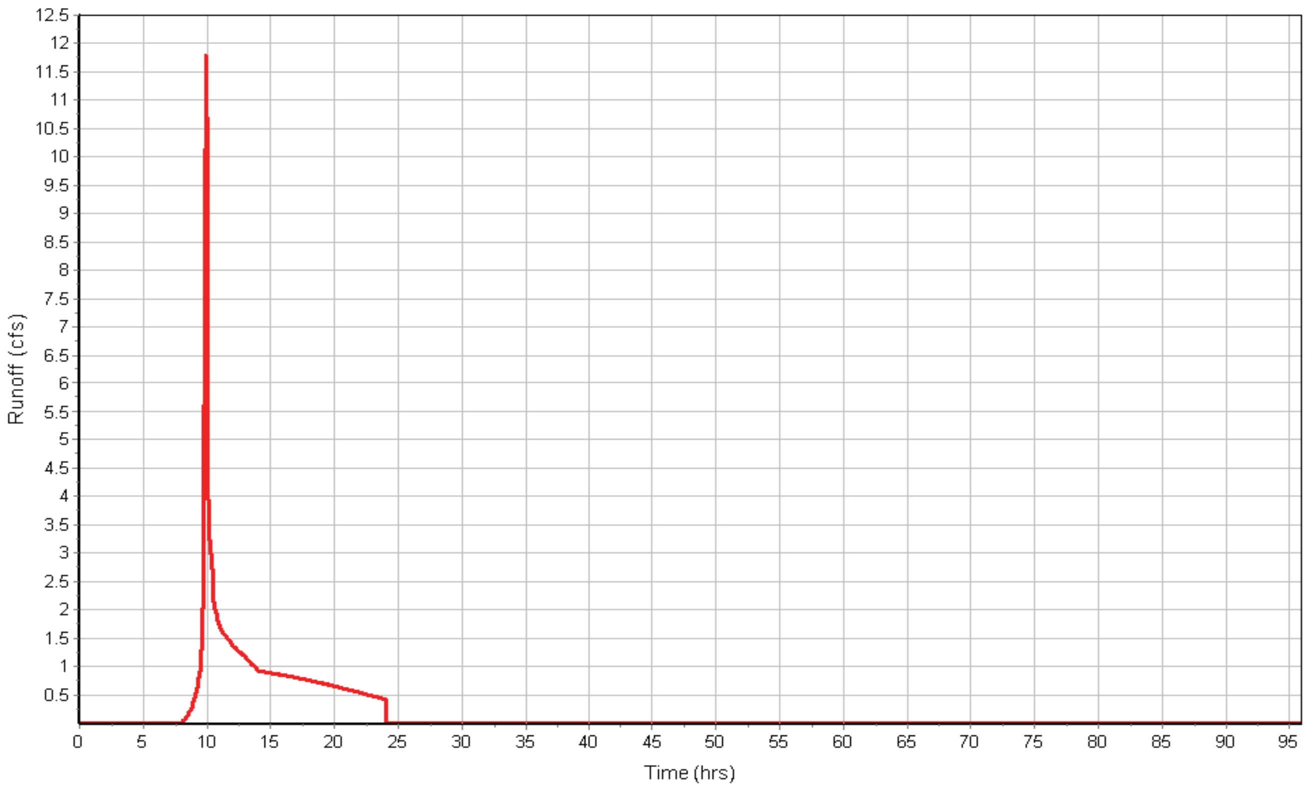
Total Rainfall (in) 3.71
Total Runoff (in) 1.39
Peak Runoff (cfs) 11.86
Weighted Curve Number 74.00
Time of Concentration (days hh:mm:ss) 0 00:05:00

Subbasin : PRE-DMA-D

Rainfall Intensity Graph



Runoff Hydrograph



Subbasin : PRE-DMA-E

Input Data

Area (ac) 0.54
Weighted Curve Number 74.00
Rain Gage ID Atlas14

Composite Curve Number

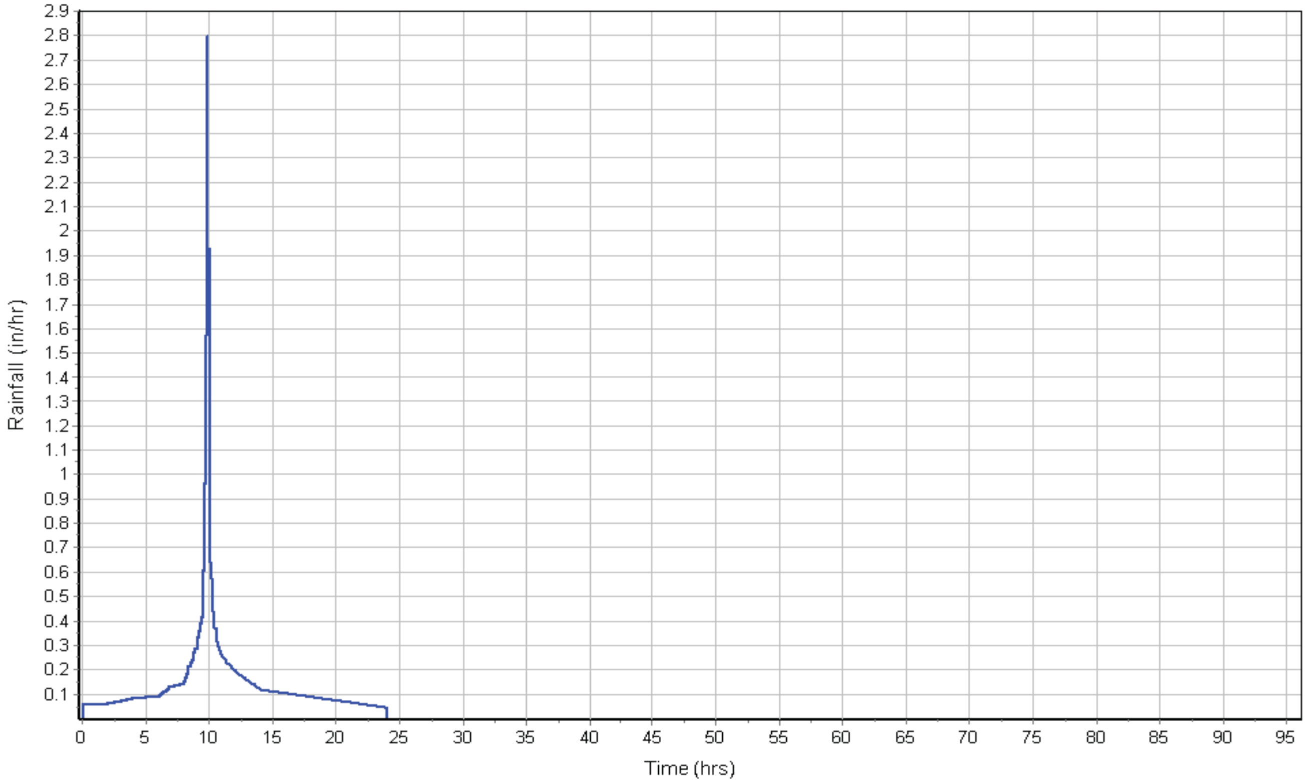
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	0.54	-	74.00
Composite Area & Weighted CN	0.54		74.00

Subbasin Runoff Results

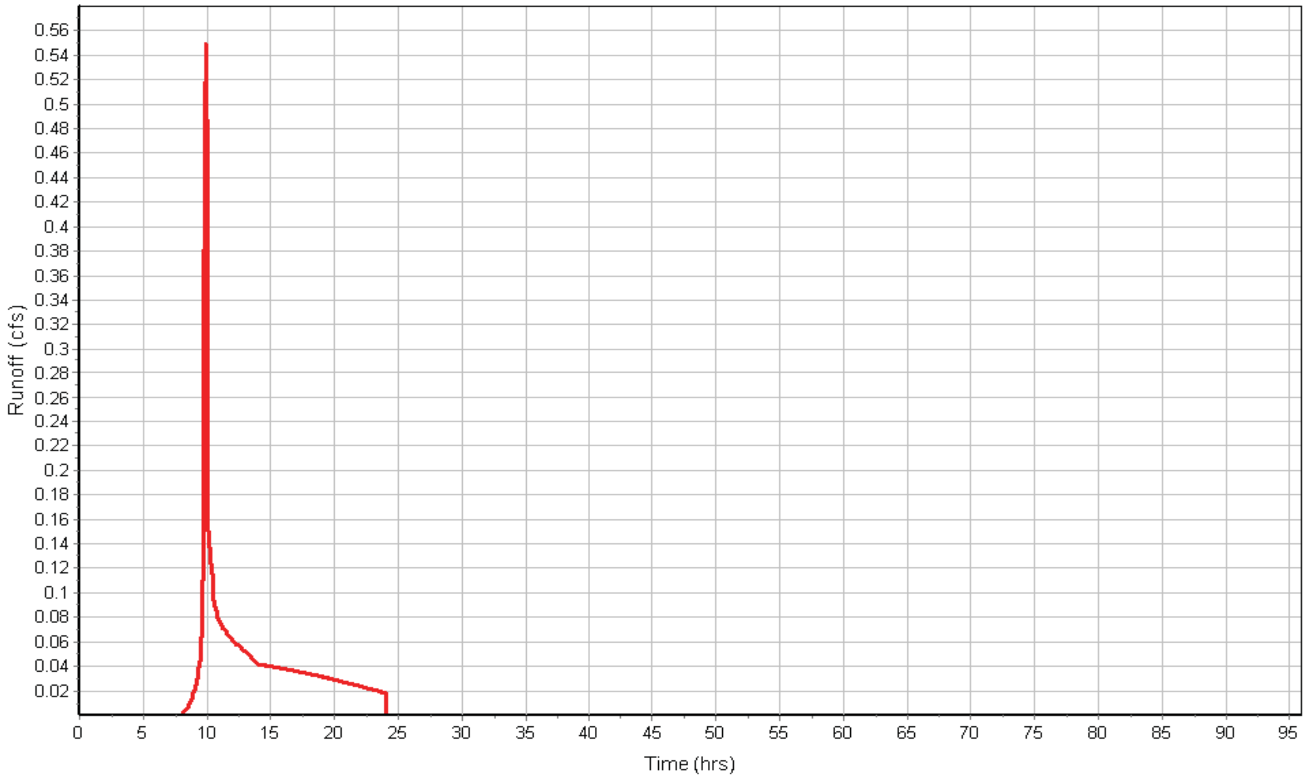
Total Rainfall (in) 3.71
Total Runoff (in) 1.39
Peak Runoff (cfs) 0.58
Weighted Curve Number 74.00
Time of Concentration (days hh:mm:ss) 0 00:02:00

Subbasin : PRE-DMA-E

Rainfall Intensity Graph



Runoff Hydrograph



Subbasin : PRE-DMA-HTL4

Input Data

Area (ac)	2.58
Weighted Curve Number	74.00
Rain Gage ID	Atlas14

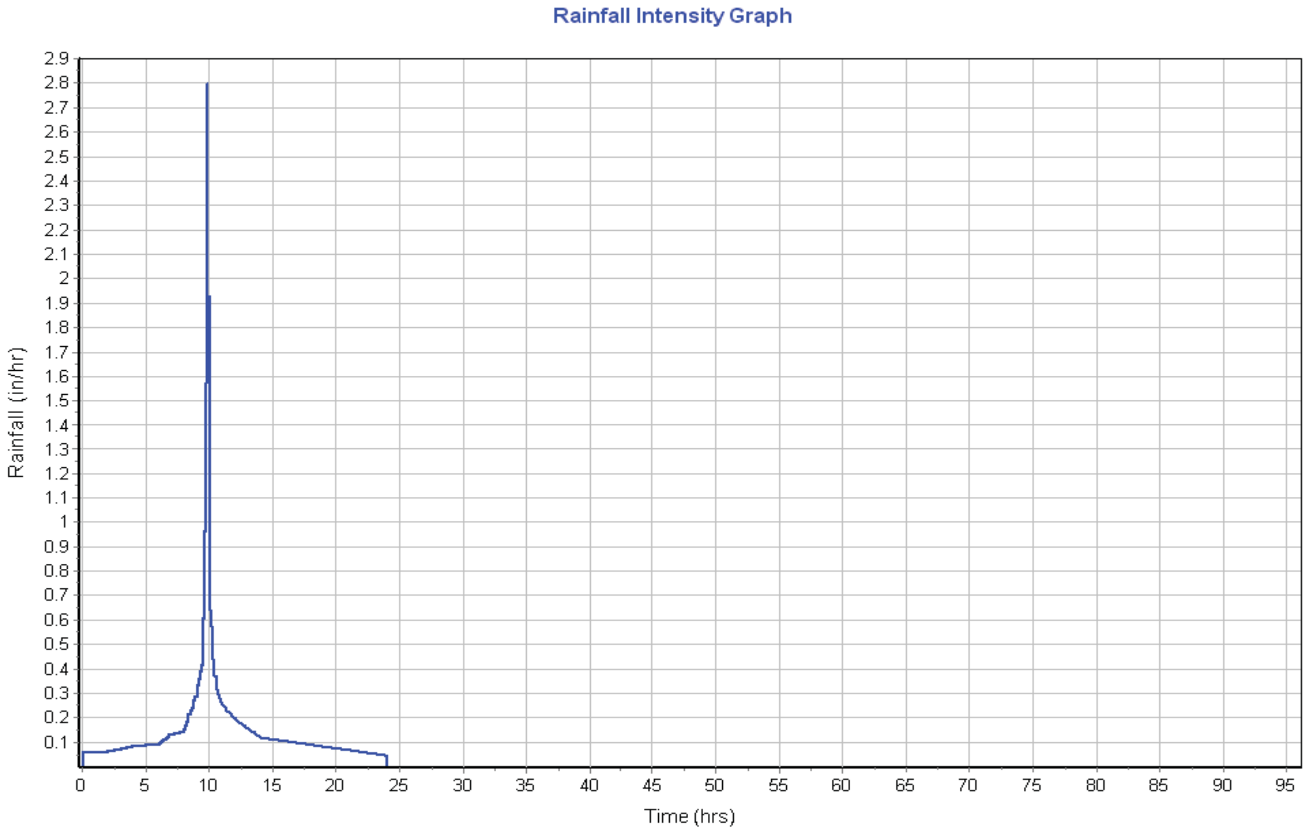
Composite Curve Number

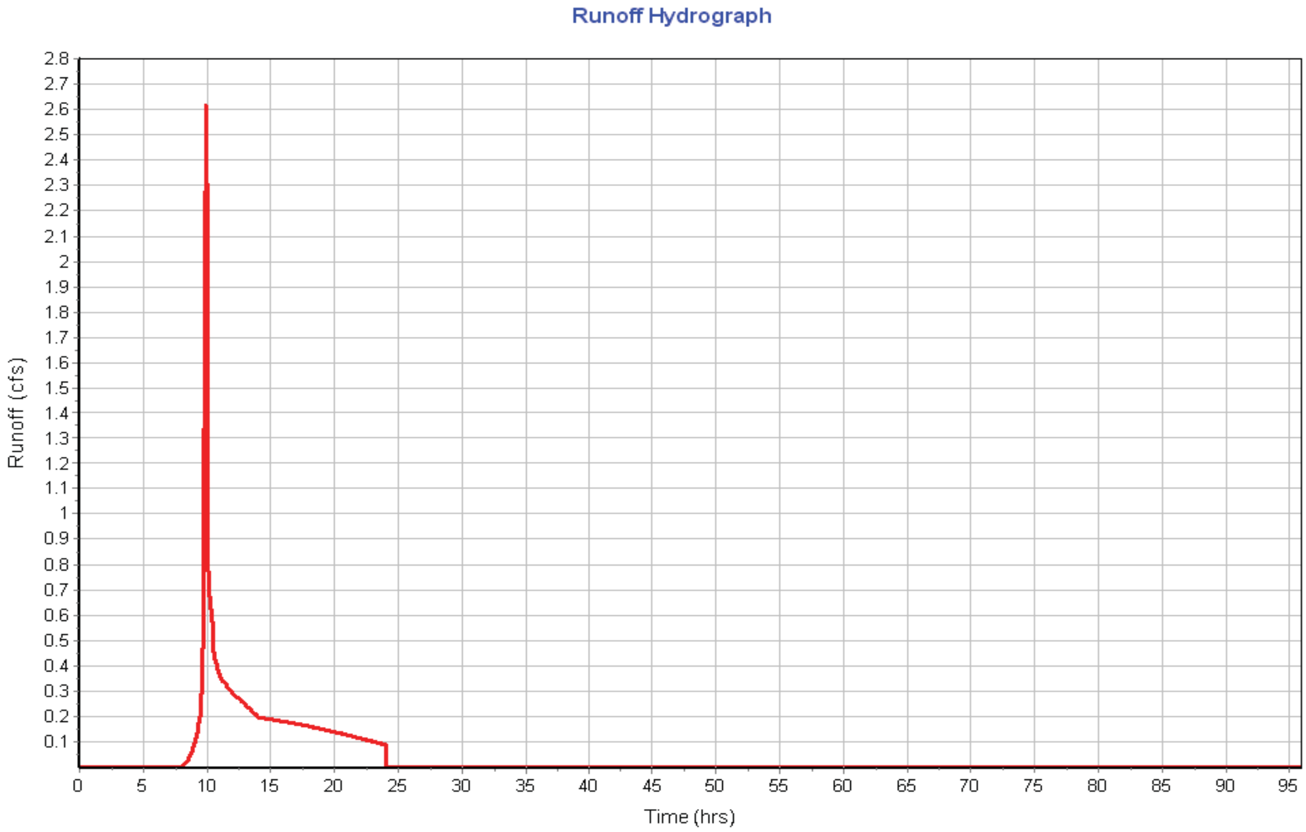
Soil/Surface Description	Area (acres)	Soil Group	Curve Number
-	2.05	-	74.00
Composite Area & Weighted CN	2.05		74.00

Subbasin Runoff Results

Total Rainfall (in)	3.71
Total Runoff (in)	1.39
Peak Runoff (cfs)	2.62
Weighted Curve Number	74.00
Time of Concentration (days hh:mm:ss)	0 00:04:00

Subbasin : PRE-DMA-HTL4





Junction Input

SN	Element ID	Invert Elevation (ft)	Ground/Rim (Max) Elevation (ft)	Ground/Rim (Max) Offset (ft)	Initial Water Elevation (ft)	Initial Water Depth (ft)	Surcharge Elevation (ft)	Surcharge Depth (ft)	Ponded Area (ft²)	Minimum Pipe Cover (in)
1	Jun-A	825.00	6.00	-819.00	0.00	-825.00	0.00	-6.00	0.00	0.00
2	Jun-B	825.00	6.00	-819.00	0.00	-825.00	0.00	-6.00	0.00	0.00
3	Jun-C	825.00	6.00	-819.00	0.00	-825.00	0.00	-6.00	0.00	0.00
4	Jun-D	825.00	6.00	-819.00	0.00	-825.00	0.00	-6.00	0.00	0.00
5	Jun-E	825.00	6.00	-819.00	0.00	-825.00	0.00	-6.00	0.00	0.00
6	Jun-HTL4	740.00	6.00	-734.00	0.00	-740.00	0.00	-6.00	0.00	0.00
7	PRE-Jun-A	825.00	6.00	-819.00	0.00	-825.00	0.00	-6.00	0.00	0.00
8	PRE-Jun-B	825.00	6.00	-819.00	0.00	-825.00	0.00	-6.00	0.00	0.00
9	PRE-Jun-C	825.00	6.00	-819.00	0.00	-825.00	0.00	-6.00	0.00	0.00
10	PRE-Jun-D	824.00	6.00	-818.00	0.00	-824.00	0.00	-6.00	0.00	0.00
11	PRE-Jun-E	825.00	6.00	-819.00	0.00	-825.00	0.00	-6.00	0.00	0.00
12	PRE-Jun-HTL4	740.00	6.00	-734.00	0.00	-740.00	0.00	-6.00	0.00	0.00

Junction Results

SN	Element ID	Peak Inflow (cfs)	Peak Lateral Inflow (cfs)	Max HGL Elevation Attained (ft)	Max HGL Depth Attained (ft)	Max Surcharge Depth Attained (ft)	Min Freeboard Attained (ft)	Average HGL Elevation Attained (ft)	Average HGL Depth Attained (ft)	Time of Max HGL Occurrence (days hh:mm)	Time of Peak Flooding Occurrence (days hh:mm)	Total Flooded Volume (ac-in)	Total Time Flooded (min)
1	Jun-A	3.15	3.15	825.00	0.00	0.00	0.00	825.00	0.00	0 00:00	0 00:00	0.00	0.00
2	Jun-B	1.98	1.98	825.00	0.00	0.00	0.00	825.00	0.00	0 00:00	0 00:00	0.00	0.00
3	Jun-C	1.65	1.65	825.00	0.00	0.00	0.00	825.00	0.00	0 00:00	0 00:00	0.00	0.00
4	Jun-D	22.16	22.16	825.00	0.00	0.00	0.00	825.00	0.00	0 00:00	0 00:00	0.00	0.00
5	Jun-E	0.99	0.99	825.00	0.00	0.00	0.00	825.00	0.00	0 00:00	0 00:00	0.00	0.00
6	Jun-HTL4	4.66	4.66	740.00	0.00	0.00	0.00	740.00	0.00	0 00:00	0 00:00	0.00	0.00
7	PRE-Jun-A	2.07	2.07	825.00	0.00	0.00	0.00	825.00	0.00	0 00:00	0 00:00	0.00	0.00
8	PRE-Jun-B	1.76	1.76	825.00	0.00	0.00	0.00	825.00	0.00	0 00:00	0 00:00	0.00	0.00
9	PRE-Jun-C	1.46	1.46	825.00	0.00	0.00	0.00	825.00	0.00	0 00:00	0 00:00	0.00	0.00
10	PRE-Jun-D	14.99	11.78	824.47	0.47	0.00	3.53	824.02	0.02	0 10:00	0 00:00	0.00	0.00
11	PRE-Jun-E	0.55	0.55	825.00	0.00	0.00	0.00	825.00	0.00	0 00:00	0 00:00	0.00	0.00
12	PRE-Jun-HTL4	2.62	2.62	740.00	0.00	0.00	0.00	740.00	0.00	0 00:00	0 00:00	0.00	0.00

Pipe Input

SN	Element ID	Length (ft)	Inlet Invert Elevation (ft)	Inlet Invert Offset (ft)	Outlet Invert Elevation (ft)	Outlet Invert Offset (ft)	Total Drop (ft)	Average Slope (%)	Pipe Shape	Pipe Diameter or Height (in)	Pipe Width (in)	Manning's Roughness	Entrance Losses	Exit/Bend Losses	Additional Losses	Initial Flow (cfs)	Flap Gate	No. of Barrels
1	Link-04	401.88	0.00	-825.00	0.00	-816.00	0.00	0.0000	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1
2	Link-06	298.72	0.00	-825.00	0.00	-812.00	0.00	0.0000	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1
3	Link-07	310.99	0.00	-825.00	0.00	-747.00	0.00	0.0000	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1
4	Link-08	459.83	0.00	-825.00	0.00	-747.00	0.00	0.0000	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1
5	Link-11	336.43	0.00	-825.00	0.00	-730.00	0.00	0.0000	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1
6	Link-13	373.88	0.00	-825.00	0.00	-812.00	0.00	0.0000	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1
7	Link-14	280.34	0.00	-825.00	0.00	-812.00	0.00	0.0000	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1
8	Link-15	1091.91	0.00	-825.00	0.00	-824.00	0.00	0.0000	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1
9	Link-16	1171.10	0.00	-825.00	0.00	-824.00	0.00	0.0000	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1
10	Link-17	82.70	824.00	0.00	812.00	0.00	12.00	14.5100	CIRCULAR	48.000	48.000	0.0100	0.5000	0.5000	0.0000	0.00	No	1
11	Link-20	920.62	740.00	0.00	726.00	0.00	14.00	1.5200	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1
12	Link-HTL4	504.67	740.00	0.00	730.00	0.00	10.00	1.9800	Dummy	0.000	0.000	0.0150	0.5000	0.5000	0.0000	0.00	No	1

Pipe Results

SN	Element ID	Peak Flow (cfs)	Time of Peak Flow Occurrence (days hh:mm)	Design Flow Capacity (cfs)	Peak Flow/ Design Flow Ratio	Peak Flow Velocity (ft/sec)	Travel Time (min)	Peak Flow Depth (ft)	Peak Flow Depth/ Total Depth Ratio	Total Time Surcharged (min)	Froude Number	Reported Condition
1	Link-04	3.15	0 09:59	0.00	0.00	0.00		0.00	0.00	0.00		
2	Link-06	0.99	0 09:59	0.00	0.00	0.00		0.00	0.00	0.00		
3	Link-07	1.98	0 10:00	0.00	0.00	0.00		0.00	0.00	0.00		
4	Link-08	1.65	0 10:00	0.00	0.00	0.00		0.00	0.00	0.00		
5	Link-11	22.16	0 10:00	0.00	0.00	0.00		0.00	0.00	0.00		
6	Link-13	2.07	0 10:00	0.00	0.00	0.00		0.00	0.00	0.00		
7	Link-14	0.55	0 10:00	0.00	0.00	0.00		0.00	0.00	0.00		
8	Link-15	1.46	0 10:00	0.00	0.00	0.00		0.00	0.00	0.00		
9	Link-16	1.76	0 10:00	0.00	0.00	0.00		0.00	0.00	0.00		
10	Link-17	15.00	0 10:00	711.32	0.02	19.61	0.07	0.44	0.11	0.00		Calculated
11	Link-20	2.62	0 10:00	0.00	0.02	0.00		0.44	0.11	0.00		Calculated
12	Link-HTL4	4.66	0 10:00	0.00	0.02	0.00		0.44	0.11	0.00		Calculated

Storage Nodes

Storage Node : Stor-A

Input Data

Invert Elevation (ft) 816.00
Max (Rim) Elevation (ft) 820.50
Max (Rim) Offset (ft) 4.50
Initial Water Elevation (ft) 0.00
Initial Water Depth (ft) .... -816.00
Ponded Area (ft²) 0.00
Evaporation Loss 0.00

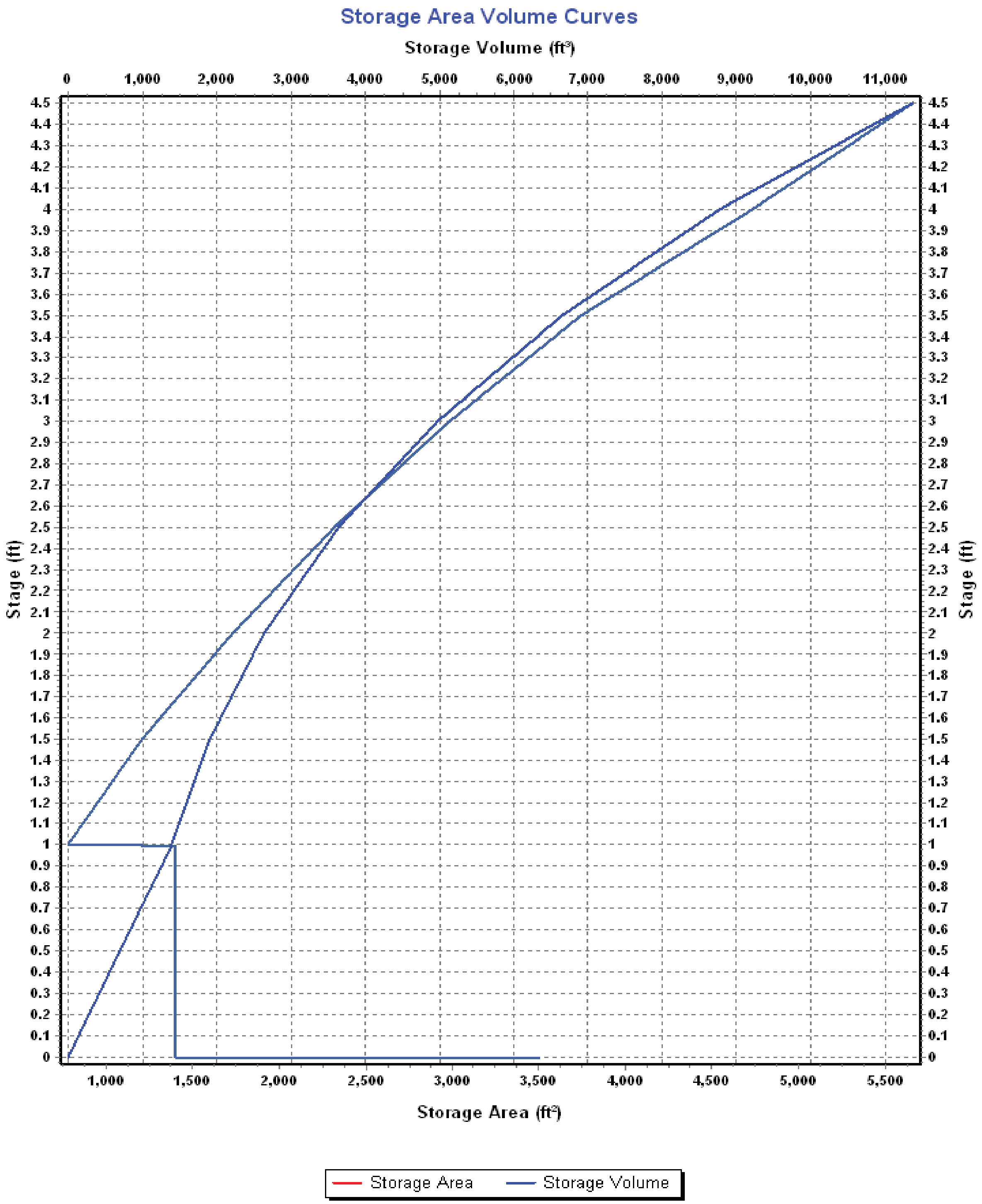
Infiltration/Exfiltration

Exfiltration Rate (in/hr) 0.5000

Storage Area Volume Curves

Storage Curve : Storage-A

Stage (ft)	Storage Area (ft²)	Storage Volume (ft³)
0.000	3500	0.000
0.001	1400	2.45
0.500	1400	701.05
0.999	1400	1399.65
1.000	783	1400.74
1.500	1208	1898.49
2.000	1729	2632.74
2.500	2321	3645.24
3.000	2988	4972.49
3.500	3740	6654.49
4.000	4735	8773.24
4.500	5658	11371.49


Storage Area Volume Curves
Storage Volume (ft³)
0
1,000
2,000
3,000
4,000
5,000
6,000
7,000
8,000
9,000
10,000
11,000
Stage (ft)
4.5
4.4
4.3
4.2
4.1
4
3.9
3.8
3.7
3.6
3.5
3.4
3.3
3.2
3.1
3
2.9
2.8
2.7
2.6
2.5
2.4
2.3
2.2
2.1
2
1.9
1.8
1.7
1.6
1.5
1.4
1.3
1.2
1.1
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
1,000
1,500
2,000
2,500
3,000
3,500
4,000
4,500
5,000
5,500
Storage Area (ft²)
Storage Area
Storage Volume

Storage Node : Stor-A (continued)

Outflow Orifices

SN	Element ID	Orifice Type	Orifice Shape	Flap Gate	Circular Orifice Diameter (in)	Rectangular Orifice Height (in)	Rectangular Orifice Width (in)	Orifice Invert Elevation (ft)	Orifice Coefficient
1	Orifice-A	Bottom	CIRCULAR	No	6.00			818.50	0.61

Output Summary Results

Peak Inflow (cfs)	3.15
Peak Lateral Inflow (cfs)	0.00
Peak Outflow (cfs)	0.57
Peak Exfiltration Flow Rate (cfm)	2.43
Max HGL Elevation Attained (ft)	818.84
Max HGL Depth Attained (ft)	2.84
Average HGL Elevation Attained (ft)	817.19
Average HGL Depth Attained (ft)	1.19
Time of Max HGL Occurrence (days hh:mm)	0 10:29
Total Exfiltration Volume (1000-ft³)	5.427
Total Flooded Volume (ac-in)	0
Total Time Flooded (min)	0
Total Retention Time (sec)	0.00

Storage Node : Stor-B

Input Data

Invert Elevation (ft) 747.00
Max (Rim) Elevation (ft) 750.50
Max (Rim) Offset (ft) 3.50
Initial Water Elevation (ft) 0.00
Initial Water Depth (ft) .... -747.00
Ponded Area (ft²) 0.00
Evaporation Loss 0.00

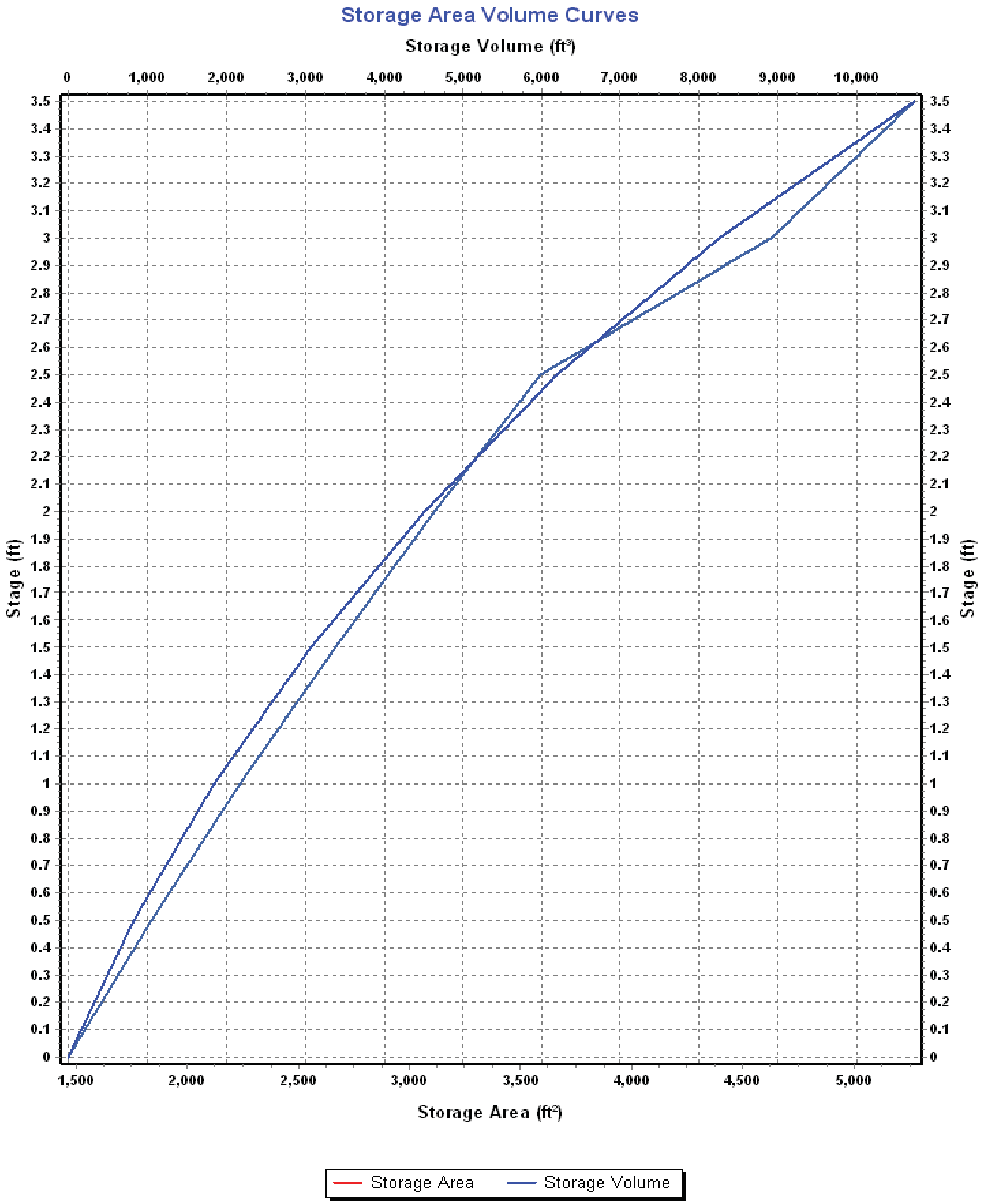
Infiltration/Exfiltration

Exfiltration Rate (in/hr) 0.5000

Storage Area Volume Curves

Storage Curve : Storage-B

Stage (ft)	Storage Area (ft²)	Storage Volume (ft³)
0.0	1464	0.000
0.5	1840	826.00
1.0	2238	1845.50
1.5	2664	3071.00
2.0	3114	4515.50
2.5	3590	6191.50
3.0	4628	8246.00
3.5	5272	10721.00


Storage Area Volume Curves
Storage Volume (ft³)
0
1,000
2,000
3,000
4,000
5,000
6,000
7,000
8,000
9,000
10,000
Stage (ft)
3.5
3.4
3.3
3.2
3.1
3
2.9
2.8
2.7
2.6
2.5
2.4
2.3
2.2
2.1
2
1.9
1.8
1.7
1.6
1.5
1.4
1.3
1.2
1.1
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
1,500
2,000
2,500
3,000
3,500
4,000
4,500
5,000
Storage Area (ft²)
Storage Area
Storage Volume

Storage Node : Stor-B (continued)

Outflow Orifices

SN	Element ID	Orifice Type	Orifice Shape	Flap Gate	Circular Orifice Diameter (in)	Rectangular Orifice Height (in)	Rectangular Orifice Width (in)	Orifice Invert Elevation (ft)	Orifice Coefficient
1	Orifice-B	Bottom	CIRCULAR	No	6.00			748.00	0.61

Output Summary Results

Peak Inflow (cfs)	1.98
Peak Lateral Inflow (cfs)	0.00
Peak Outflow (cfs)	0.41
Peak Exfiltration Flow Rate (cfm)	1.66
Max HGL Elevation Attained (ft)	748.18
Max HGL Depth Attained (ft)	1.18
Average HGL Elevation Attained (ft)	747.29
Average HGL Depth Attained (ft)	0.29
Time of Max HGL Occurrence (days hh:mm)	0 10:23
Total Exfiltration Volume (1000-ft³)	3.393
Total Flooded Volume (ac-in)	0
Total Time Flooded (min)	0
Total Retention Time (sec)	0.00

Storage Node : Stor-C

Input Data

Invert Elevation (ft) 747.00
Max (Rim) Elevation (ft) 750.50
Max (Rim) Offset (ft) 3.50
Initial Water Elevation (ft) 0.00
Initial Water Depth (ft) .... -747.00
Ponded Area (ft²) 0.00
Evaporation Loss 0.00

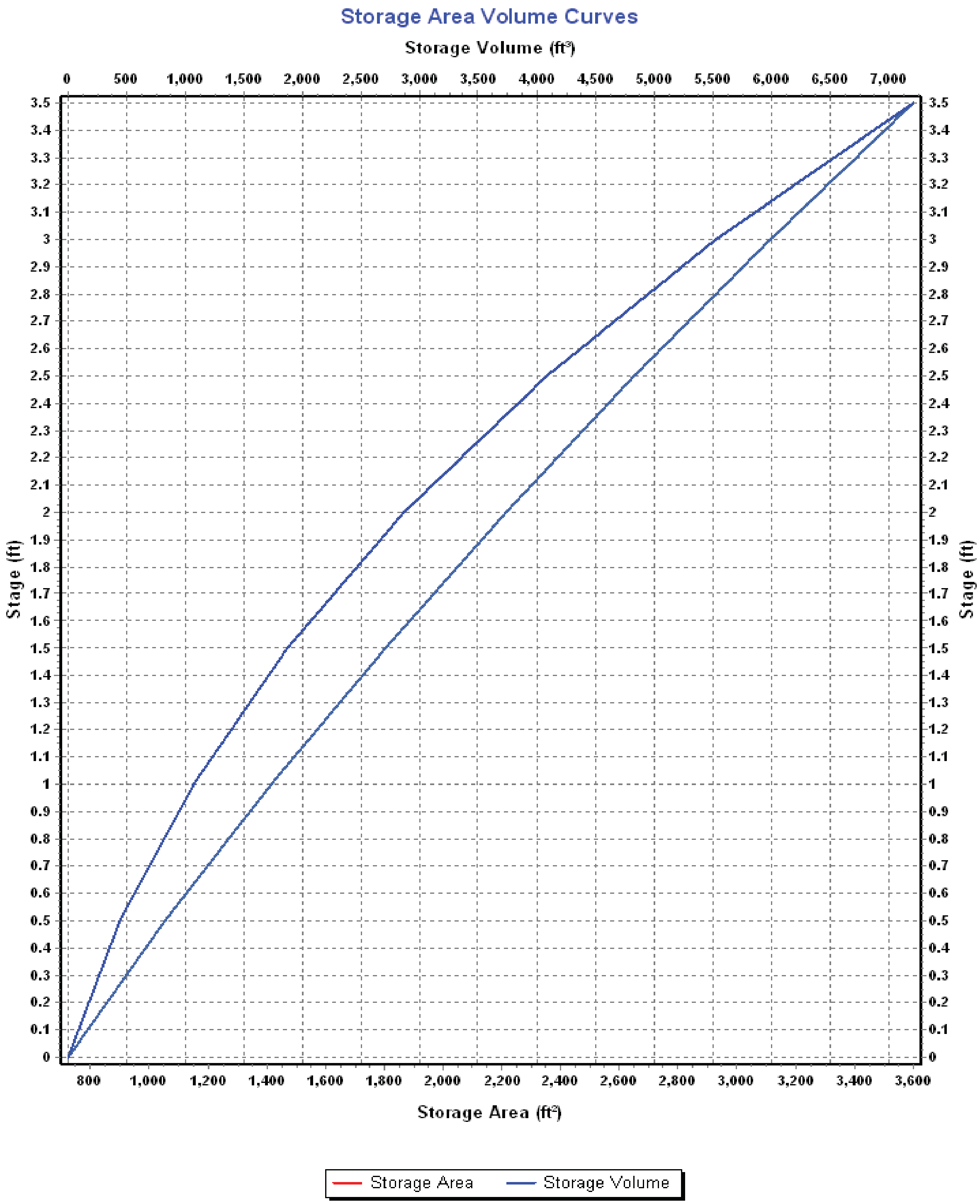
Infiltration/Exfiltration

Exfiltration Rate (in/hr) 0.5000

Storage Area Volume Curves

Storage Curve : Storage-C

Stage (ft)	Storage Area (ft²)	Storage Volume (ft³)
0.0	725	0.000
0.5	1054	444.75
1.0	1416	1062.25
1.5	1803	1867.00
2.0	2215	2871.50
2.5	2653	4088.50
3.0	3115	5530.50
3.5	3600	7209.25


Storage Area Volume Curves
Storage Volume (ft³)
0
500
1,000
1,500
2,000
2,500
3,000
3,500
4,000
4,500
5,000
5,500
6,000
6,500
7,000
Stage (ft)
3.5
3.4
3.3
3.2
3.1
3
2.9
2.8
2.7
2.6
2.5
2.4
2.3
2.2
2.1
2
1.9
1.8
1.7
1.6
1.5
1.4
1.3
1.2
1.1
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
800
1,000
1,200
1,400
1,600
1,800
2,000
2,200
2,400
2,600
2,800
3,000
3,200
3,400
3,600
Storage Area (ft²)
Storage Area
Storage Volume

Storage Node : Stor-C (continued)

Outflow Orifices

SN	Element ID	Orifice Type	Orifice Shape	Flap Gate	Circular Orifice Diameter (in)	Rectangular Orifice Height (in)	Rectangular Orifice Width (in)	Orifice Invert Elevation (ft)	Orifice Coefficient
1	Orifice-C	Bottom	CIRCULAR	No	6.00			748.00	0.61

Output Summary Results

```
Peak Inflow (cfs) ..............................................................  1.65
Peak Lateral Inflow (cfs) ...................................................  0.00
Peak Outflow (cfs) ............................................................  0.58
Peak Exfiltration Flow Rate (cfm) .....................................  1.18
Max HGL Elevation Attained (ft) .......................................  748.36
Max HGL Depth Attained (ft) ............................................  1.36
Average HGL Elevation Attained (ft) ................................  747.29
Average HGL Depth Attained (ft) ......................................  0.29
Time of Max HGL Occurrence (days hh:mm) ...................  0  10:09
Total Exfiltration Volume (1000-ft³) ...................................  2.040
Total Flooded Volume (ac-in) ...........................................  0
Total Time Flooded (min) .................................................  0
Total Retention Time (sec) ...............................................  0.00
```

Storage Node : Stor-D

Input Data

Invert Elevation (ft)	730.00
Max (Rim) Elevation (ft)	732.50
Max (Rim) Offset (ft)	2.50
Initial Water Elevation (ft)	0.00
Initial Water Depth (ft)	-730.00
Ponded Area (ft²)	0.00
Evaporation Loss	0.00

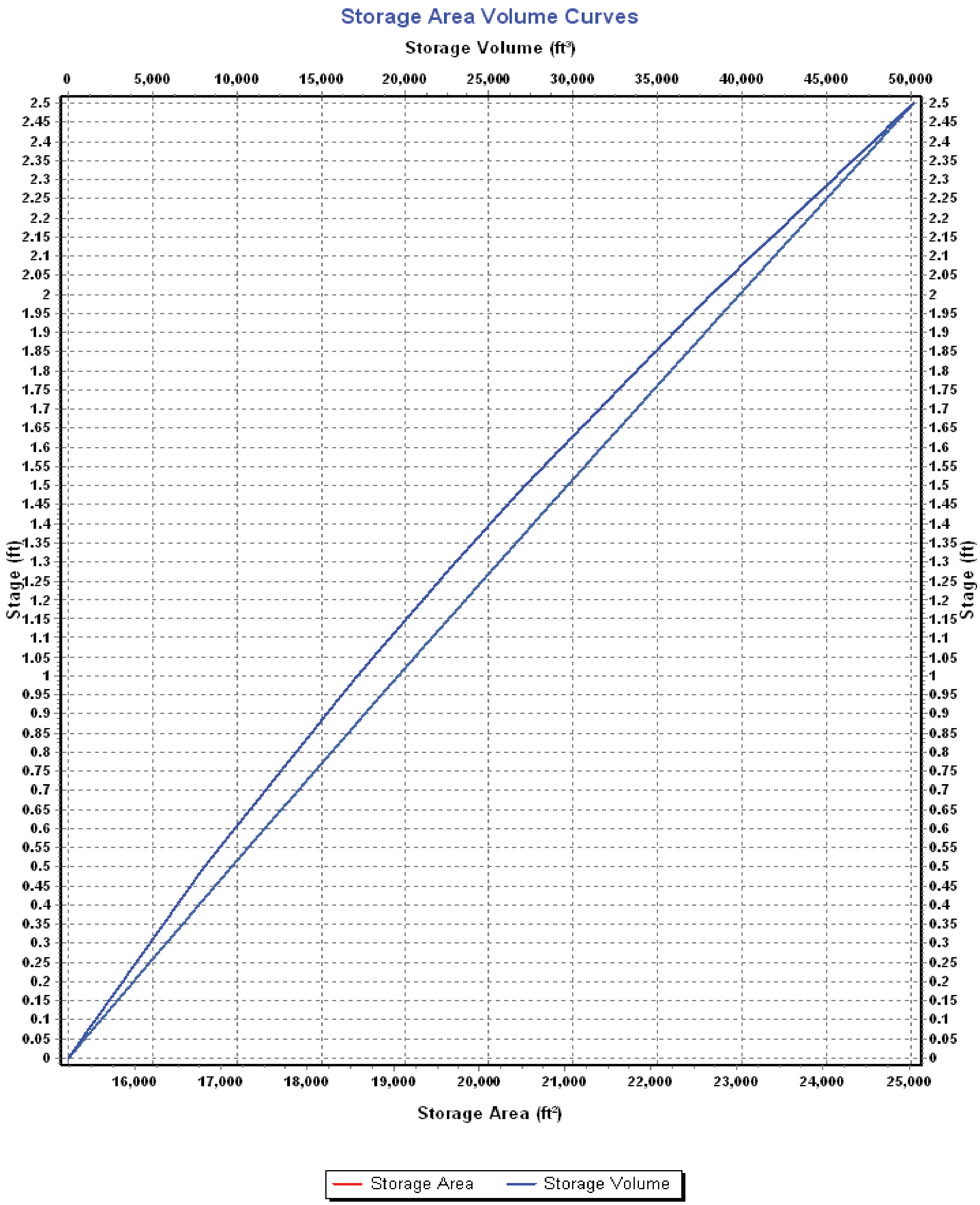
Infiltration/Exfiltration

Exfiltration Rate (in/hr)	1.0000

Storage Area Volume Curves

Storage Curve : Storage-D

Stage (ft)	Storage Area (ft²)	Storage Volume (ft³)
0.0	15225	0.000
0.5	17127	8088.00
1.0	19060	17134.75
1.3	20236	23029.15
1.5	21026	27155.35
2.0	23024	38167.85
2.5	25054	50187.35


Storage Area Volume Curves
Storage Volume (ft³)
0
5,000
10,000
15,000
20,000
25,000
30,000
35,000
40,000
45,000
50,000
Stage (ft)
2.5
2.45
2.4
2.35
2.3
2.25
2.2
2.15
2.1
2.05
2
1.95
1.9
1.85
1.8
1.75
1.7
1.65
1.6
1.55
1.5
1.45
1.4
1.35
1.3
1.25
1.2
1.15
1.1
1.05
1
0.95
0.9
0.85
0.8
0.75
0.7
0.65
0.6
0.55
0.5
0.45
0.4
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
16,000
17,000
18,000
19,000
20,000
21,000
22,000
23,000
24,000
25,000
Storage Area (ft²)
Storage Area
Storage Volume

Storage Node : Stor-D (continued)

Outflow Orifices

SN	Element ID	Orifice Type	Orifice Shape	Flap Gate	Circular Orifice Diameter (in)	Rectangular Orifice Height (in)	Rectangular Orifice Width (in)	Orifice Invert Elevation (ft)	Orifice Coefficient
1	Orifice-D	Bottom	Rectangular	No		24.00	24.00	731.30	0.63

Output Summary Results

Peak Inflow (cfs)	22.34
Peak Lateral Inflow (cfs)	0.00
Peak Outflow (cfs)	4.90
Peak Exfiltration Flow Rate (cfm)	29.89
Max HGL Elevation Attained (ft)	731.62
Max HGL Depth Attained (ft)	1.62
Average HGL Elevation Attained (ft)	730.33
Average HGL Depth Attained (ft)	0.33
Time of Max HGL Occurrence (days hh:mm)	0 10:26
Total Exfiltration Volume (1000-ft³)	53.324
Total Flooded Volume (ac-in)	0
Total Time Flooded (min)	0
Total Retention Time (sec)	0.00

Storage Node : Stor-HTL4

Input Data

Invert Elevation (ft)	730.00
Max (Rim) Elevation (ft)	733.00
Max (Rim) Offset (ft)	3.00
Initial Water Elevation (ft)	0.00
Initial Water Depth (ft)	-730.00
Ponded Area (ft²)	0.00
Evaporation Loss	0.00

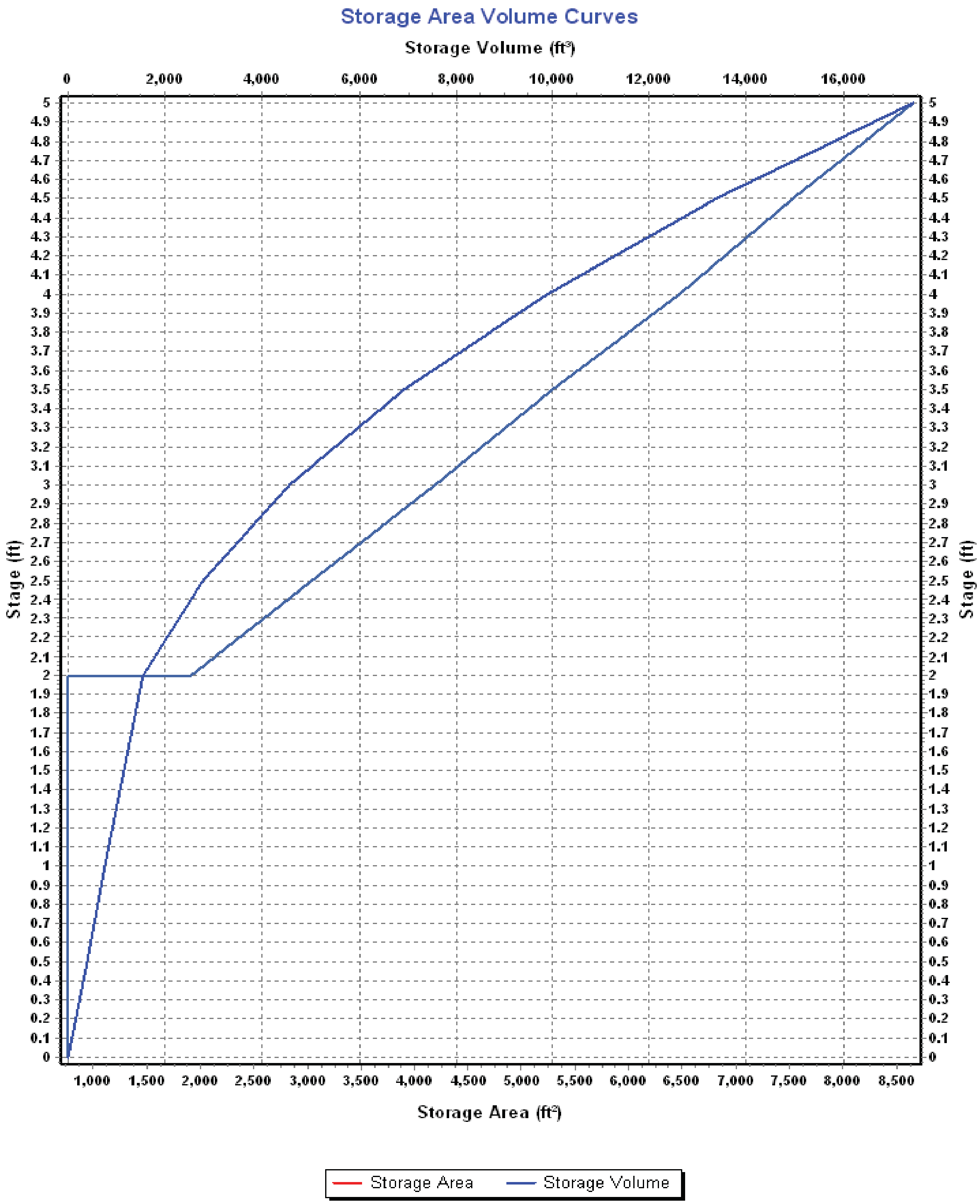
Infiltration/Exfiltration

Exfiltration Rate (in/hr)	1.0000

Storage Area Volume Curves

Storage Curve : Storage-HTL4

Stage (ft)	Storage Area (ft²)	Storage Volume (ft³)
0.000	766	0.000
0.001	766	0.77
0.500	766	383.00
1.000	766	766.00
1.500	766	1149.00
1.999	766	1531.23
2.000	1914	1532.57
2.500	3047	2772.82
3.000	4192	4582.57
3.500	5288	6952.57
4.000	6473	9892.82
4.500	7540	13396.07
5	8658	17445.57


Storage Area Volume Curves
Storage Volume (ft³)
0
2,000
4,000
6,000
8,000
10,000
12,000
14,000
16,000
Stage (ft)
5
4.9
4.8
4.7
4.6
4.5
4.4
4.3
4.2
4.1
4
3.9
3.8
3.7
3.6
3.5
3.4
3.3
3.2
3.1
3
2.9
2.8
2.7
2.6
2.5
2.4
2.3
2.2
2.1
2
1.9
1.8
1.7
1.6
1.5
1.4
1.3
1.2
1.1
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
1,000
1,500
2,000
2,500
3,000
3,500
4,000
4,500
5,000
5,500
6,000
6,500
7,000
7,500
8,000
8,500
Storage Area (ft²)
Storage Area
Storage Volume

Storage Node : Stor-HTL4 (continued)

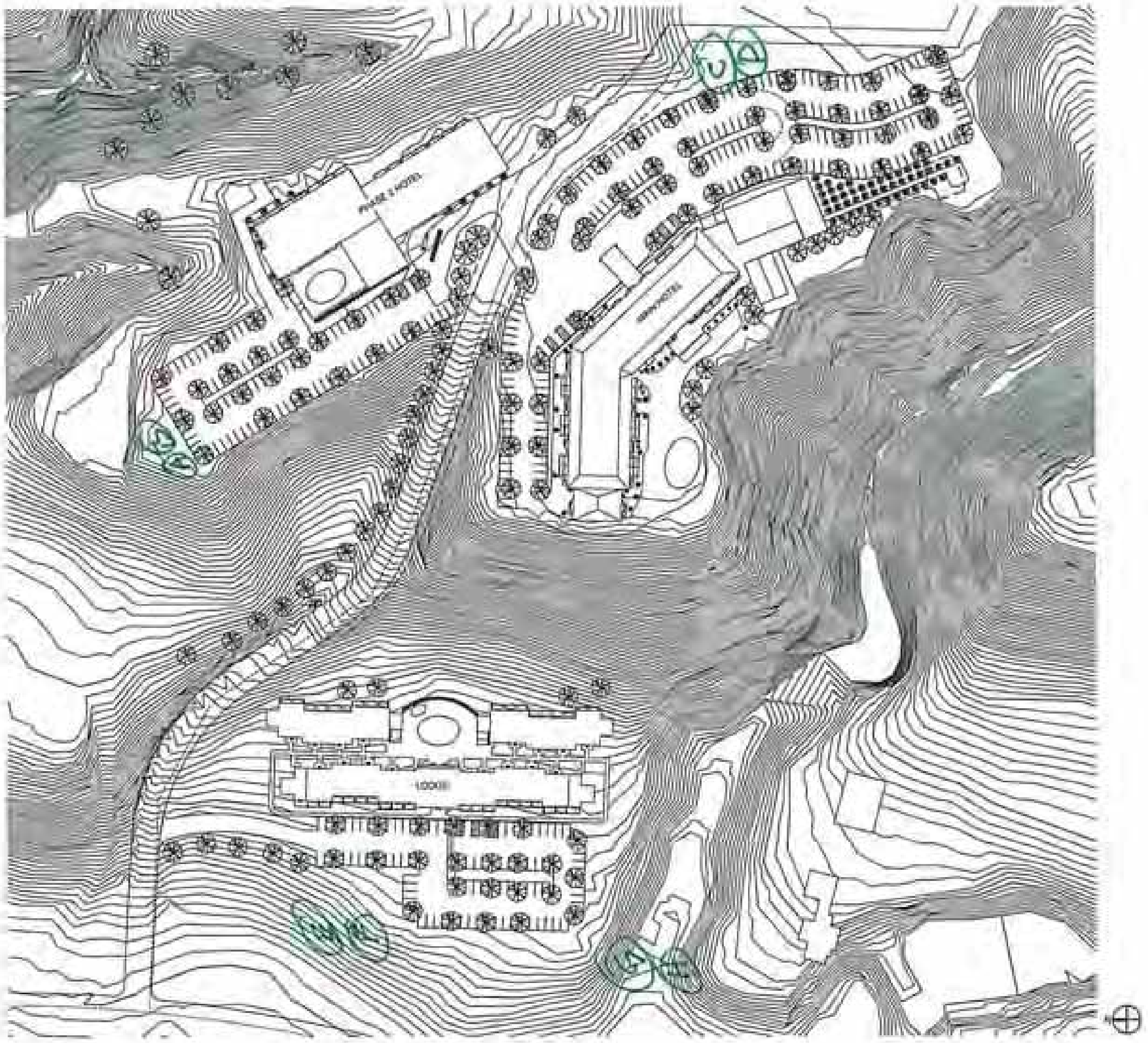
Outflow Orifices

SN	Element ID	Orifice Type	Orifice Shape	Flap Gate	Circular Orifice Diameter (in)	Rectangular Orifice Height (in)	Rectangular Orifice Width (in)	Orifice Invert Elevation (ft)	Orifice Coefficient
1	Orifice-HTL4	Bottom	CIRCULAR	No	8.00			731.00	0.61

Output Summary Results

Peak Inflow (cfs)	4.66
Peak Lateral Inflow (cfs)	0.00
Peak Outflow (cfs)	2.12
Peak Exfiltration Flow Rate (cfm)	4.28
Max HGL Elevation Attained (ft)	732.51
Max HGL Depth Attained (ft)	2.51
Average HGL Elevation Attained (ft)	730.26
Average HGL Depth Attained (ft)	0.26
Time of Max HGL Occurrence (days hh:mm)	0 10:08
Total Exfiltration Volume (1000-ft³)	2.078
Total Flooded Volume (ac-in)	0
Total Time Flooded (min)	0
Total Retention Time (sec)	0.00

Appendix H: Earth Systems Pacific Infiltration Test Data from March 16, 2016



SITE PLAN - HOTEL 1, 2, 3
1/64" = 1'-0"
1

S/A
STANTONARCHITECTURE.COM

PASO ROBLES

PASO ROBLES RESORT HOTEL

PASO ROBLES, CA 93446

NO.	DATE	ISSUE
01	[illegible]	PROPOSED SITE PLANS

DRAWING TITLE
SITE PLAN

STATUS
STATUS

JOB NO.	[illegible]
DRAWN BY	SSC

SK -01

INFILTRATION TEST RESULTS

INFILTRATION TEST: A

DATE DRILLED: 03/15/16 **TEST HOLE DIAMETER: 6 inches**

DATE TESTED: 03/16/16 **TEST HOLE DEPTH: 4.0 feet**

TECHNICIAN: RW **TEST DURATION: 5.5 hours**

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.01 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	7.00	---	---	---
30	10.50	3.50	8.57	7
30	12.00	1.50	20.00	3
30	13.50	1.50	20.00	3
30	14.75	1.25	24.00	3
60	17.50	2.75	21.82	3
60	20.50	3.00	20.00	3
60	23.00	2.50	24.00	3

INFILTRATION TEST RESULTS

INFILTRATION TEST: B

DATE DRILLED: 03/15/16

DATE TESTED: 03/16/16

TECHNICIAN: RW

TEST HOLE DIAMETER: 6 inches

TEST HOLE DEPTH: 4.8 feet

TEST DURATION: 5.5 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.04 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	7.50	---	---	---
30	9.25	1.75	17.14	4
30	11.75	2.50	12.00	5
30	14.25	2.50	12.00	5
30	16.25	2.00	15.00	4
60	19.00	2.75	21.82	3
60	20.00	1.00	60.00	1
60	21.00	1.00	60.00	1

INFILTRATION TEST RESULTS

INFILTRATION TEST: C

DATE DRILLED: 03/15/16 **TEST HOLE DIAMETER: 8 inches**

DATE TESTED: 03/16/16 **TEST HOLE DEPTH: 3.5 feet**

TECHNICIAN: RW **TEST DURATION: 5.5 hours**

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.12 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	7.00	---	---	---
30	10.50	3.50	8.57	7
30	13.50	3.00	10.00	6
30	13.75	0.25	120.00	1
30	14.00	0.25	120.00	1
60	15.00	1.00	60.00	1
60	16.00	1.00	60.00	1
60	17.00	1.00	60.00	1

INFILTRATION TEST RESULTS

INFILTRATION TEST: D

DATE DRILLED: 03/15/16

TEST HOLE DIAMETER: 8 inches

DATE TESTED: 03/16/16

TEST HOLE DEPTH: 4.3 feet

TECHNICIAN: RW

TEST DURATION: 5.5 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.51 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	15.00	---	---	---
30	35.00	20.00	1.50	40
30	40.00	5.00	6.00	10
30	42.00	2.00	15.00	4
30	42.75	0.75	40.00	2
60	44.00	1.25	48.00	1
60	45.00	1.00	60.00	1
60	46.00	1.00	60.00	1

INFILTRATION TEST RESULTS

INFILTRATION TEST: E

DATE DRILLED: 03/15/16

DATE TESTED: 03/16/16

TECHNICIAN: RW

TEST HOLE DIAMETER: 6 inches

TEST HOLE DEPTH: 3.2 feet

TEST DURATION: 2.5 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.07 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	2.00	---	---	---
5	3.50	1.50	3.33	18
5	6.00	2.50	2.00	30
5	10.00	4.00	1.25	48
5	11.50	1.50	3.33	18
5	13.00	1.50	3.33	18
5	14.25	1.25	4.00	15
5	16.00	1.75	2.86	21
5	18.00	2.00	2.50	24
5	20.00	2.00	2.50	24
5	21.00	1.00	5.00	12
5	22.00	1.00	5.00	12
5	23.00	1.00	5.00	12
20	26.50	3.50	5.71	11
20	30.00	3.50	5.71	11
20	33.00	3.00	6.67	9

INFILTRATION TEST RESULTS

INFILTRATION TEST: F

DATE DRILLED: 03/15/16

TEST HOLE DIAMETER: 6 inches

DATE TESTED: 03/16/16

TEST HOLE DEPTH: 9.5 feet

TECHNICIAN: RW

TEST DURATION: 2.5 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 1.39 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	12.00	---	---	---
5	49.00	37.00	0.14	444
5	61.00	12.00	0.42	144
5	79.00	18.00	0.28	216
5	85.00	6.00	0.83	72
5	89.00	4.00	1.25	48
5	93.00	4.00	1.25	48
5	96.50	3.50	1.43	42
5	100.00	3.50	1.43	42
5	103.50	3.50	1.43	42
5	107.00	3.50	1.43	42
5	109.00	2.00	2.50	24
5	111.50	2.50	2.00	30
Recharge	7.00	---	---	---
20	79.00	72.00	0.28	216
20	94.50	15.50	1.29	47
20	105.00	10.50	1.90	32

INFILTRATION TEST RESULTS

INFILTRATION TEST: G

DATE DRILLED: 03/15/16

TEST HOLE DIAMETER: 6 inches

DATE TESTED: 03/16/16

TEST HOLE DEPTH: 4.7 feet

TECHNICIAN: RW

TEST DURATION: 2.5 hours

CONSTANT HEAD DATA

Time of Constant Head:	30 minutes
Volume Added During Constant Head:	0.2 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	5.00	---	---	---
5	8.00	3.00	1.67	36
5	10.00	2.00	2.50	24
5	12.00	2.00	2.50	24
5	14.00	2.00	2.50	24
5	16.00	2.00	2.50	24
5	18.00	2.00	2.50	24
5	20.00	2.00	2.50	24
5	20.50	0.50	10.00	6
5	21.00	0.50	10.00	6
5	22.00	1.00	5.00	12
5	23.50	1.50	3.33	18
5	24.50	1.00	5.00	12
10	25.50	1.00	10.00	6
10	26.50	1.00	10.00	6
10	27.25	0.75	13.33	5
10	28.00	0.75	13.33	5
10	28.75	0.75	13.33	5
10	29.25	0.50	20.00	3

INFILTRATION TEST RESULTS

INFILTRATION TEST: H

DATE DRILLED: 03/15/16

DATE TESTED: 03/16/16

TECHNICIAN: RW

TEST HOLE DIAMETER: 6 inches

TEST HOLE DEPTH: 3.8 feet

TEST DURATION: 2.2 hours

CONSTANT HEAD DATA

Time of Constant Head: 30 minutes

Volume Added During Constant Head: 0.64 cubic feet

FALLING HEAD DATA

INTERVAL (Minutes)	READING (Inches)	INCREMENTAL FALL (Inches)	INFILTRATION RATE (Minutes / Inch)	INFILTRATION RATE (Inches / Hour)
0	3.50	---	---	---
5	20.00	16.50	0.30	198
5	27.00	7.00	0.71	84
5	32.00	5.00	1.00	60
5	36.00	4.00	1.25	48
5	39.00	3.00	1.67	36
5	40.50	1.50	3.33	18
5	42.00	1.50	3.33	18
5	43.50	1.50	3.33	18
5	45.00	1.50	3.33	18
Recharge	2.00	---	---	---
5	11.50	9.50	0.53	114
5	24.50	13.00	0.38	156
5	30.50	6.00	0.83	72
5	34.50	4.00	1.25	48
5	37.00	2.50	2.00	30
5	39.00	2.00	2.50	24
5	40.75	1.75	2.86	21
5	42.00	1.25	4.00	15
5	43.50	1.50	3.33	18
5	45.00	1.50	3.33	18

Destino Paso Resort Hotel

Transportation Impact Analysis

Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442
(805) 316-0101

June 2016

Executive Summary

This study evaluates the potential transportation impacts of the Destino Paso Resort Hotel proposed on Airport Road in Paso Robles. Four hotels are proposed as a part of the project, with a combined total of 291 rooms and supporting resort amenities.

The following study intersections are evaluated during the weekday morning (7-9 AM) and evening (4-6 PM) and Saturday mid-day (11 AM-1 PM) time periods under Existing and Near-Term conditions with and without the project:

1. Dry Creek Road / Airport Road
2. State Route 46 E / Golden Hill Road
3. State Route 46 E / Union Road
4. State Route 46 E / Airport Road

The project is expected to generate 1,657 daily trips, 90 AM peak hour trips, and 122 PM peak hour trips on a typical weekday and 146 peak hour trips on a Saturday. The City's Transportation Impact Analysis Guidelines and Caltrans criteria are applied to identify the transportation deficiencies below.

Traffic Operations: The following recommendations are noted:

- The northbound approach to State Route 46E / Union Road would operate at LOS F under Near Term conditions, both with and without the project. The overall intersection LOS would remain LOS A. Prohibiting northbound left turns would improve operations at this intersection by reducing turning conflicts. The westbound left turn lane should remain, as it provides substantial relief to the State Route 46E / Golden Hill Road intersection. This improvement is a condition of approval from an approved development project.
- The southbound approach to State Route 46E / Airport Road would operate at LOS E during the PM peak hour under Near Term conditions, worsening to LOS F with the project. The project's transportation impact fee contribution would support the development of a parallel route reducing the reliance on State Route 46E for local trips. Prohibiting southbound left turns is recommended prior to occupancy of Hotels 2, 3, and 4 to reduce conflict points, delay, and queuing at this location.
- An access easement is recommended along Destino Paso Way to serve the properties to the north and east, which would reduce the number of driveways on Airport Road and reduce reliance on State Route 46E for local trips.
- Detailed construction documents should be reviewed once they are ready to ensure that adequate sight distance is provided at the driveways serving Hotels 1 and 3, which are located on the inside of horizontal curves. Landscaping and other features should be restricted near these driveways to provide clear sight lines to approaching traffic.

Bicycle and Pedestrian Recommendations:

- Modify the proposed Airport Road / Destino Paso Way roadway striping to place the bike lane between the northbound right turn lane and through lane per Figure 9C-4 of the CA MUTCD.
- Eliminate the short merge / acceleration lane proposed on the north side of the Hotel 4 Driveway / Airport Road intersection. This merge would be difficult for cyclists to navigate and would provide little benefit to vehicles.

Analysis supporting these recommendations are provided in the body of this report.

Contents

Introduction

This study evaluates the potential transportation impacts the Destino Paso Resort Hotel proposed in the City of Paso Robles. The project site is located at 3340 Airport Road, north of State Route 46E (SR 46E) and on the east side of Airport Road.

The project's location and study intersections are shown on **Figure 1** and **Figure 2** shows the project's site plan. The study locations and analysis scenarios were developed in consultation with City staff.

The following intersections are evaluated during the weekday morning (7-9 AM) and evening (4-6 PM) and Saturday mid-day time periods:

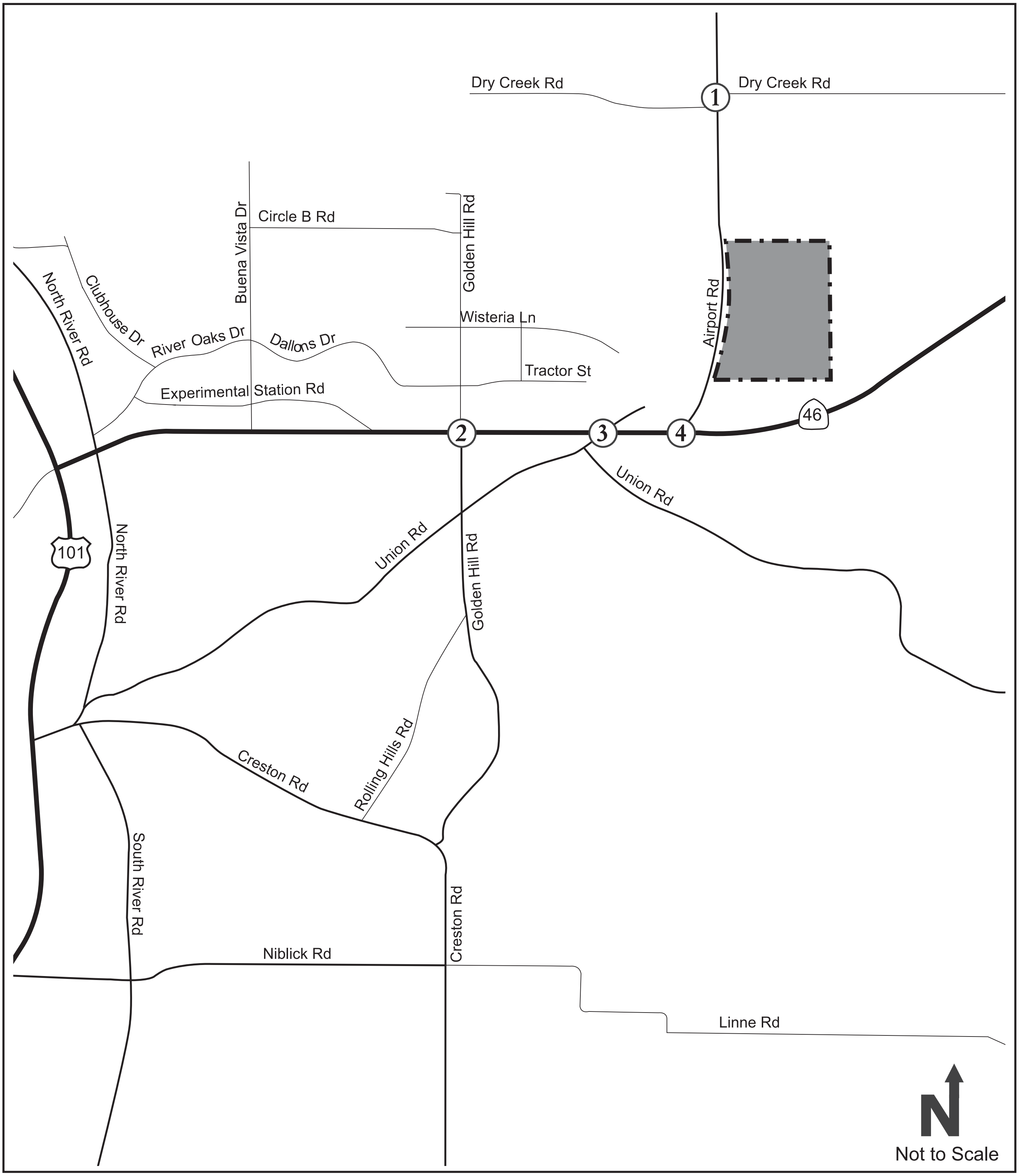
1. Dry Creek Road / Airport Road
2. State Route 46 E / Golden Hill Road
3. State Route 46 E / Union Road
4. State Route 46 E / Airport Road

The study intersections are evaluated under these scenarios:

1. **Existing Conditions** reflect traffic counts collected in May 2014, June 2015, and March 2016 and the existing transportation network.
2. **Existing Plus Project Conditions** add project generated traffic to Existing Conditions volumes.
3. **Near Term Conditions** add approved and pending projects in the study area to Existing Conditions volumes.
4. **Near Term Plus Project Conditions** add project traffic to Near Term Conditions volumes.

A description of the analysis approach follows Figures 1 and 2.

Figure 1: Project and Study Locations



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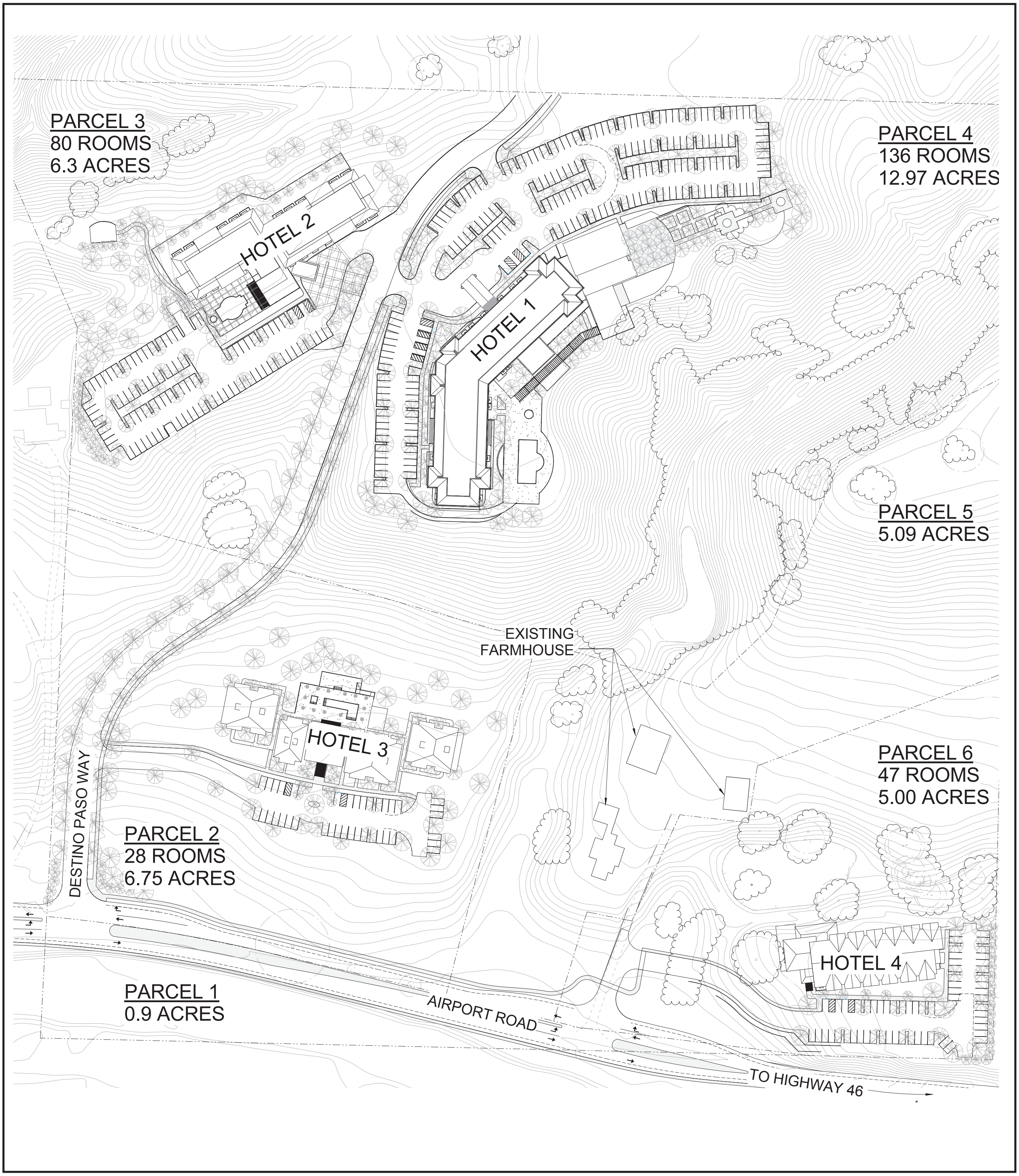
Legend:

▨ - Project Site ⑦ - Study Intersection

June 2016

Destino Paso

Figure 2: Site Plan



Source: Stanton Architecture

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ANALYSIS METHODS

The analysis approach was developed based on the City of Paso Robles' *Transportation Impact Analysis Guidelines* and Caltrans standards for intersections on State Route 46.

City Facilities

The City's TIA Guidelines provide criteria for identifying mobility deficiencies reflecting the City's Circulation Element Goals. While vehicular level of service (LOS) is not identified as a mobility deficiency criteria for City controlled intersections, vehicular queues that exceed existing or planned lengths of turn pockets are a deficiency criteria. LOS calculations are also a component of the evaluation criteria for stop-controlled intersections.

In order to evaluate queuing and stop-controlled intersection LOS the study intersections have been analyzed with the Synchro 9 software package applying the 2010 Highway Capacity Manual (HCM) methods. The 95th percentile queues are reported, which reflect the queue length that will not be exceeded 95% of the time.

The City's TIA Guidelines provide mobility deficiency criteria for a variety of study elements. Table 1 summarizes these criteria, which are used to identify deficiencies.

Table 1: City of Paso Robles Mobility Deficiency Criteria[1]

Study Element	Deficiency Determination
On-site Circulation and Parking	Project designs fail to meet City or industry standard guidelines, fail to provide adequate truck access, will result in unsafe condition, or will create parking demand or supply above code requirement.
Pedestrian, Bicycle, Transit Facilities	Project fails to provide safe and accessible connections, conflicts with adopted plans, or adds trips to facility that doesn't meet current design standards.
Traffic Operations	Project causes vehicle queues that exceed turn pocket lengths, increases safety hazards, or causes stop-controlled intersection to operate below LOS D and meet signal warrant.

1. Summary based on Table 5 of City's Transportation Impact Guidelines.

Caltrans Facilities

Caltrans controls the intersections along State Route 46 and relies on LOS to determine deficiencies. Accordingly, Caltrans intersections have been evaluated using LOS criteria as contained in the 2010 HCM. Vehicular level of service is based on control delay, which is the total of time spent decelerating when approaching an intersection, time spent stopped or moving in a queue at an intersection, and time spent accelerating after an intersection.

The level of service thresholds relevant to the Caltrans controlled intersection in this study are presented in Table 2. Unsignalized intersections have lower delay thresholds because users experience more uncertainty than at signals, where drivers typically expect higher levels of congestion and more predictable levels of delay.

Caltrans strives to maintain operations at the LOS C/D threshold on state-operated facilities. If an existing State Highway facility is operating at LOS D, E, or F the existing LOS should be maintained.

Table 2: Intersection Level of Service Thresholds

Signalized Intersections[1]		Stop Sign Controlled Intersections[2]	
Delay[3]	**Level of Service**	**Delay[3]**	**Level of Service**
≤ 10	A	≤ 10	A
> 10 - 20	B	> 10 - 15	B
> 20 - 35	C	> 15 - 25	C
> 35 - 55	D	> 25 - 35	D
> 55 - 80	E	> 35 - 50	E
> 80	F	> 50	F

1. Source: Exhibit 18-4 of the 2010 *Highway Capacity Manual*.
2. Source: Exhibits 19-1 and 20-2 of the 2010 Highway Capacity Manual.
3. HCM 2010 average control delay in seconds per vehicle.

Note that side-street-stop controlled intersection operations are described both in terms of the overall intersection average delay per vehicle in addition to the delay experienced by the worst approach. While not required by the 2010 HCM, reporting both the average and worst approach delays per vehicle gives a more complete picture of intersection operations. This is particularly relevant to intersections with very low side street volumes where worst approach delay can be very high but affects a very small portion of the total entering vehicles.

Existing Conditions

This section describes the existing transportation system and current operating conditions in the study area.

EXISTING ROADWAY NETWORK

State Route 46 is an east-west facility connecting the Central Valley with the Central Coast. In the vicinity of the project it consists of four lanes with at-grade intersections at side streets.

Golden Hill Road is a north-south arterial with two travel lanes north of Union Road that expand into four travel lanes between Mesa Road and Dallons Drive.

Union Road is a northeast-southwest arterial with two travel lanes between State Route 46 E and Creston Road. Union Road also splits into a second arterial in the northwest-southeast direction just before connecting to State Route 46 E.

Airport Road is a north-south arterial with two travel lanes north of State Route 46 E.

Dry Creek Road is an east-west arterial with two travel lanes. Dry Creek Road meets with Airport Road at the El Paso De Robles School driveway.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian facilities include sidewalks, crosswalks, multi-use paths, and pedestrian signals at signalized intersections. Sidewalks are provided along Golden Hill Road and along discontinuous portions of Union Road. Marked crosswalks are provided across three legs of the State Route 46/Golden Hill Road intersection. No crosswalks are provided at the intersection of State Route 46/Union Road. No pedestrian facilities are provided on Airport Road.

Bicycle facilities consist of permitted bicycle use on the shoulder of State Route 46. The City's Bike Master Plan proposes Class II bicycle facilities along Golden Hill Road, Union Road, Airport Road, and Dry Creek Road.

EXISTING TRANSIT SERVICE

The Paso Express provides fixed route and dial-a-ride transit service throughout the City of Paso Robles. The nearest stop is served by Route C at Cuesta College Campus on Buena Vista Drive, with hourly service from 7:15 AM to 7:15 PM on weekdays. Route C was created in 2011 and connects Cuesta College with Templeton via the North County Transit Center. The dial-a-ride service provides curb-to-curb service on weekdays from 7:00 AM to 1:00 PM.

The San Luis Obispo Regional Transit Authority (RTA) provides regional fixed-route and dial-a-ride services to San Luis Obispo County. Route 9 serves the North County, with a stop in Paso Robles at Pine Street/8th Street. RTA also operates a summer beach shuttle connecting the North County to Cayucos.

EXISTING TRAFFIC CONDITIONS

Traffic counts for weekday AM and PM peak hour and Saturday mid-day conditions were collected at the study intersections in May 2014, June 2015, and March 2016. The traffic count sheets are included in Appendix A.

Figure 3 shows the existing weekday peak hour traffic volumes and lane configurations. Table 3 presents the LOS for the study intersections, and the detailed calculation sheets are included in Appendix B.

Table 3: Existing Intersection Levels of Service

Intersection	Peak Hour	Delay[1] (sec/veh)	LOS[2]	Queues Exceed Storage[3]
1. Airport Road/ Dry Creek Road	AM	0.9 (11.6)	A (B)	No
	PM	3.7 (15.3)	A (C)	No
	Sat	5.4 (12.9)	A (C)	No
2. State Route 46/ Golden Hill Road	AM	22.7	C	No
	PM	23.0	C	No
	Sat	34.0	C	No
3. State Route 46/ Union Road	AM	4.2 (25.2)	A (D)	No
	PM	5.3 (38.8)	A (E)	No
	Sat	8.9 (>200)	A (F)	No
4. State Route 46/ Airport Road	AM	5.2 (19.5)	A (C)	**Yes[4]**
	PM	4.4 (26.7)	A (D)	**Yes[4]**
	Sat	8.8 (46.3)	A (E)	**Yes[4]**

1. HCM 2010 average control delay in seconds per vehicle.

2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis.

3. See Table 7 for detailed queues.
4. 95th percentile queues exceed storage length or signal capacity.

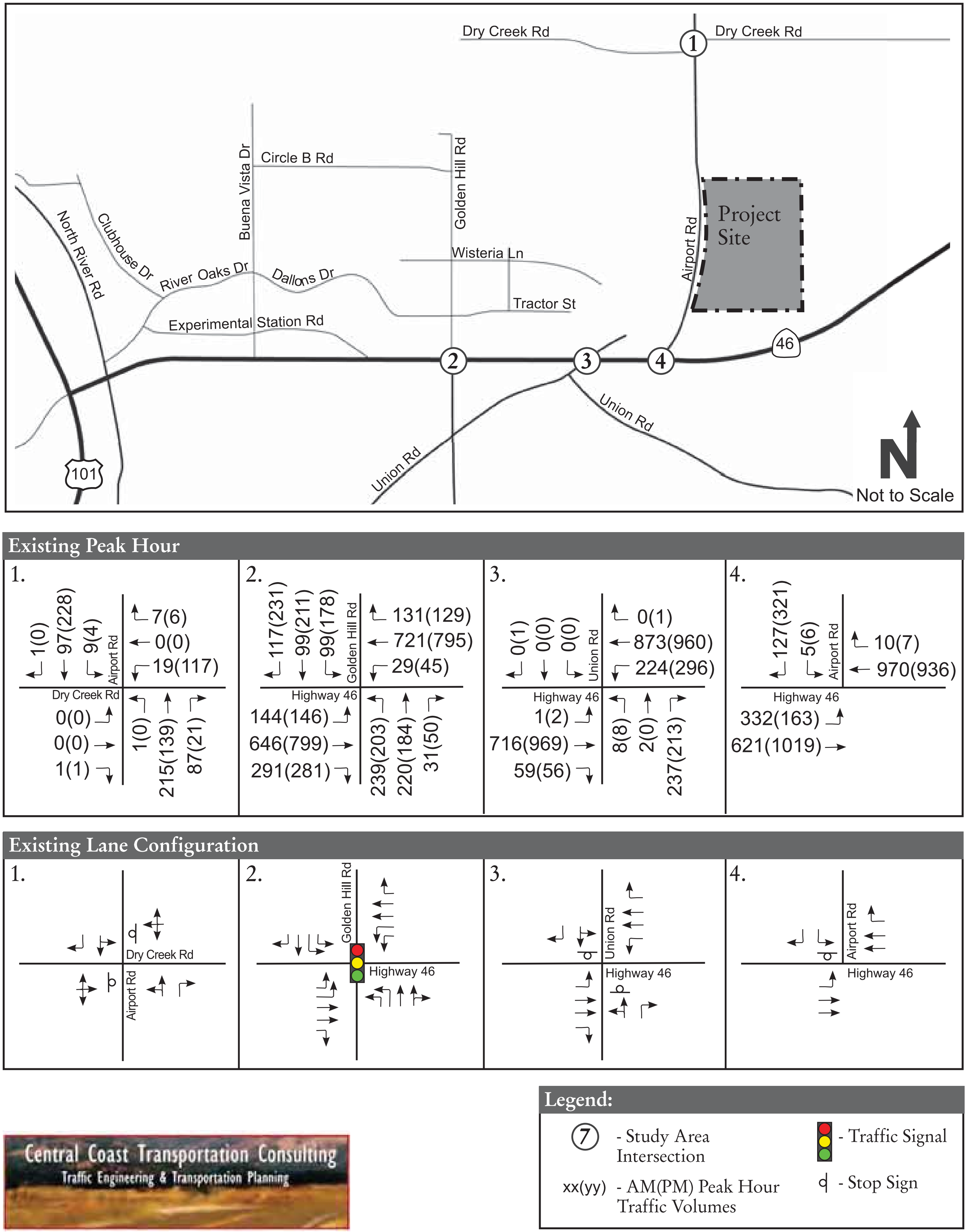
All of the study intersections operate at an overall LOS C or better during the weekday peak hours and on Saturday at mid-day, but some side street, stop controlled approaches experience higher levels of delay.

Field observations at the State Route 46E/Golden Hill Road intersection showed occasional queue spillback for the north- and southbound left turn lanes. These queues cleared within a single cycle.

At the State Route 46E/Union Road intersection left turns from the Union Road approaches experience high levels of delay due to the high volumes of State Route 46E. This results in occasional aggressive maneuvers as drivers are unable to find an acceptable gap in traffic. Many drivers familiar with the intersection would detour to avoid these turning movements. The northbound approach at this intersection currently operates at LOS D/E during the weekday AM/PM peak hours and at LOS F on Saturday at mid-day.

The 95th percentile queues on the southbound approach to the State Route 46E/Airport Road intersection reach five vehicles and this approach operates at LOS D during the PM peak hour and at LOS E on Saturday at mid-day.

Figure 3: Existing Weekday Peak Hour Volumes and Lane Configurations



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Existing Plus Project Conditions

This section evaluates the impacts of the proposed project on the surrounding transportation network, including traffic operations, bicycle, pedestrian, transit, and site access deficiencies. Existing Plus Project conditions reflect existing traffic levels plus the estimated traffic generated by the proposed project.

PROJECT TRAFFIC ESTIMATES

The amount of project traffic affecting the study intersections is estimated in three steps: trip generation, trip distribution, and trip assignment. Trip generation refers to the total number of new trips generated by the site. Trip distribution identifies the general origins and destinations of these trips, and trip assignment identifies the specific routes taken to reach these origins and destinations.

Trip Generation

The project's trip generation estimate, shown in Table 4, was developed using data provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual. The Resort Hotel land use most closely matches the proposed land uses, and includes trips generated by supporting amenities such as hotel meeting facilities and restaurants. Trips during the AM and PM peak hours are reported during the peak commute time periods and the Saturday peak hour of the Hotel is assumed to coincide with a summer Saturday peak hour on Airport Road, when the water park is operational.

Table 4: Project Trip Generation

		Weekday							Saturday Peak Hour Trips		
		Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips					
Land Use	**Size**		**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Resort Hotel[1]	291 rooms	1,657	65	25	90	52	70	122	82	64	146

1. ITE Trip Generation Manual, Land Use Code 330, Resort Hotel. Average rate used for AM and PM trips. Daily and Saturday trips are not provided in ITE Trip Generation Manual for Resort Hotel, so they were estimated using the PM to Daily and Saturday trip ratios from Land Use Code 310, Hotel.

Source: ITE *Trip Generation Manual*, 9th Edition, 2012; CCTC, 2016.

The project is expected to generate 1,657 daily trips, 90 weekday AM peak hour trips, 122 weekday PM peak hour trips, and 146 Saturday peak hour trips.

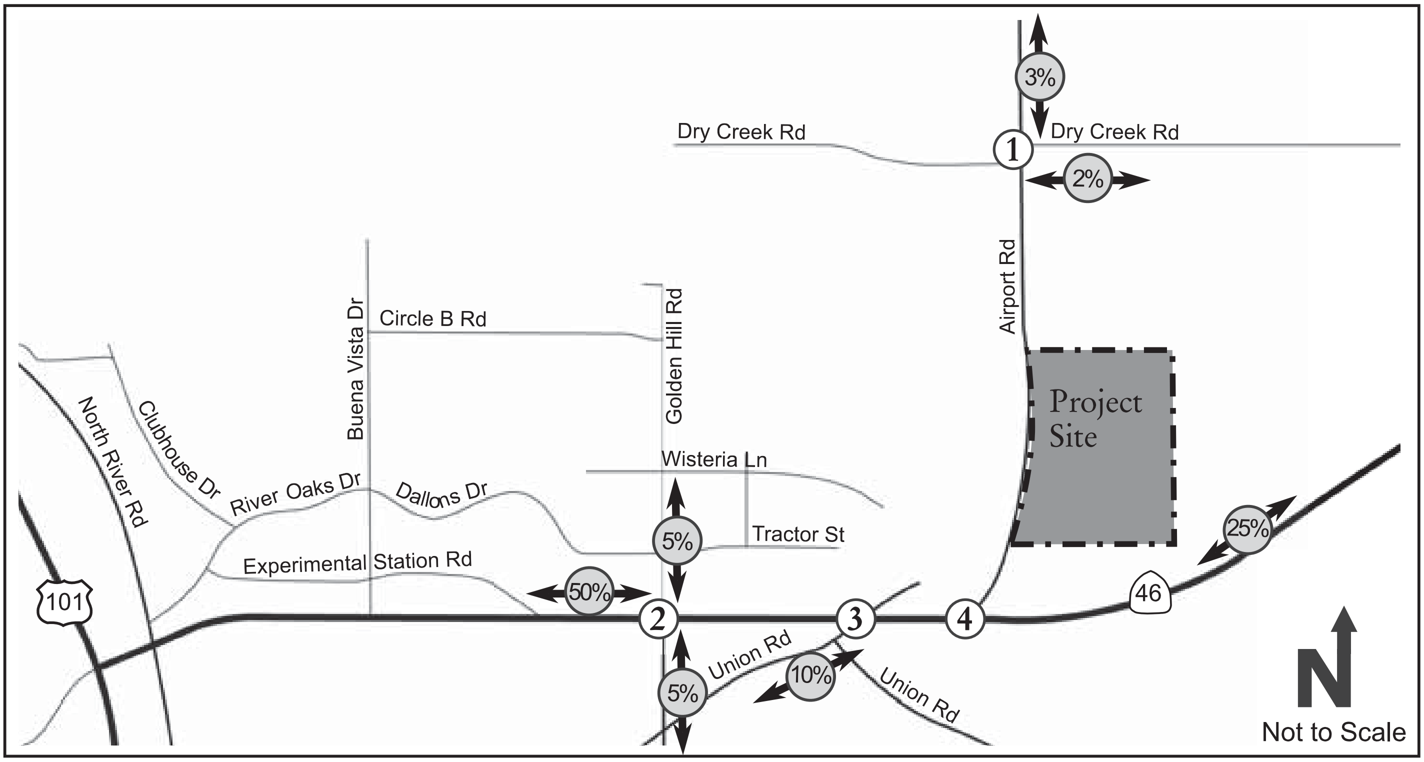
Trip Distribution and Assignment

The directions of approach and departure for project trips were estimated using existing trip patterns and the locations of complementary land uses. Project trips were assigned to individual intersections based on the trip distribution percentages, and were then added to the existing traffic volumes to establish Existing Plus Project Conditions. **Figure 4** shows the trip distribution percentages, project trip assignment, and Existing Plus Project volumes.

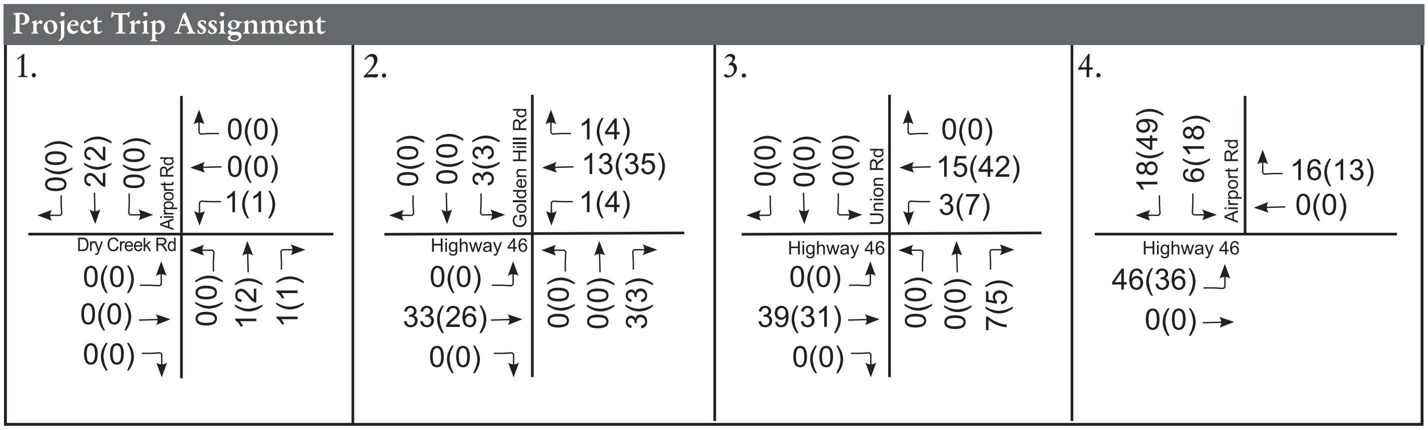
Project Proposed Improvements

The project proposes frontage improvements along Airport Road to provide a southbound left turn lane, northbound right turn lane, a raised median, and bike lanes. An aggregate base path is proposed on the west side of the road.

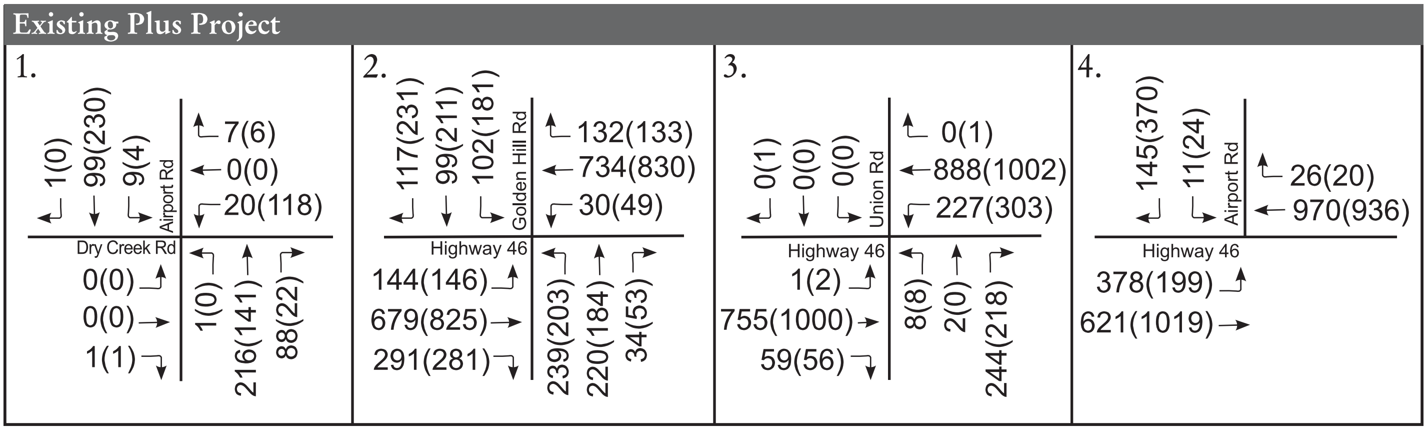
Figure 4: Project Trip Distribution, Assignment, and Existing Plus Project Weekday Volumes



Project Trip Assignment



Existing Plus Project



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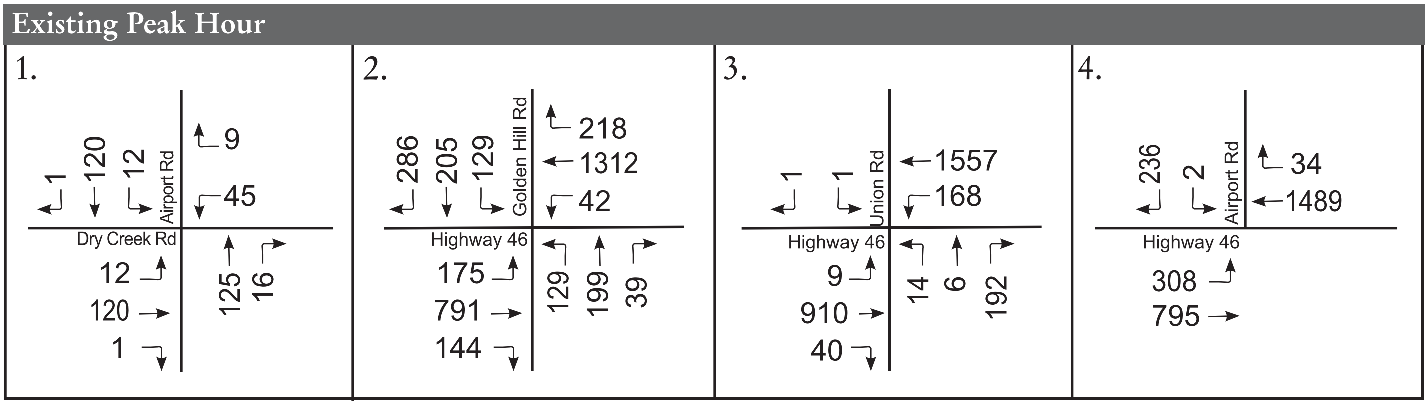
Legend:

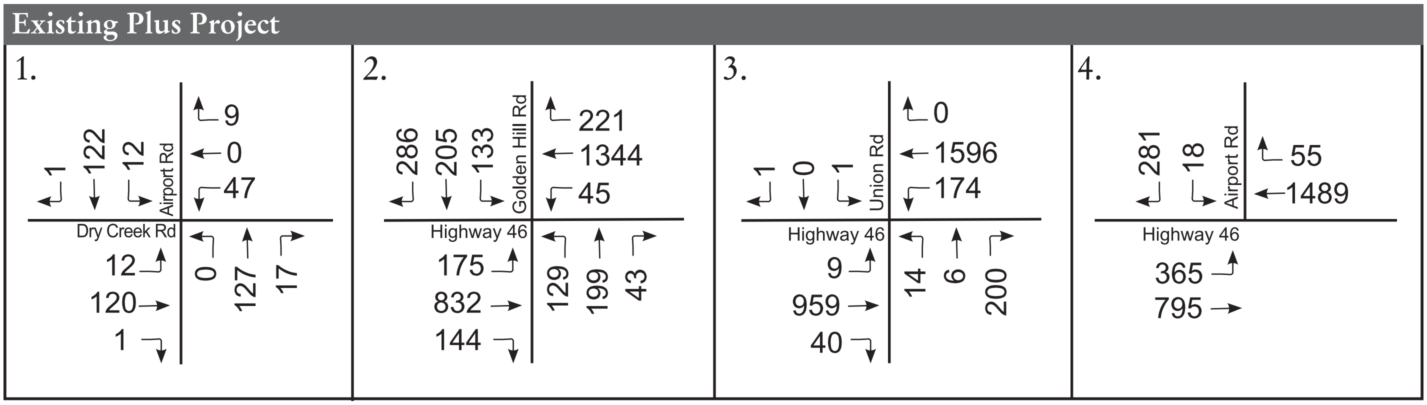
⑦ - Study Area Intersection
xx(yy) - AM(PM) Peak Hour Traffic Volumes
⟷ xx% ⟷ - Trip Distribution

Figure 5: Saturday Peak Hour Volumes

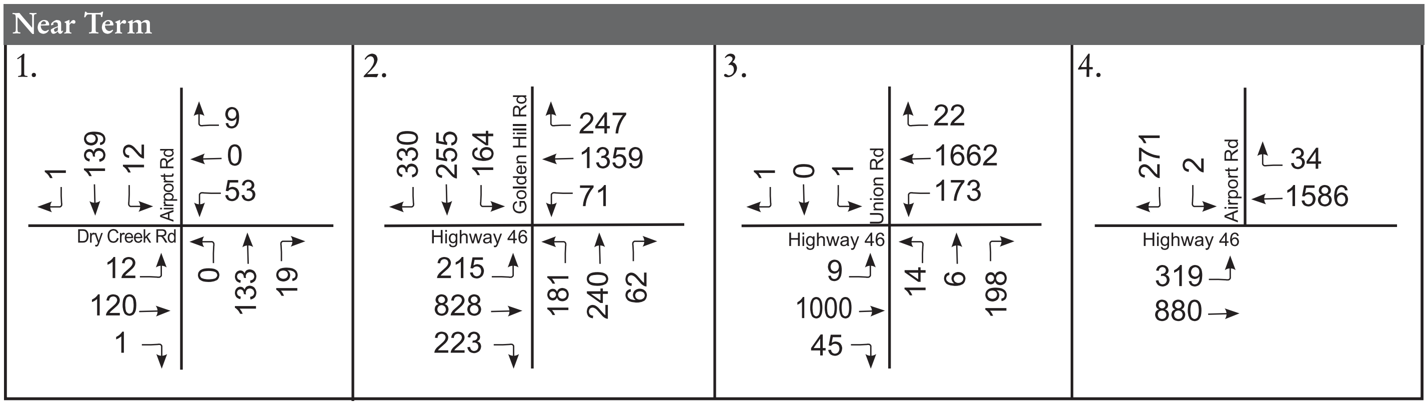
Existing Peak Hour



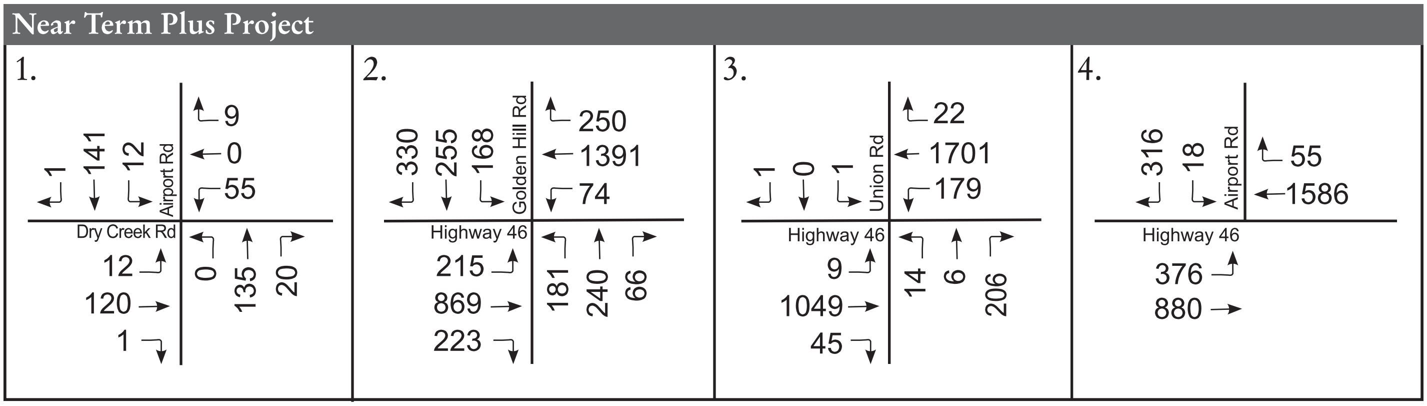
Existing Plus Project



Near Term



Near Term Plus Project



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Legend:

⑦ - Study Area Intersection

XX - Saturday Peak Hour Traffic Volumes

DEFICIENCY ANALYSIS

The deficiency analysis for individual travel modes are discussed below.

Traffic Operations

Traffic operations deficiency criteria are described in the Analysis Methods section of this report. Table 5 summarizes the operating conditions under Existing and Existing Plus Project conditions.

Table 5: Existing & Existing Plus Project Intersection Levels of Service

		Existing		Existing Plus Project		
Intersection	**Peak Hour**	**Delay[1] (sec/veh)**	**LOS[2]**	**Delay[1] (sec/veh)**	**LOS[2]**	**Queues Exceed Storage[3]**
1. Airport Road/ Dry Creek Road	AM	0.9 (11.6)	A (B)	0.9 (11.6)	A (B)	No
	PM	3.7 (15.3)	A (C)	3.7 (15.5)	A (C)	No
	Sat	5.4 (12.9)	A (C)	5.4 (13.0)	A (B)	No
2. State Route 46/ Golden Hill Road	AM	22.7	C	23.0	C	No
	PM	23.0	C	23.6	C	No
	Sat	34.0	C	34.7	C	No
3. State Route 46/ Union Road	AM	4.2 (25.2)	A (D)	4.4 (27.7)	A (D)	No
	PM	5.3 (38.8)	A (E)	6.1 (48.3)	A (E)	No
	Sat	8.9 (>200)	A (F)	10.2 (>200)	A (F)	No
4. State Route 46/ Airport Road	AM	5.2 (19.5)	A (C)	7.5 (27.2)	A (D)	**Yes[4]**
	PM	4.4 (26.7)	A (D)	6.3 (34.8)	A (D)	**Yes[4]**
	Sat	8.8 (46.3)	A (E)	43.4 (>200)	E (F)	**Yes[4]**

1. HCM 2010 average control delay in seconds per vehicle.
2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis.
3. See Table 7 for detailed queues.
4. 95th percentile queues exceed storage length or signal capacity.

The Airport Road/Dry Creek Road and State Route 46E/Golden Hill Road intersections operate at LOS C or better during all time periods both with and without the project.

The northbound approach to the State Route 46E/Union Road intersection operates at LOS E both with and without the project during weekday PM peak hour and at LOS F on Saturday at mid-day due to high volumes on State Route 46E.

The southbound approach to the State Route 46E/Airport Road intersection operates at LOS D during weekday conditions with the project and at LOS F on Saturday with the project.

Queuing is reported in Table 7. Queuing on the southbound approach to State Route 46E/Airport Road increases from five vehicles in the Existing PM peak hour to seven vehicles with the addition of project traffic under Existing Plus Project PM conditions. Queuing at the same intersection increase from six vehicles in Existing Saturday at mid-day to nine with the addition of project traffic under Existing Plus Project Saturday mid-day conditions

Traffic Operations Recommendations

The side-street-stop controlled approaches to Union Road and Airport Road at State Route 46E experience moderate to long delay as drivers wait for an acceptable gap in traffic on State Route 46E. Caltrans' Comprehensive Corridor Study for State Route 46E acknowledges this existing deficiency and provides recommendations to address them. These recommendations include improving local parallel routes, improving the Union Road / State Route 46E intersection, and implementation of travel demand management strategies.

The City recently approved a project on Union Road with the condition that it prohibit northbound left turns at the State Route 46E / Union Road intersection. This will address the deficiency at this intersection in the near term; no further improvements are recommended. Longer term deficiencies are under study as a part of the on-going State Route 46E / Union Road Project Report and Environmental Document.

The southbound approach to the State Route 46E / Airport Road intersection experiences moderate delay during the weekday peak hours, worsening during Saturday mid-day conditions when the water park is active and high regional traffic volumes are present on the highway. The 95th percentile queues on the southbound approach are forecast to reach 228 feet (under 10 vehicles) under Existing Plus Project conditions on Saturday. These queues would not block any adjacent driveways.

Improving parallel routes would reduce the local traffic using the State Route 46E / Airport Road intersection. The City's Circulation Element includes a new connection between Wisteria Lane and Airport Road. This connection would shift project traffic away from State Route 46E and improve operations at the State Route 46E / Airport Road intersection. The development of parallel routes is consistent with the Caltrans Corridor Study for this area.

Bicycles

Bicycle deficiencies would occur if the project disrupts existing or planned bicycle facilities or is otherwise incongruent with the City's Bike Master Plan. The Bike Master Plan proposes the following new bicycle facilities in the vicinity of the project:

- Class II bike lanes are proposed along Golden Hill Road from State Route 46E to south of Niblick Drive.
- Class II bike lanes are proposed along the extent of Union Road.
- Class II bike lanes are proposed along Dry Creek Road from Airport Road to Jardine Road.
- Class II bike lanes are proposed along the extent of Airport Road, including along the project frontage.
- A Class I bike path along the east bank of the Huer Huero Creek is proposed connecting Union Road near Barney Schwartz Park to the Ravine Water Park on Airport Road.

The project site plan shows frontage improvements on Airport Road that include a 12 foot median, 12 foot travel lanes, a two foot buffer, and five foot Class II bike lanes.

The following changes are recommended to better serve cyclists and conform to the Bike Master Plan:

- Modify the bike lane and right turn striping for the northbound right turn lane proposed at Airport Road / Destino Paso Way per Figure 9C-4 of the California MUTCD. The site plan shows the bike lane to the right of the right turn lane instead of between the right turn lane and through lane as recommended by the MUTCD.
- Install the bicycle rider stencil pavement marker only when the bike lanes are continuous to the north and south of the project frontage.

Pedestrians

Pedestrian deficiencies would occur if the project fails to provide safe and accessible pedestrian connections between project buildings and adjacent streets, trails, and transit facilities.

The project site plan shows a concrete sidewalk along the east side of the project driveway (Destino Paso Way) connecting to Hotels 1 and 2 to Hotel 3. A sidewalk is proposed along Airport Road between Hotels 3 and 4. A four foot or greater aggregate base walking path is shown on the west side of Airport Road from Destino Paso Way to the northernmost Ravine Water Park parking area.

Pedestrian Evaluation and Recommendations

The Ravine Water Park is located approximately ½ mile from the proposed project, and some Hotel guests may walk to the Water Park if pedestrian accommodations are provided. As proposed, guests walking to the Water Park would cross Airport Road at Destino Paso Way then walk along the aggregate walking path to the Water Park. An alternative would be to cross Airport Road near the RV Park. The table below summarizes these alternatives.

Airport Road Pedestrian Crossing Evaluation			
Location	**Pros**	**Cons**	**Recommendation**
Cross Airport at Destino Paso, path on West Side	• Serves Destino Paso pedestrians	• Long uncontrolled crossing (60-80 feet)	• Construct as proposed on site plan.
Path on East Side, Cross on North side of RV Resort Driveway	• Shorter Crossing Distance • Serves RV Resort and Destino Paso pedestrians	• May require modification of Airport Road at RV Resort entrance merge • May require additional grading • Potential sight distance issue due to horizontal and vertical curves	• Not recommended.

The table above suggests that a shared crossing with the RV Resort would benefit the most pedestrians, but has constructability and sight distance concerns. This crossing would require modification to the short northbound acceleration/merge lane located north of the RV Resort driveway on Airport Road, potential grading and retaining walls, and would require site plan revisions to provide a walking path along the east side of Airport Road along the project frontage. The walking path as proposed by the project along the west side of Airport Road is recommended given these constraints.

On-Site Pedestrian Circulation

Recommendations on the preliminary site plans have been incorporated into the current plan. No further changes are recommended.

Transit

Transit deficiencies would occur if the project disrupts existing or planned transit facilities or services; conflicts with City plans, guidelines, policies, or standards; or if the project adds trips to a line already operating at peak hour crush load capacity.

The project is not expected to alter or disrupt any of the transit facilities or services, so no transit deficiencies are noted. Shuttle service, if feasible, serving local attractions such as wineries and the Water Park would reduce the demand for travel by personal automobile.

Site Access and On-Site Circulation

On-site circulation deficiencies would occur if project designs fail to meet appropriate standards, fail to provide adequate truck access, or would result in hazardous or unsafe conditions.

The proposed site plan is shown on **Figure 2**. Project access will be provided via Destino Paso Way, which would be improved from its current condition as a dirt road.

Detailed construction documents should be reviewed once they are ready to ensure that adequate sight distance is provided at the driveways serving Hotels 1 and 3, which are located on the inside of horizontal curves. Landscaping and other features should be restricted near these driveways to provide clear sight lines to approaching traffic.

Circulation Element Consistency

Airport Road is classified as an arterial in the City's Circulation Element. Page CE-15 of the Circulation Element lists development policies, and item 12 notes that developers should be responsible for "Limited access on all arterials." Three of the project's hotels would gain access directly from Destino Paso Way, not Airport Road, which is consistent with this Circulation Element policy. The fourth hotel would be accessed directly from Airport Road.

There is an existing driveway less than 100 feet north of Destino Paso Way. It currently serves low-intensity single family and ranching uses. If this property intensifies, the existing driveway could create driver confusion and conflicts due to the closely spaced intersections. We recommend providing an access easement to consolidate access for both parcels via Destino Paso Way if the property intensifies and generates more traffic. This would limit the conflicting closely spaced driveways on an arterial roadway consistent with the Circulation Element policy.

An access easement is also recommended on Destino Paso Way to serve the property to the east if it redevelops. The City's Circulation Element and Parallel Routes Study plan the development of a network of City streets parallel to State Route 46 from Jardine Road to River Road. The Circulation Element plans a new connection from Wisteria Lane to Airport Road which would allow project traffic to reach Golden Hill Road on local streets and reduce the reliance on State Route 46 for local trips. Providing the eastern property access to Airport Road via Destino Paso Way would support the development of parallel routes.

Near Term Traffic Conditions

Near Term conditions reflect the addition of approved and pending projects in the study area to Existing Conditions volumes. The following near-term projects are included in this scenario:

- Buena Vista Apartments- 142 apartment units located at 802 Experimental Station Road.
- River Oaks- The Next Generation- 144 active adult homes, 127 single family homes, community center, and fitness/wellness center located north of River Oaks Drive and east of River Road.
- RV Park- 332 spaces located at the north end of Golden Hill Road
- Wine Storage Building- 66,000 s.f. located at 2261 Wisteria Lane
- Hilton Garden Inn Hotel- 166 hotel rooms and related amenities on the southeast corner of State Route 46E/Golden Hill Road.
- Paso Robles Marriott- 119 hotel rooms on Union Road.
- San Antonio Winery Development- Tasting room, restaurant, four residences, and retail in addition to existing facilities at 2610 Buena Vista Drive
- San Antonio Winery Processing- 126,000 s.f. processing facility at 2261 Wisteria Lane.

Traffic volumes for the Buena Vista Apartments, Hilton Garden Inn, River Oaks, and Paso Robles Marriott projects were obtained from the traffic studies prepared for those projects. Traffic volumes for the RV park, wine storage building, winery development, and wine processing facility were estimated using standard ITE rates. The roadway network was assumed to remain the same as under Existing conditions.

DEFICIENCY ANALYSIS

Project volumes were added to Near Term conditions to yield Near Term Plus Project conditions as shown on **Figure 6**. Table 6 summarizes the traffic conditions under Near Term and Near Term Plus Project conditions, with queues detailed in Table 7.

Table 6: Near Term & Near Term Plus Project Intersection Levels of Service

		Near Term			Near Term Plus Project		
Intersection	**Peak Hour**	**Delay[1] (sec/veh)**	**LOS[2]**	**Queues Exceed Storage[3]**	**Delay[1] (sec/veh)**	**LOS[2]**	**Queues Exceed Storage[3]**
1. Airport Road/ Dry Creek Road	AM	0.9 (11.8)	A (B)	No	0.9 (11.9)	A (B)	No
	PM	3.9 (16.1)	A (C)	No	3.9 (16.3)	A (C)	No
	Sat	5.4 (13.6)	A (B)	No	5.5 (13.8)	A (B)	No
2. State Route 46/ Golden Hill Road	AM	27.9	C	No	28.3	C	No
	PM	29.8	C	**Yes[4]**	30.8	C	**Yes[4]**
	Sat	44.5	D	**Yes[4]**	45.5	D	**Yes[4]**
3. State Route 46/ Union Road	AM	4.6 (31.7)	A (D)	No	5.0 (34.9)	A (D)	No
	PM	7.7 (68.3)	A (F)	No	8.5 (78.0)	A (F)	No
	Sat	12.3 (165.7)	B (F)	No	13.8 (186.4)	B (F)	Yes[4]
4. State Route 46/ Airport Road	AM	7.8 (24.7)	A (C)	**Yes[4]**	16.0 (86.1)	C (F)	**Yes[4]**
	PM	6.2 (39.3)	A (E)	**Yes[4]**	9.7 (56.5)	A (F)	**Yes[4]**
	Sat	14.7 (84.0)	B (F)	**Yes[4]**	13.8 (>200)	B (F)	**Yes[4]**

1. HCM 2010 average control delay in seconds per vehicle.
2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis.
3. See Table 7 for detailed queues.
4. 95th percentile queues exceed storage length or signal capacity.

Table 6 shows the following:

- The Airport Road / Dry Creek Road intersection operates at LOS C or better during all Near Term scenarios.
- The State Route 46E / Golden Hill Road intersection is forecast to operate at LOS C during the weekday peak hour with the project in place. During the Saturday peak hour, the intersection operates at LOS D both with and without the project.
- The northbound approach to the State Route 46E / Union Road intersection operates at LOS F both with and without the project during weekday PM and Saturday mid-day peak hours.
- The southbound approach to the State Route 46E / Airport Road intersection operates at LOS D during weekday conditions with the project and at LOS F on Saturday with the project.

Queuing is summarized in Table 7. Queuing on the southbound approach to State Route 46E / Airport Road increases from eight vehicles in the Existing PM peak hour to eleven vehicles with the addition of project traffic under Near Term Plus Project PM conditions. Queuing at the same intersection increase from ten vehicles under Near Term Saturday conditions to fourteen with the addition of project traffic. These queues would not block nearby driveways.

<u>Traffic Operations Recommendations</u>

The recommendations summarized in the Existing Plus Project conditions section also apply to the Near Term Plus Project scenario. One additional recommendation is provided below to improve operations at the State Route 46E / Airport Road intersection.

Prohibiting southbound left turns at State Route 46E / Airport Road would reduce conflict points at this intersection, reduce queuing, and reduce delay on the southbound approach. Delay for the southbound approach increases substantially once traffic from Hotels 2, 3, and 4 are included. We recommend prohibiting southbound left turns at this intersection prior to occupancy of Hotels 2, 3, and 4.

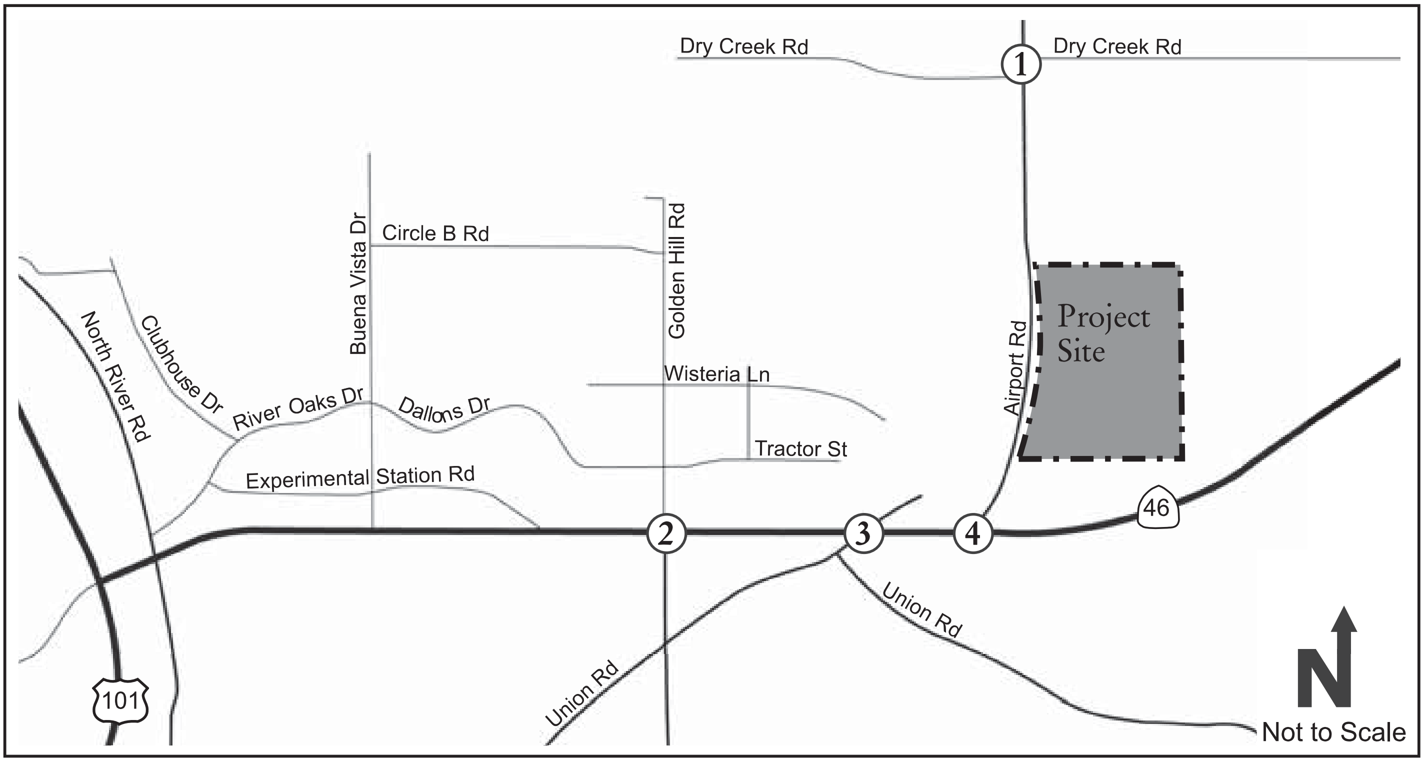
This would require vehicles destined to the east on State Route 46 to turn right then perform a U-turn at Union Road or Golden Hill Road. The existing counts show that fewer than ten vehicles make the southbound left turn during the peak hours studied, and shifting these trips would have a negligible effect on operations at the nearby intersections of Union Road and Golden Hill Road.

Table 7: 95th Percentile Queues

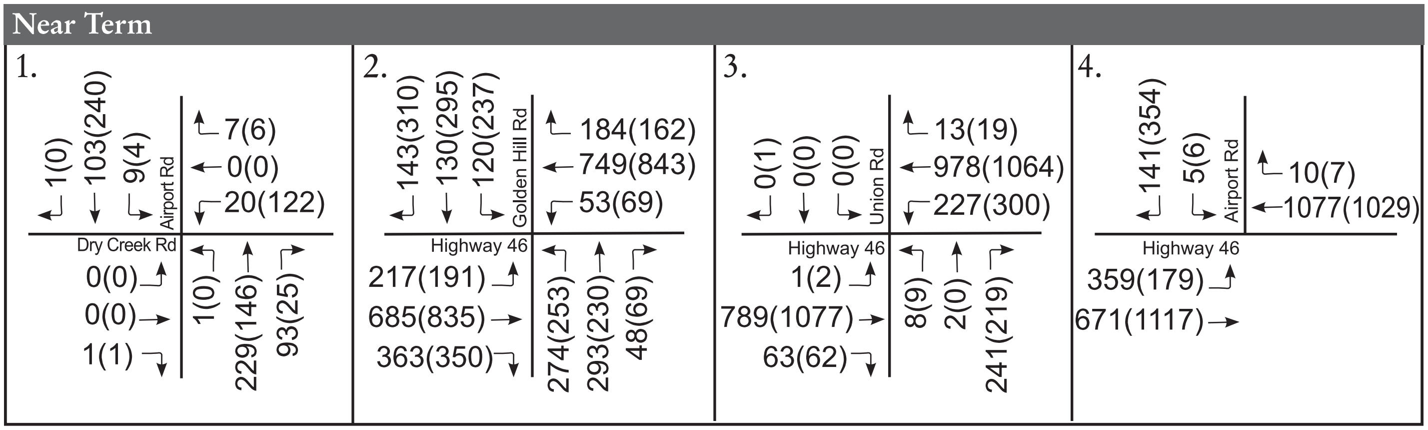
				95th Percentile Queues (feet)[1]			
Intersection	**Direction**	**Storage Length**	**Peak Hour**	**Existing**	**Existing+ Project**	**Near Term**	**Near Term+ Project**
1. Airport Road/ Dry Creek Road	EBL	N/A	AM	0	0	0	0
			PM	0	0	0	0
			Sat	25	25	25	25
	WBL	N/A	AM	5	5	5	5
			PM	33	33	38	38
			Sat	10	10	13	13
	NBL	N/A	AM	0	0	0	0
			PM	0	0	0	0
			Sat	0	0	0	0
	SBL	N/A	AM	0	0	0	0
			PM	0	0	0	0
			Sat	0	0	0	0
2. State Route 46/Golden Hill Road	EBL	550 ft.	AM	79	80	118	118
			PM	86	88	120	120
			Sat	115	116	148	148
	WBL	460 ft.	AM	23	23	39	40
			PM	35	38	55	57
			Sat	31	34	54	57
	NBL	160 ft.	AM	119	120	134	134
			PM	115	119	147	147
			Sat	90	90	129	129
	SBL	130 ft.	AM	59	61	73	75
			PM	104	109	**143**	**144**
			Sat	91	94	120	123
3. State Route 46/ Union Road	EBL	500 ft.	AM	0	0	0	0
			PM	0	0	0	0
			Sat	3	3	3	3
	WBL	670 ft.	AM	35	38	40	43
			PM	68	75	83	93
			Sat	25	28	28	33
	NBL	N/A	AM	63	70	73	83
			PM	65	70	78	85
			Sat	45	90	93	95
4. State Route 46/ Airport Road	EBL	950	AM	135	188	213	295
			PM	28	35	35	45
			Sat	193	295	255	375
	SBL	N/A	AM	8	30	15	63
			PM	3	18	5	23
			Sat	5	98	13	345 [2]
	SBR	25 ft.	AM	**38**	**45**	**50**	**60**
			PM	**130**	**185**	**195**	**275**
			Sat	**155**	**228**	**245**	**345**

1. Queue length that would not be exceeded 95 percent of the time.
2. No value reported for south bound left turn lane, queue reported or southbound right turn lane

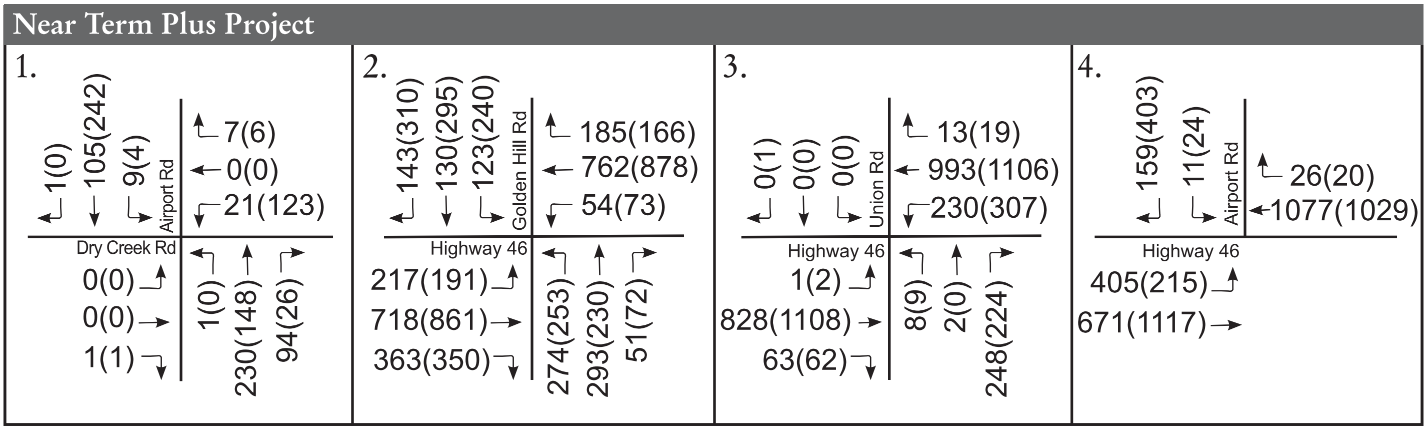
Figure 6: Near Term Volumes and Near Term Plus Project Weekday Volumes



Near Term



Near Term Plus Project



Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

Legend:

⑦ - Study Area Intersection

xx(yy) - AM(PM) Peak Hour Traffic Volumes

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LSA Associates. 2012. Buena Vista Apartments Traffic Impact Analysis.

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Penfield & Smith. 2012. Ayers Hotel Project Traffic and Circulation Study.

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Appendix A: Traffic Count Sheets

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

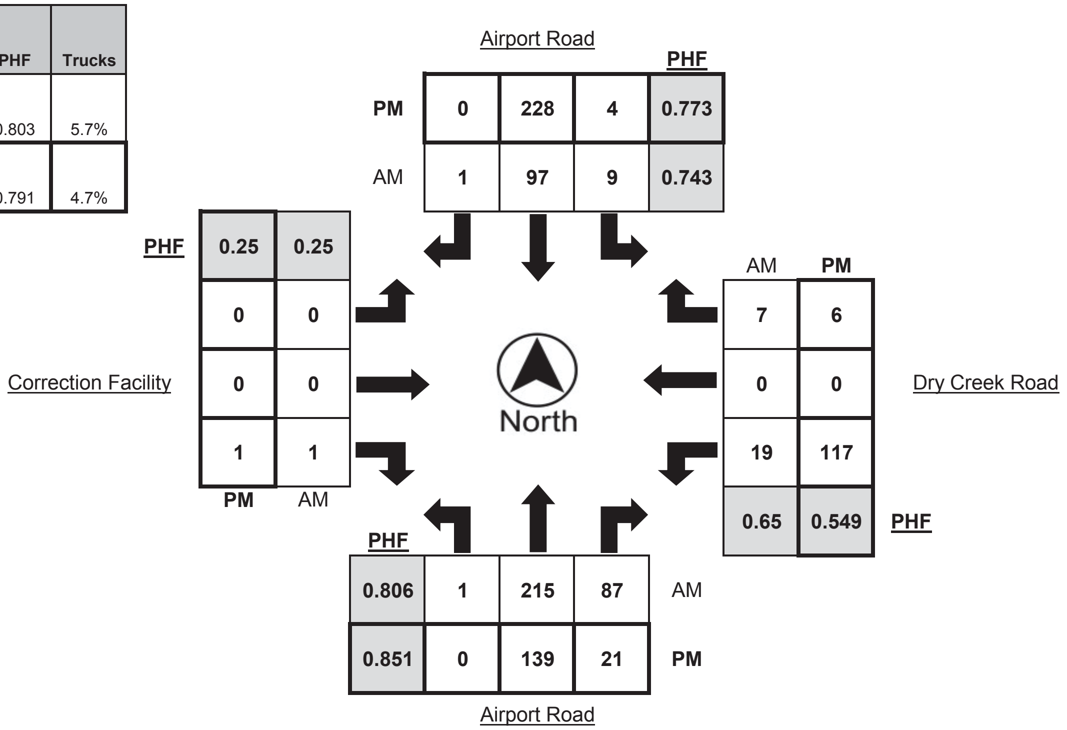
LOCATION Airport Road @ Dry Creek Road
LATITUDE 35.662886°
COUNTY San Luis Obispo
LONGITUDE -120.640968°
COLLECTION DATE Thursday, April 7, 2016
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	27	11	2	0	17	0	1	0	0	0	0	4	0	0	2
7:15 AM - 7:30 AM	0	40	10	3	0	36	0	1	0	0	0	0	6	0	1	2
7:30 AM - 7:45 AM	1	45	20	2	3	26	0	0	0	0	0	0	5	0	0	2
7:45 AM - 8:00 AM	0	65	29	4	3	32	1	3	0	0	0	0	5	0	1	2
8:00 AM - 8:15 AM	0	54	20	3	1	13	0	1	0	0	1	0	3	0	2	0
8:15 AM - 8:30 AM	0	51	18	5	2	26	0	2	0	0	0	0	6	0	4	1
8:30 AM - 8:45 AM	1	33	18	2	1	27	0	3	0	0	0	0	5	0	0	0
8:45 AM - 9:00 AM	0	21	7	1	1	29	0	3	0	0	0	0	5	0	0	0
TOTAL	**2**	**336**	**133**	**22**	**11**	**206**	**1**	**14**	**0**	**0**	**1**	**0**	**39**	**0**	**8**	**9**

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	23	6	3	1	37	0	3	0	0	2	0	15	0	5	0
4:15 PM - 4:30 PM	0	35	9	4	1	41	0	2	0	0	0	0	16	0	2	0
4:30 PM - 4:45 PM	0	29	3	3	2	73	0	2	0	0	0	0	53	0	3	1
4:45 PM - 5:00 PM	0	43	4	6	1	49	0	2	0	0	0	0	23	0	1	0
5:00 PM - 5:15 PM	0	32	5	3	0	65	0	0	0	0	1	0	25	0	0	1
5:15 PM - 5:30 PM	0	24	11	2	2	52	0	1	0	0	0	0	7	0	0	0
5:30 PM - 5:45 PM	0	24	5	2	0	33	0	3	0	0	0	0	16	0	2	0
5:45 PM - 6:00 PM	0	16	3	1	0	27	0	3	0	0	0	0	11	0	0	1
TOTAL	**0**	**226**	**46**	**24**	**7**	**377**	**0**	**16**	**0**	**0**	**3**	**0**	**166**	**0**	**13**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	1	215	87	14	9	97	1	6	0	0	1	0	19	0	7	5
4:15 PM - 5:15 PM	0	139	21	16	4	228	0	6	0	0	1	0	117	0	6	2

	PHF	Trucks
AM	0.803	5.7%
PM	0.791	4.7%



Metro Traffic Data Inc.
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Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

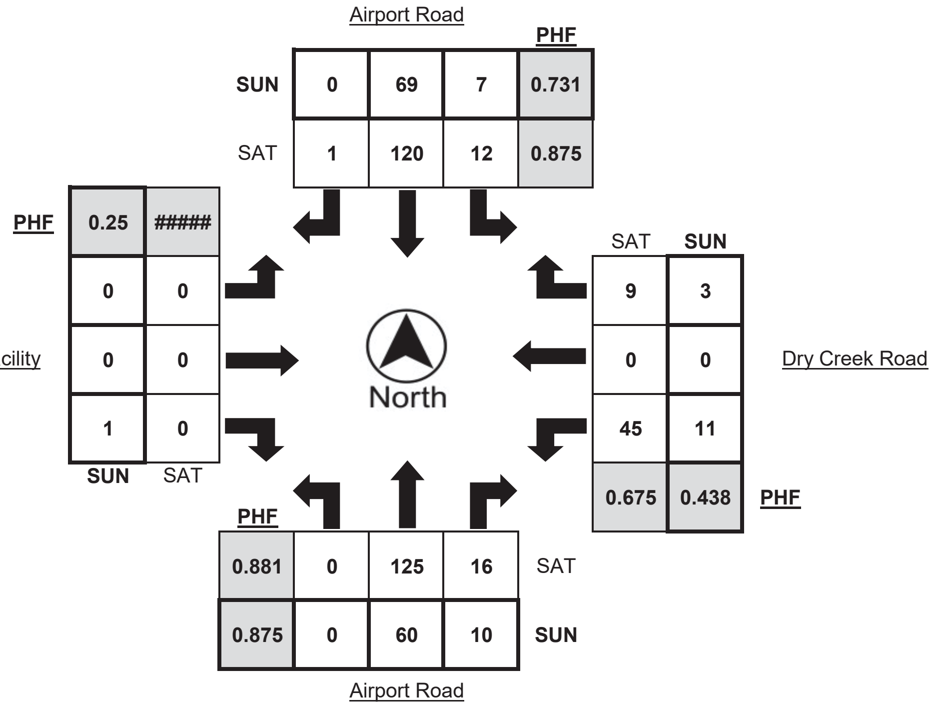
LOCATION Airport Road @ Dry Creek Road (East)
LATITUDE 35.662849°
COUNTY San Luis Obispo
LONGITUDE -120.640936°
COLLECTION DATE Saturday 6/4/16 & Sunday 6/5/16
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time (Saturday)	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
11:00 AM - 11:15 AM	0	17	5	2	2	36	0	7	0	0	0	0	9	0	1	2
11:15 AM - 11:30 AM	0	27	8	0	2	15	0	0	0	0	0	0	5	0	1	0
11:30 AM - 11:45 AM	0	25	5	1	3	13	1	0	0	0	0	0	14	1	3	0
11:45 AM - 12:00 PM	0	37	3	2	4	28	0	4	0	0	0	0	17	0	3	0
12:00 PM - 12:15 PM	0	31	3	1	3	34	1	0	0	0	0	0	8	0	3	0
12:15 PM - 12:30 PM	0	31	3	0	2	24	0	0	0	0	0	0	7	0	1	0
12:30 PM - 12:45 PM	0	26	7	5	3	34	0	2	0	0	0	0	13	0	2	0
12:45 PM - 1:00 PM	0	32	2	3	1	25	0	3	0	0	0	0	20	0	2	1
TOTAL	**0**	**226**	**36**	**14**	**20**	**209**	**2**	**16**	**0**	**0**	**0**	**0**	**93**	**1**	**16**	**3**

	Northbound				Southbound				Eastbound				Westbound			
Time (Sunday)	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	15	1	0	2	24	0	1	0	0	0	0	5	0	3	0
4:15 PM - 4:30 PM	0	14	2	0	3	18	0	0	0	0	0	0	4	0	0	0
4:30 PM - 4:45 PM	0	14	4	0	2	14	0	0	0	0	0	0	2	0	0	0
4:45 PM - 5:00 PM	0	17	3	1	0	13	0	0	0	0	1	0	0	0	0	0
5:00 PM - 5:15 PM	0	8	4	0	1	22	0	0	0	1	0	0	3	1	0	0
5:15 PM - 5:30 PM	0	15	5	1	2	19	0	0	0	0	0	0	1	0	2	0
5:30 PM - 5:45 PM	0	15	0	0	1	15	0	0	0	0	0	0	5	0	0	0
5:45 PM - 6:00 PM	0	21	3	2	0	9	0	0	0	0	0	0	2	0	1	0
TOTAL	**0**	**119**	**22**	**4**	**11**	**134**	**0**	**1**	**0**	**1**	**1**	**0**	**22**	**1**	**6**	**0**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
11:45 AM - 12:45 PM	0	125	16	8	12	120	1	6	0	0	0	0	45	0	9	0
4:00 PM - 5:00 PM	0	60	10	1	7	69	0	1	0	0	1	0	11	0	3	0

	PHF	Trucks
Saturday	0.891	4.3%
Sunday	0.805	1.2%

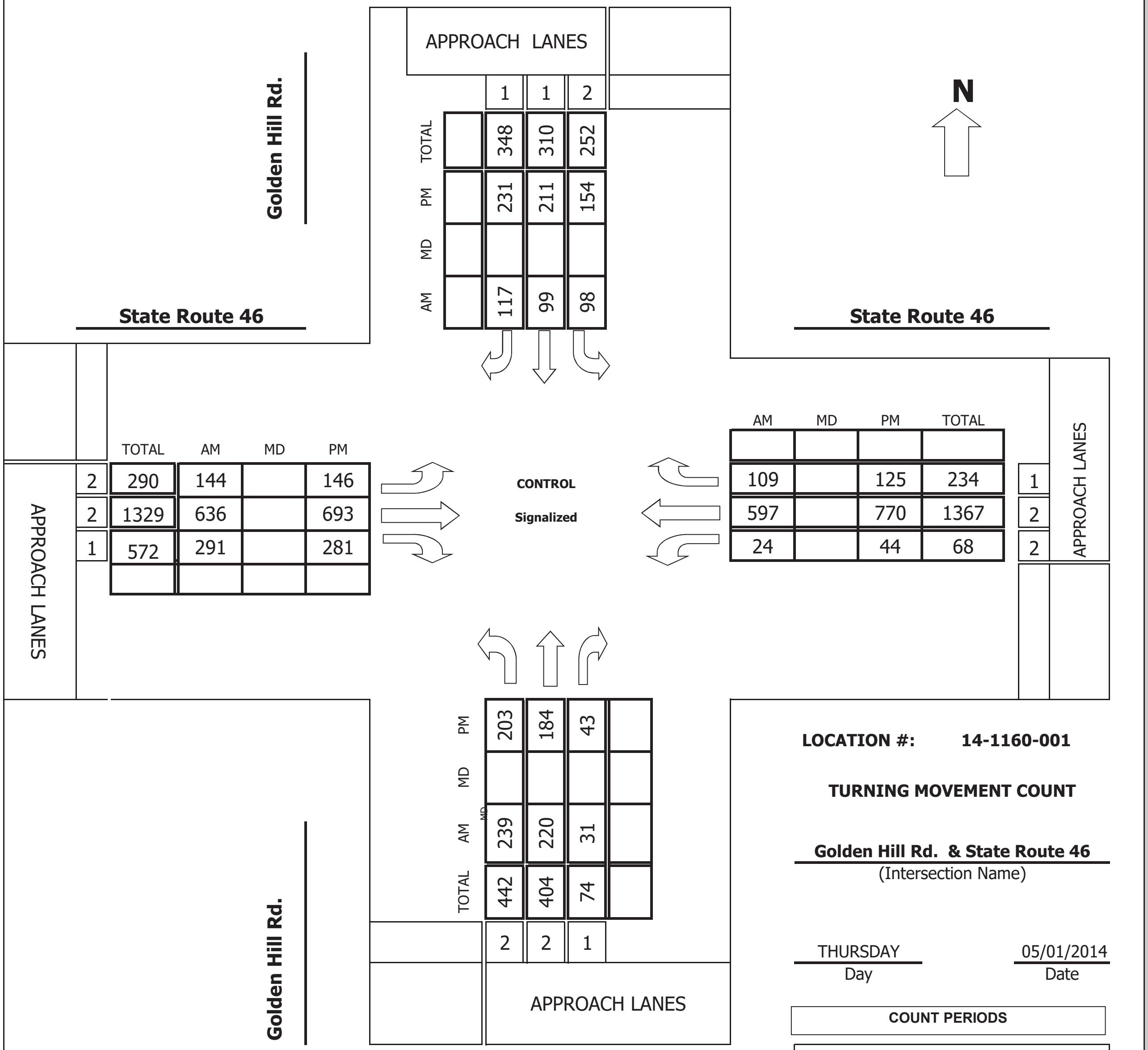


Intersection Turning Movement
Prepared by:

Field Data Services of Arizona, Inc.
520.316.6745

Project #: 14-1160-001

TMC SUMMARY OF Golden Hill Rd. & State Route 46



APPROACH LANES

APPROACH LANES		1	1	2
TOTAL		348	310	252
PM		231	211	154
MD				
AM		117	99	98

APPROACH LANES	TOTAL	AM	MD	PM
2	290	144		146
2	1329	636		693
1	572	291		281

AM	MD	PM	TOTAL	APPROACH LANES
109		125	234	1
597		770	1367	2
24		44	68	2

PM	203	184	43	
MD				
AM	239	220	31	
TOTAL	442	404	74	
APPROACH LANES	2	2	1	

LOCATION #: 14-1160-001

TURNING MOVEMENT COUNT

Golden Hill Rd. & State Route 46
(Intersection Name)

THURSDAY
Day

05/01/2014
Date

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 430 PM

Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

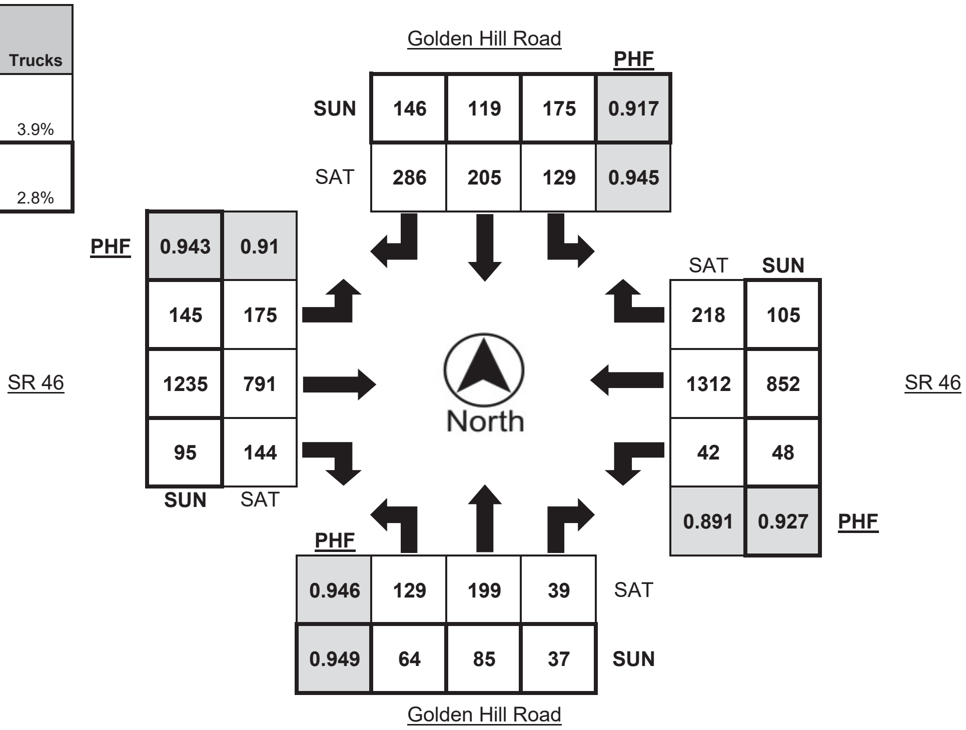
LOCATION SR 46 @ Golden Hill Road
LATITUDE 35.644557°
COUNTY San Luis Obispo
LONGITUDE -120.658075°
COLLECTION DATE Saturday 6/4/16 & Sunday 6/5/16
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time (Saturday)	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
11:00 AM - 11:15 AM	37	38	6	1	23	55	72	4	34	183	33	22	21	301	62	23
11:15 AM - 11:30 AM	31	56	10	1	33	54	75	0	44	175	35	33	12	367	62	7
11:30 AM - 11:45 AM	38	46	9	1	31	48	76	2	48	221	36	14	11	307	55	11
11:45 AM - 12:00 PM	36	48	12	0	37	58	69	1	38	177	41	21	8	315	63	21
12:00 PM - 12:15 PM	24	49	8	0	28	45	66	0	45	218	32	18	11	323	38	13
12:15 PM - 12:30 PM	38	41	7	2	31	39	58	0	32	191	39	25	8	285	41	6
12:30 PM - 12:45 PM	29	36	10	0	34	39	50	1	34	198	29	10	19	303	62	21
12:45 PM - 1:00 PM	28	40	1	0	33	35	56	1	34	187	20	15	15	255	23	12
TOTAL	**261**	**354**	**63**	**5**	**250**	**373**	**522**	**9**	**309**	**1550**	**265**	**158**	**105**	**2456**	**406**	**114**

	Northbound				Southbound				Eastbound				Westbound			
Time (Sunday)	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	13	21	6	1	40	23	27	0	42	278	25	3	7	213	36	8
4:15 PM - 4:30 PM	15	27	7	0	41	33	25	0	34	296	24	7	15	222	20	5
4:30 PM - 4:45 PM	17	20	11	0	48	30	31	2	47	317	27	14	14	197	33	13
4:45 PM - 5:00 PM	13	18	12	0	44	28	40	4	34	303	25	11	9	231	31	11
5:00 PM - 5:15 PM	19	20	7	0	42	28	50	0	30	319	19	8	10	202	21	11
5:15 PM - 5:30 PM	16	19	2	0	28	18	31	1	31	316	17	5	15	223	39	8
5:30 PM - 5:45 PM	26	30	10	1	39	24	41	1	17	322	23	7	12	198	31	7
5:45 PM - 6:00 PM	16	25	9	0	37	22	23	0	31	304	24	0	17	211	25	13
TOTAL	**135**	**180**	**64**	**2**	**319**	**206**	**268**	**8**	**266**	**2455**	**184**	**55**	**99**	**1697**	**236**	**76**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
11:15 AM - 12:15 PM	129	199	39	2	129	205	286	3	175	791	144	86	42	1312	218	52
4:15 PM - 5:15 PM	64	85	37	0	175	119	146	6	145	1235	95	40	48	852	105	40

	PHF	Trucks
Saturday	0.961	3.9%
Sunday	0.980	2.8%

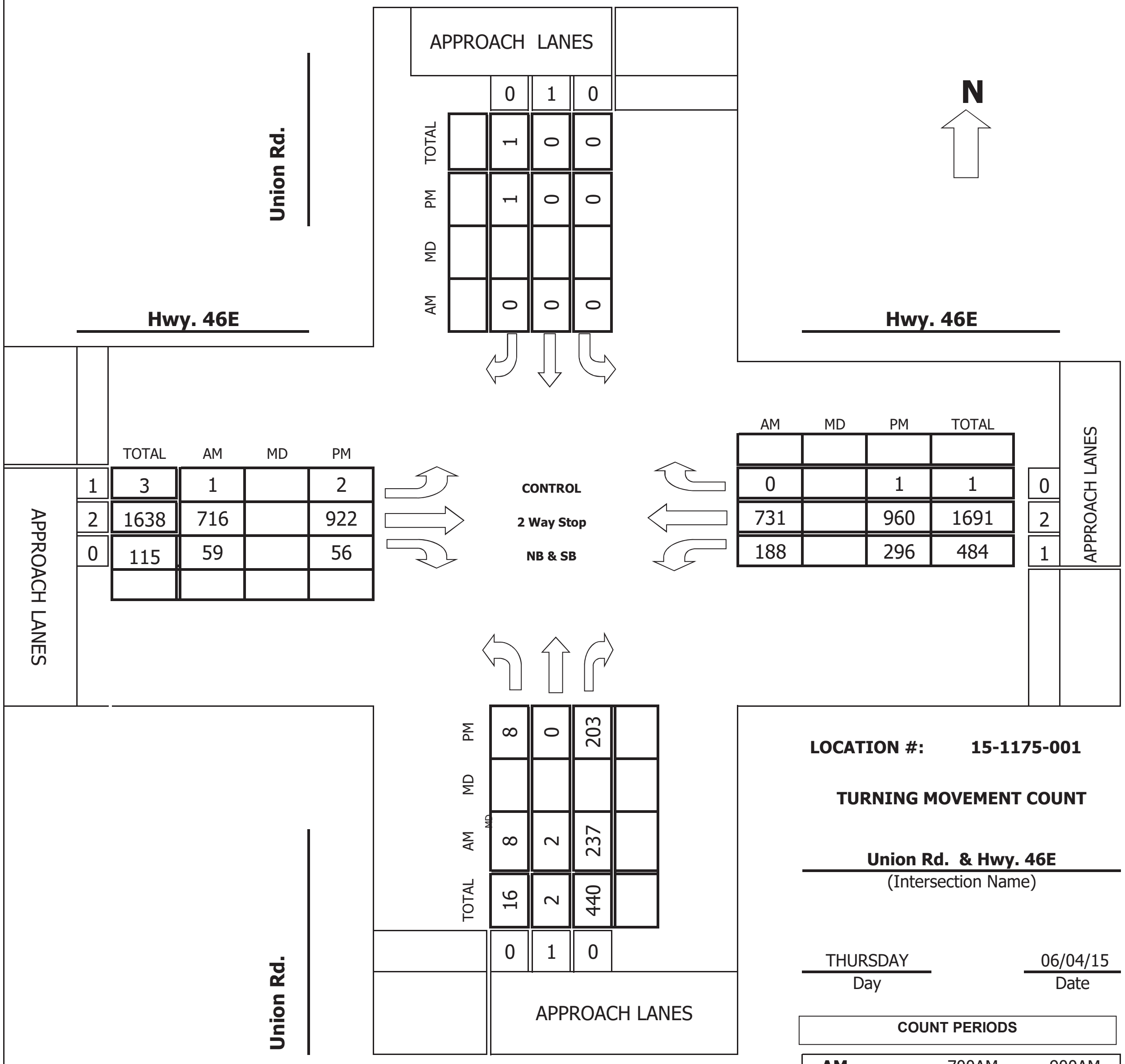


Intersection Turning Movement
Prepared by:

Field Data Services of Arizona, Inc.
520.316.6745

Project #: 15-1175-001

TMC SUMMARY OF Union Rd. & Hwy. 46E



APPROACH LANES	0	1	0
TOTAL	1	0	0
PM	1	0	0
MD			
AM	0	0	0

APPROACH LANES	TOTAL	AM	MD	PM
1	3	1		2
2	1638	716		922
0	115	59		56

AM	MD	PM	TOTAL	APPROACH LANES
0		1	1	0
731		960	1691	2
188		296	484	1

PM	8	0	203
MD			
AM	8	2	237
TOTAL	16	2	440
APPROACH LANES	0	1	0

LOCATION #: 15-1175-001

TURNING MOVEMENT COUNT

Union Rd. & Hwy. 46E
(Intersection Name)

THURSDAY
Day

06/04/15
Date

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 445 PM

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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

LOCATION SR 46 @ Union Road

LATITUDE 35.644553°

COUNTY San Luis Obispo

LONGITUDE -120.649432°

COLLECTION DATE Saturday 6/4/16 & Sunday 6/5/16

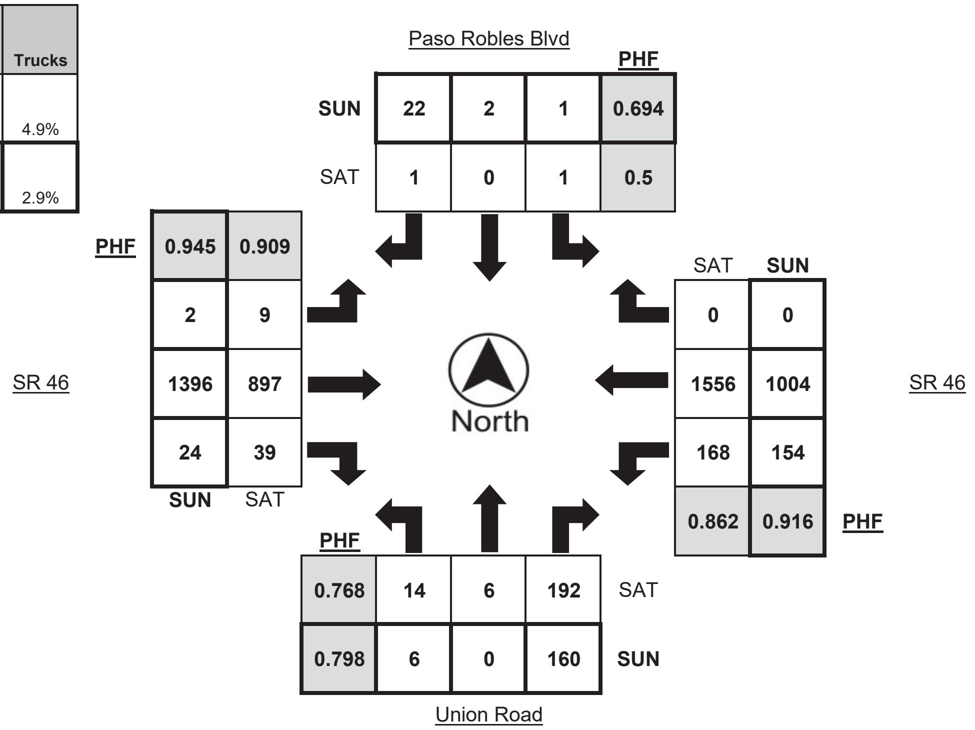
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time (Saturday)	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
11:00 AM - 11:15 AM	1	0	40	0	0	0	1	0	2	224	8	23	42	377	0	16
11:15 AM - 11:30 AM	3	0	51	0	0	0	0	0	1	188	9	16	47	453	0	12
11:30 AM - 11:45 AM	4	2	42	0	0	0	0	0	2	242	16	20	46	350	0	8
11:45 AM - 12:00 PM	6	3	60	1	1	0	0	0	4	221	5	20	34	384	0	25
12:00 PM - 12:15 PM	1	1	39	0	0	0	1	0	2	246	9	17	41	369	0	22
12:15 PM - 12:30 PM	2	0	46	1	0	0	1	0	2	224	9	20	45	327	0	14
12:30 PM - 12:45 PM	2	0	50	1	0	0	2	0	2	239	7	16	48	392	0	18
12:45 PM - 1:00 PM	3	1	53	0	1	0	0	0	3	214	7	18	44	304	0	16
TOTAL	**22**	**7**	**381**	**3**	**2**	**0**	**5**	**0**	**18**	**1798**	**70**	**150**	**347**	**2956**	**0**	**131**

	Northbound				Southbound				Eastbound				Westbound			
Time (Sunday)	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	0	29	0	0	2	5	0	1	321	7	3	27	249	0	7
4:15 PM - 4:30 PM	2	0	48	2	0	0	3	0	0	360	3	10	56	260	0	5
4:30 PM - 4:45 PM	1	0	34	2	0	0	6	1	0	346	8	13	35	231	0	16
4:45 PM - 5:00 PM	3	0	49	0	1	0	8	0	1	369	6	11	36	264	0	9
5:00 PM - 5:15 PM	2	0	28	0	1	1	1	0	0	358	4	14	26	216	0	14
5:15 PM - 5:30 PM	4	0	35	0	0	1	3	0	0	339	6	5	42	277	0	8
5:30 PM - 5:45 PM	0	0	37	0	1	1	4	0	0	358	5	10	45	232	0	12
5:45 PM - 6:00 PM	1	0	50	1	0	1	9	0	0	346	7	4	43	238	0	15
TOTAL	**13**	**0**	**310**	**5**	**3**	**6**	**39**	**1**	**2**	**2797**	**46**	**70**	**310**	**1967**	**0**	**86**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
11:15 AM - 12:15 PM	14	6	192	1	1	0	1	0	9	897	39	73	168	1556	0	67
4:00 PM - 5:00 PM	6	0	160	4	1	2	22	1	2	1396	24	37	154	1004	0	37

	PHF	Trucks
Saturday	0.958	4.9%
Sunday	0.940	2.9%



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

LOCATION SR 46 @ Airport Road

COUNTY San Luis Obispo

COLLECTION DATE Thursday, April 7, 2016

LATITUDE 35.644513°

LONGITUDE -120.643315°

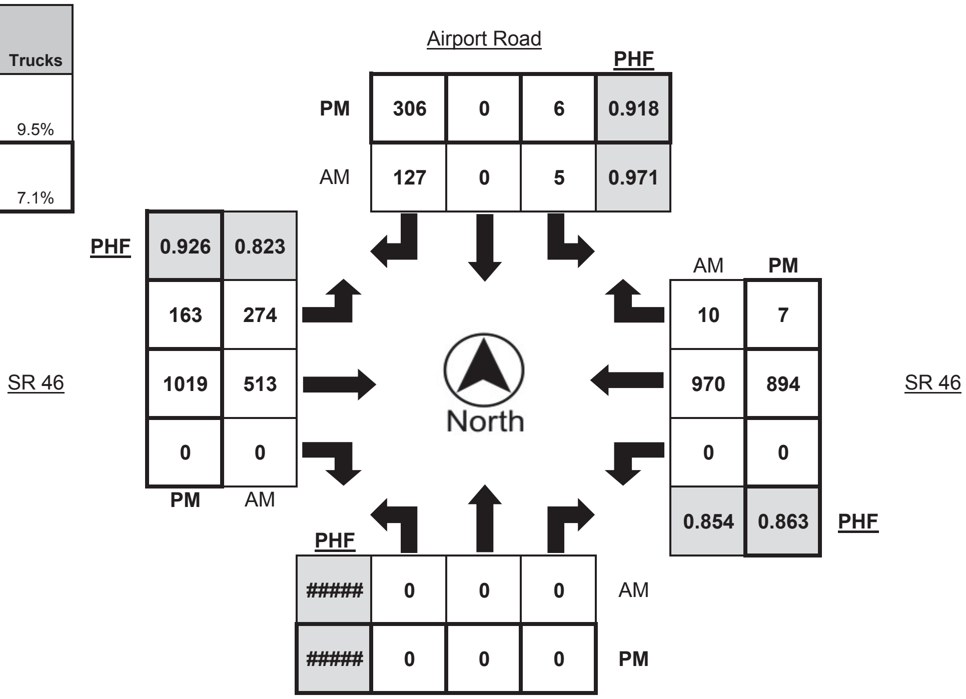
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	2	0	14	2	39	91	0	18	0	168	3	35
7:15 AM - 7:30 AM	0	0	0	0	0	0	34	3	47	124	0	19	0	227	3	19
7:30 AM - 7:45 AM	0	0	0	0	0	0	33	4	44	102	0	20	0	265	5	29
7:45 AM - 8:00 AM	0	0	0	0	1	0	30	2	101	138	0	18	0	285	2	28
8:00 AM - 8:15 AM	0	0	0	0	4	0	30	5	82	149	0	14	0	193	0	19
8:15 AM - 8:30 AM	0	0	0	0	1	0	21	4	61	157	0	26	0	176	1	39
8:30 AM - 8:45 AM	0	0	0	0	2	0	31	0	51	150	0	43	0	150	2	19
8:45 AM - 9:00 AM	0	0	0	0	1	0	31	5	51	140	0	20	0	149	1	31
TOTAL	**0**	**0**	**0**	**0**	**11**	**0**	**224**	**25**	**476**	**1051**	**0**	**178**	**0**	**1613**	**17**	**219**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	1	0	81	2	42	230	0	21	0	215	2	18
4:15 PM - 4:30 PM	0	0	0	0	4	0	62	4	40	218	0	29	0	199	2	17
4:30 PM - 4:45 PM	0	0	0	0	1	0	84	1	46	234	0	25	0	198	1	17
4:45 PM - 5:00 PM	0	0	0	0	1	0	76	4	42	277	0	22	0	244	2	23
5:00 PM - 5:15 PM	0	0	0	0	1	0	78	5	39	240	0	14	0	259	2	22
5:15 PM - 5:30 PM	0	0	0	0	3	0	68	1	36	268	0	21	0	193	2	14
5:30 PM - 5:45 PM	0	0	0	0	1	0	55	2	34	240	0	18	0	204	2	24
5:45 PM - 6:00 PM	0	0	0	0	3	0	26	2	28	212	0	12	0	157	2	16
TOTAL	**0**	**0**	**0**	**0**	**15**	**0**	**530**	**21**	**307**	**1919**	**0**	**162**	**0**	**1669**	**15**	**151**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	0	0	0	0	5	0	127	14	274	513	0	71	0	970	10	95
4:30 PM - 5:30 PM	0	0	0	0	6	0	306	11	163	1019	0	82	0	894	7	76

	PHF	Trucks
AM	0.852	9.5%
PM	0.933	7.1%



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Morro Bay, CA 93442

LOCATION SR 46 @ Airport Road

LATITUDE 35.644561°

COUNTY San Luis Obispo

LONGITUDE -120.643296°

COLLECTION DATE Saturday 6/4/16 & Sunday 6/5/16

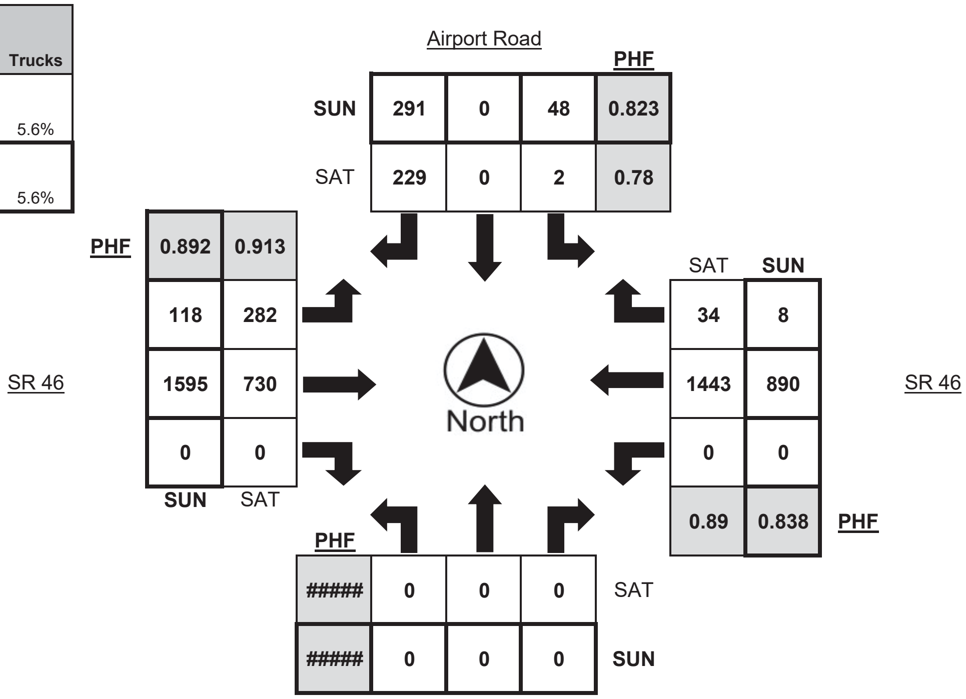
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time (Saturday)	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
11:00 AM - 11:15 AM	0	0	0	0	0	0	58	1	81	196	0	23	0	348	12	17
11:15 AM - 11:30 AM	0	0	0	0	1	0	73	6	58	176	0	20	0	407	8	10
11:30 AM - 11:45 AM	0	0	0	0	1	0	36	0	70	181	0	13	0	350	4	11
11:45 AM - 12:00 PM	0	0	0	0	0	0	62	0	73	177	0	26	0	338	10	24
12:00 PM - 12:15 PM	0	0	0	0	3	0	73	3	72	196	0	20	0	323	7	21
12:15 PM - 12:30 PM	0	0	0	0	3	0	63	0	66	199	0	21	0	319	7	18
12:30 PM - 12:45 PM	0	0	0	0	0	0	71	1	82	186	0	20	0	331	11	14
12:45 PM - 1:00 PM	0	0	0	0	4	0	72	4	67	190	0	18	0	292	6	19
TOTAL	**0**	**0**	**0**	**0**	**12**	**0**	**508**	**15**	**569**	**1501**	**0**	**161**	**0**	**2708**	**65**	**134**

	Northbound				Southbound				Eastbound				Westbound			
Time (Sunday)	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	0	0	0	10	0	67	6	27	365	0	12	0	217	3	10
4:15 PM - 4:30 PM	0	0	0	0	18	0	85	7	31	395	0	16	0	265	3	16
4:30 PM - 4:45 PM	0	0	0	0	8	0	59	9	30	385	0	30	0	190	1	14
4:45 PM - 5:00 PM	0	0	0	0	12	0	80	10	30	450	0	25	0	218	1	11
5:00 PM - 5:15 PM	0	0	0	0	15	0	44	4	20	269	0	12	0	174	0	10
5:15 PM - 5:30 PM	0	0	0	0	10	0	81	0	32	332	0	4	0	231	0	7
5:30 PM - 5:45 PM	0	0	0	0	2	0	75	8	29	344	0	14	0	186	5	16
5:45 PM - 6:00 PM	0	0	0	0	11	0	86	9	24	369	0	7	0	181	1	11
TOTAL	**0**	**0**	**0**	**0**	**86**	**0**	**577**	**53**	**223**	**2909**	**0**	**120**	**0**	**1662**	**14**	**95**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
11:00 AM - 12:00 PM	0	0	0	0	2	0	229	7	282	730	0	82	0	1443	34	62
4:00 PM - 5:00 PM	0	0	0	0	48	0	291	32	118	1595	0	83	0	890	8	51

	PHF	Trucks
Saturday	0.941	5.6%
Sunday	0.925	5.6%



Page 1 of 3

Appendix B: LOS Calculations Sheets

1: Airport Road & Dry Creek Road

Intersection												
Int Delay, s/veh	0.9											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	1	19	0	7	1	215	87	9	97	1
Future Vol, veh/h	0	0	1	19	0	7	1	215	87	9	97	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	0	1	24	0	9	1	269	109	11	121	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	420	415	121	415	415	269	121	0	0	269	0	0
Stage 1	144	144	-	271	271	-	-	-	-	-	-	-
Stage 2	276	271	-	144	144	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	537	522	920	541	522	760	1442	-	-	1272	-	-
Stage 1	849	770	-	726	678	-	-	-	-	-	-	-
Stage 2	722	678	-	849	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	527	517	920	536	517	760	1442	-	-	1272	-	-
Mov Cap-2 Maneuver	527	517	-	536	517	-	-	-	-	-	-	-
Stage 1	848	763	-	725	677	-	-	-	-	-	-	-
Stage 2	713	677	-	840	763	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	8.9			11.6			0			0.7		
HCM LOS	A			B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	920	582	1272	-	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.056	0.009	-	-
HCM Control Delay (s)	7.5	0	-	8.9	11.6	7.9	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

2: Golden Hill Rd & SR 46 E

	↗	→	↘	↙	←	↖	↖	↑	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	178	798	359	36	890	162	295	310	122	122	144
v/c Ratio	0.50	0.60	0.41	0.10	0.77	0.24	0.61	0.43	0.46	0.46	0.40
Control Delay	41.5	20.8	3.6	35.8	26.4	3.7	40.1	29.0	43.9	38.5	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	20.8	3.6	35.8	26.4	3.7	40.1	29.0	43.9	38.5	7.5
Queue Length 50th (ft)	42	170	0	8	193	0	70	66	29	55	0
Queue Length 95th (ft)	79	221	32	23	245	26	119	106	59	107	25
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	354	2173	1199	531	2330	1213	487	2064	265	986	898
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.37	0.30	0.07	0.38	0.13	0.61	0.15	0.46	0.12	0.16

Intersection Summary

Destino Paso

Existing AM

2: Golden Hill Rd & SR 46 E

5/17/2016

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	144	646	291	29	721	131	239	220	31	99	99	117
Future Volume (veh/h)	144	646	291	29	721	131	239	220	31	99	99	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1610	1863	1863	1610	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	178	798	359	36	890	162	295	272	38	122	122	144
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	18	2	2	18	2	2	2	2	2	2	2
Cap, veh/h	266	1096	562	252	1167	599	394	731	101	198	331	276
Arrive On Green	0.08	0.36	0.36	0.07	0.38	0.38	0.11	0.23	0.23	0.06	0.18	0.18
Sat Flow, veh/h	3442	3059	1570	3442	3059	1571	3442	3119	431	3442	1863	1557
Grp Volume(v), veh/h	178	798	359	36	890	162	295	153	157	122	122	144
Grp Sat Flow(s),veh/h/ln	1721	1530	1570	1721	1530	1571	1721	1770	1780	1721	1863	1557
Q Serve(g_s), s	3.6	16.4	8.3	0.7	18.3	5.1	6.0	5.2	5.4	2.5	4.2	6.1
Cycle Q Clear(g_c), s	3.6	16.4	8.3	0.7	18.3	5.1	6.0	5.2	5.4	2.5	4.2	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	266	1096	562	252	1167	599	394	415	417	198	331	276
V/C Ratio(X)	0.67	0.73	0.64	0.14	0.76	0.27	0.75	0.37	0.38	0.62	0.37	0.52
Avail Cap(c_a), veh/h	381	2329	1195	572	2498	1283	524	1127	1133	286	1057	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	20.1	7.1	31.4	19.5	15.4	31.0	23.2	23.2	33.3	26.2	26.9
Incr Delay (d2), s/veh	2.9	0.9	1.2	0.3	1.1	0.2	4.1	0.5	0.6	3.1	0.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	7.0	4.7	0.3	7.8	2.3	3.1	2.6	2.7	1.3	2.2	2.7
LnGrp Delay(d),s/veh	35.3	21.1	8.3	31.6	20.5	15.6	35.1	23.7	23.8	36.4	26.8	28.5
LnGrp LOS	D	C	A	C	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1335			1088			605			388	
Approach Delay, s/veh		19.5			20.2			29.3			30.4	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	20.9	11.3	31.9	12.3	16.8	9.6	33.6
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	6.0	46.0	12.0	* 55	11.0	41.0	8.0	59.0
Max Q Clear Time (g_c+I1), s	4.5	7.4	2.7	18.4	8.0	8.1	5.6	20.3
Green Ext Time (p_c), s	0.0	3.0	4.1	7.0	0.3	3.0	0.1	7.1

Intersection Summary			
HCM 2010 Ctrl Delay			22.7
HCM 2010 LOS			C

Notes

Destino Paso

Existing AM

3: Union Road & SR 46 E

5/17/2016

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	716	59	224	873	0	8	2	237	0	0	0
Future Vol, veh/h	1	716	59	224	873	0	8	2	237	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	1	823	68	257	1003	0	9	2	272	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1003	0	0	823	0	0	1842	2343	411	1933	2343	502
Stage 1	-	-	-	-	-	-	825	825	-	1518	1518	-
Stage 2	-	-	-	-	-	-	1017	1518	-	415	825	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.94	6.94	7.14	5.94	4.94	6.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	686	-	-	803	-	-	38	28	577	94	101	575
Stage 1	-	-	-	-	-	-	304	351	-	244	353	-
Stage 2	-	-	-	-	-	-	227	152	-	704	556	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	686	-	-	803	-	-	29	19	577	34	69	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	19	-	34	69	-
Stage 1	-	-	-	-	-	-	304	350	-	244	240	-
Stage 2	-	-	-	-	-	-	154	103	-	369	555	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	25.2	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	26	577	686	-	-	803	-	-	-	-
HCM Lane V/C Ratio	0.442	0.472	0.002	-	-	0.321	-	-	-	-
HCM Control Delay (s)	226	16.7	10.3	-	-	11.6	-	-	0	0
HCM Lane LOS	F	C	B	-	-	B	-	-	A	A
HCM 95th %tile Q(veh)	1.4	2.5	0	-	-	1.4	-	-	-	-

Destino Paso
4: SR 46 E & Airport Road

Existing AM
5/17/2016

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	332	621	970	10	5	127
Future Vol, veh/h	332	621	970	10	5	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	18	18	10	10	10
Mvmt Flow	391	731	1141	12	6	149

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	1141	0	-	0	2287	571
Stage 1	-	-	-	-	1141	-
Stage 2	-	-	-	-	1146	-
Critical Hdwy	4.3	-	-	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.3	-	-	-	3.6	3.4
Pot Cap-1 Maneuver	564	-	-	-	30	444
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	249	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	564	-	-	-	9	444
Mov Cap-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	76	-

Approach	EB	WB	SB
HCM Control Delay, s	8.5	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	564	-	-	-	56	444
HCM Lane V/C Ratio	0.693	-	-	-	0.105	0.337
HCM Control Delay (s)	24.5	-	-	-	76.7	17.2
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	5.4	-	-	-	0.3	1.5

Destino Paso
1: Airport Road & Dry Creek Road

Existing PM
5/17/2016

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	1	117	0	6	0	139	21	4	228	0
Future Vol, veh/h	0	0	1	117	0	6	0	139	21	4	228	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	1	148	0	8	0	176	27	5	289	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	479	475	289	475	475	176	289	0	0	176	0	0
Stage 1	299	299	-	176	176	-	-	-	-	-	-	-
Stage 2	180	176	-	299	299	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	492	484	743	495	484	859	1256	-	-	1382	-	-
Stage 1	703	661	-	819	748	-	-	-	-	-	-	-
Stage 2	815	748	-	703	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	486	482	743	493	482	859	1256	-	-	1382	-	-
Mov Cap-2 Maneuver	486	482	-	493	482	-	-	-	-	-	-	-
Stage 1	703	658	-	819	748	-	-	-	-	-	-	-
Stage 2	808	748	-	699	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	15.3	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	743	503	1382	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.31	0.004	-	-
HCM Control Delay (s)	0	-	-	9.9	15.3	7.6	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	152	832	293	47	828	134	211	244	185	220	241
v/c Ratio	0.40	0.63	0.35	0.15	0.75	0.21	0.50	0.34	0.48	0.60	0.50
Control Delay	43.1	23.8	3.7	42.7	30.1	4.7	44.1	29.2	44.9	41.4	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	23.8	3.7	42.7	30.1	4.7	44.1	29.2	44.9	41.4	10.2
Queue Length 50th (ft)	40	201	0	12	205	0	55	53	49	110	9
Queue Length 95th (ft)	86	315	51	35	324	38	115	104	104	216	77
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	485	2427	1281	352	2308	1194	445	1860	404	988	925
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.34	0.23	0.13	0.36	0.11	0.47	0.13	0.46	0.22	0.26

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	146	799	281	45	795	129	203	184	50	178	211	231
Future Volume (veh/h)	146	799	281	45	795	129	203	184	50	178	211	231
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1610	1863	1863	1610	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	152	832	293	47	828	134	211	192	52	185	220	241
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	18	2	2	18	2	2	2	2	2	2	2
Cap, veh/h	242	1125	577	157	1135	582	308	634	167	278	411	344
Arrive On Green	0.07	0.37	0.37	0.05	0.37	0.37	0.09	0.23	0.23	0.08	0.22	0.22
Sat Flow, veh/h	3442	3059	1570	3442	3059	1571	3442	2764	728	3442	1863	1562
Grp Volume(v), veh/h	152	832	293	47	828	134	211	121	123	185	220	241
Grp Sat Flow(s),veh/h/ln	1721	1530	1570	1721	1530	1571	1721	1770	1723	1721	1863	1562
Q Serve(g_s), s	3.1	17.1	6.7	1.0	16.9	4.2	4.3	4.1	4.3	3.8	7.6	10.3
Cycle Q Clear(g_c), s	3.1	17.1	6.7	1.0	16.9	4.2	4.3	4.1	4.3	3.8	7.6	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	242	1125	577	157	1135	582	308	406	395	278	411	344
V/C Ratio(X)	0.63	0.74	0.51	0.30	0.73	0.23	0.68	0.30	0.31	0.67	0.54	0.70
Avail Cap(c_a), veh/h	571	2876	1476	381	2707	1390	523	1125	1096	476	1159	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	19.9	7.3	33.4	19.6	15.6	31.9	23.1	23.1	32.3	24.9	26.0
Incr Delay (d2), s/veh	2.7	1.0	0.7	1.0	0.9	0.2	2.7	0.4	0.4	2.7	1.1	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.3	3.7	0.5	7.3	1.9	2.2	2.0	2.1	1.9	4.0	4.7
LnGrp Delay(d),s/veh	35.4	20.8	8.0	34.4	20.5	15.8	34.6	23.5	23.6	35.0	26.0	28.6
LnGrp LOS	D	C	A	C	C	B	C	C	C	D	C	C
Approach Vol, veh/h		1277			1009			455			646	
Approach Delay, s/veh		19.6			20.6			28.7			29.5	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	20.6	9.3	32.6	10.5	20.0	9.1	32.8
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	10.0	46.0	8.0	* 68	11.0	45.0	12.0	64.0
Max Q Clear Time (g_c+I1), s	5.8	6.3	3.0	19.1	6.3	12.3	5.1	18.9
Green Ext Time (p_c), s	0.2	3.6	2.5	7.2	0.3	3.6	0.2	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Notes

3: Union Road & SR 46 E

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	969	56	296	960	1	8	0	213	0	0	1
Future Vol, veh/h	2	969	56	296	960	1	8	0	213	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	2	1053	61	322	1043	1	9	0	232	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1043	0	0	1053	0	0	2223	2745	527	2218	2745	522
Stage 1	-	-	-	-	-	-	1058	1058	-	1687	1687	-
Stage 2	-	-	-	-	-	-	1165	1687	-	531	1058	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.94	6.94	7.14	5.94	4.94	6.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	663	-	-	657	-	-	19	14	481	64	67	561
Stage 1	-	-	-	-	-	-	214	266	-	206	314	-
Stage 2	-	-	-	-	-	-	181	123	-	633	479	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	663	-	-	657	-	-	12	7	481	20	34	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	12	7	-	20	34	-
Stage 1	-	-	-	-	-	-	213	265	-	205	160	-
Stage 2	-	-	-	-	-	-	92	63	-	327	478	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.7	38.8	11.4
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	12	481	663	-	-	657	-	-	-	561
HCM Lane V/C Ratio	0.725	0.481	0.003	-	-	0.49	-	-	-	0.002
HCM Control Delay (s)	$ 561.9	19.2	10.4	-	-	15.6	-	-	0	11.4
HCM Lane LOS	F	C	B	-	-	C	-	-	A	B
HCM 95th %tile Q(veh)	1.6	2.6	0	-	-	2.7	-	-	-	0

4: SR 46 E & Airport Road

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	163	1019	936	7	6	321
Future Vol, veh/h	163	1019	936	7	6	321
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	18	18	7	7	7
Mvmt Flow	175	1096	1006	8	6	345

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1006	0	-	0	1904	503
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	898	-
Critical Hdwy	4.24	-	-	-	6.94	7.04
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	2.27	-	-	-	3.57	3.37
Pot Cap-1 Maneuver	655	-	-	-	57	501
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	346	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	655	-	-	-	42	501
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	254	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	26.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	655	-	-	-	145	501
HCM Lane V/C Ratio	0.268	-	-	-	0.044	0.689
HCM Control Delay (s)	12.5	-	-	-	31	26.6
HCM Lane LOS	B	-	-	-	D	D
HCM 95th %tile Q(veh)	1.1	-	-	-	0.1	5.2

Destino Paso

Existing Saturday MD

1: Airport Road & Dry Creek Road

6/21/2016

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			↰	↱		↰	↱
Traffic Vol, veh/h	12	120	1	45	0	9	0	125	16	12	120	1
Future Vol, veh/h	12	120	1	45	0	9	0	125	16	12	120	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	13	135	1	51	0	10	0	140	18	13	135	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	308	302	135	370	302	140	135	0	0	140	0	0
Stage 1	162	162	-	140	140	-	-	-	-	-	-	-
Stage 2	146	140	-	230	162	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	641	607	909	583	607	903	1437	-	-	1431	-	-
Stage 1	835	760	-	858	777	-	-	-	-	-	-	-
Stage 2	852	777	-	768	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	629	601	909	478	601	903	1437	-	-	1431	-	-
Mov Cap-2 Maneuver	629	601	-	478	601	-	-	-	-	-	-	-
Stage 1	835	752	-	858	777	-	-	-	-	-	-	-
Stage 2	842	777	-	623	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	12.9	0	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1437	-	-	605	519	1431	-	-
HCM Lane V/C Ratio	-	-	-	0.247	0.117	0.009	-	-
HCM Control Delay (s)	0	-	-	12.9	12.9	7.5	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	0.4	0	-	-

Destino Paso

Existing Saturday MD

2: Golden Hill Rd & SR 46 E

6/21/2016

	↗	→	↘	↙	←	↖	↖	↑	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	182	824	150	44	1367	227	134	248	134	214	298
v/c Ratio	0.57	0.54	0.20	0.08	0.83	0.27	0.47	0.40	0.50	0.67	0.72
Control Delay	58.0	29.3	5.2	37.6	30.5	3.3	57.2	39.8	59.1	54.7	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.0	29.3	5.2	37.6	30.5	3.3	57.2	39.8	59.1	54.7	28.6
Queue Length 50th (ft)	66	284	0	12	428	1	48	78	48	148	81
Queue Length 95th (ft)	115	374	45	31	600	44	90	124	91	242	190
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	346	2174	1002	576	1979	958	314	1459	283	768	743
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.38	0.15	0.08	0.69	0.24	0.43	0.17	0.47	0.28	0.40

Intersection Summary

2: Golden Hill Rd & SR 46 E

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	175	791	144	42	1312	218	129	199	39	129	205	286
Future Volume (veh/h)	175	791	144	42	1312	218	129	199	39	129	205	286
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	182	824	150	44	1367	227	134	207	41	134	214	298
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	246	1028	455	747	1609	715	195	686	133	194	433	363
Arrive On Green	0.07	0.30	0.30	0.22	0.46	0.46	0.06	0.24	0.24	0.06	0.24	0.24
Sat Flow, veh/h	3375	3471	1537	3375	3471	1543	3375	2893	562	3375	1827	1533
Grp Volume(v), veh/h	182	824	150	44	1367	227	134	123	125	134	214	298
Grp Sat Flow(s),veh/h/ln	1688	1736	1537	1688	1736	1543	1688	1736	1719	1688	1827	1533
Q Serve(g_s), s	5.6	23.3	6.4	1.1	37.1	9.9	4.1	6.2	6.4	4.1	10.8	19.6
Cycle Q Clear(g_c), s	5.6	23.3	6.4	1.1	37.1	9.9	4.1	6.2	6.4	4.1	10.8	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	246	1028	455	747	1609	715	195	412	408	194	433	363
V/C Ratio(X)	0.74	0.80	0.33	0.06	0.85	0.32	0.69	0.30	0.31	0.69	0.49	0.82
Avail Cap(c_a), veh/h	349	2184	967	747	1989	884	317	750	743	285	772	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	34.6	18.0	32.7	25.3	18.0	49.2	33.3	33.4	49.2	35.1	38.5
Incr Delay (d2), s/veh	5.0	1.5	0.4	0.0	3.1	0.3	4.3	0.4	0.4	4.3	0.9	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	11.4	3.1	0.5	18.3	4.2	2.1	3.0	3.1	2.1	5.5	8.8
LnGrp Delay(d),s/veh	53.4	36.1	18.4	32.7	28.4	18.2	53.5	33.7	33.8	53.6	36.0	43.1
LnGrp LOS	D	D	B	C	C	B	D	C	C	D	D	D
Approach Vol, veh/h		1156			1638			382			646	
Approach Delay, s/veh		36.5			27.1			40.7			42.9	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	29.2	29.6	37.5	10.1	29.2	11.8	55.3
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	46.0	5.0	* 67	10.0	45.0	11.0	61.0
Max Q Clear Time (g_c+I1), s	6.1	8.4	3.1	25.3	6.1	21.6	7.6	39.1
Green Ext Time (p_c), s	0.1	3.8	1.5	6.2	0.1	3.6	0.2	10.2

Intersection Summary		
HCM 2010 Ctrl Delay		34.0
HCM 2010 LOS		C

Notes

3: Union Road & SR 46 E

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱		↰	↱		↰	↱
Traffic Vol, veh/h	9	910	40	168	1557	0	14	6	192	1	0	1
Future Vol, veh/h	9	910	40	168	1557	0	14	6	192	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	9	948	42	175	1622	0	15	6	200	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1622	0	0	948	0	0	2128	2939	474	2468	2939	811
Stage 1	-	-	-	-	-	-	967	967	-	1972	1972	-
Stage 2	-	-	-	-	-	-	1161	1972	-	496	967	-
Critical Hdwy	4.2	-	-	4.2	-	-	8	7	7.2	6	5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	7	6	-	5	4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7	6	-	5	4	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	384	-	-	702	-	-	21	10	515	44	51	379
Stage 1	-	-	-	-	-	-	240	291	-	149	247	-
Stage 2	-	-	-	-	-	-	178	83	-	644	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	384	-	-	702	-	-	17	7	515	5	37	379
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	7	-	5	37	-
Stage 1	-	-	-	-	-	-	234	284	-	146	185	-
Stage 2	-	-	-	-	-	-	133	62	-	376	486	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.2	107.5	$ 438.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	12	515	384	-	-	702	-	-	5	379
HCM Lane V/C Ratio	1.736	0.388	0.024	-	-	0.249	-	-	0.208	0.003
HCM Control Delay (s)	$ 982.3	16.4	14.6	-	-	11.8	-	-	$ 861.9	14.5
HCM Lane LOS	F	C	B	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	3.4	1.8	0.1	-	-	1	-	-	0.4	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Destino Paso
4: SR 46 E & Airport Road

Existing Saturday MD
6/21/2016

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	308	795	1489	34	2	236
Future Vol, veh/h	308	795	1489	34	2	236
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	328	846	1584	36	2	251

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1584	0	-	0	2662	792
Stage 1	-	-	-	-	1584	-
Stage 2	-	-	-	-	1078	-
Critical Hdwy	4.22	-	-	-	6.92	7.02
Critical Hdwy Stg 1	-	-	-	-	5.92	-
Critical Hdwy Stg 2	-	-	-	-	5.92	-
Follow-up Hdwy	2.26	-	-	-	3.56	3.36
Pot Cap-1 Maneuver	393	-	-	-	17	324
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	279	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	393	-	-	-	3	324
Mov Cap-2 Maneuver	-	-	-	-	33	-
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	46	-

Approach	EB	WB	SB
HCM Control Delay, s	12.9	0	46.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	393	-	-	-	33	324
HCM Lane V/C Ratio	0.834	-	-	-	0.064	0.775
HCM Control Delay (s)	46.3	-	-	-	121.5	45.7
HCM Lane LOS	E	-	-	-	F	E
HCM 95th %tile Q(veh)	7.7	-	-	-	0.2	6.2

Destino Paso
1: Airport Road & Dry Creek Road

Existing Plus Project AM
5/17/2016

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	1	20	0	7	1	216	88	9	99	1
Future Vol, veh/h	0	0	1	20	0	7	1	216	88	9	99	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	0	1	25	0	9	1	270	110	11	124	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	423	419	124	420	419	270	124	0	0	270	0	0
Stage 1	146	146	-	273	273	-	-	-	-	-	-	-
Stage 2	277	273	-	147	146	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	534	519	916	537	519	759	1438	-	-	1271	-	-
Stage 1	847	769	-	724	677	-	-	-	-	-	-	-
Stage 2	721	677	-	846	769	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	524	514	916	532	514	759	1438	-	-	1271	-	-
Mov Cap-2 Maneuver	524	514	-	532	514	-	-	-	-	-	-	-
Stage 1	846	762	-	723	676	-	-	-	-	-	-	-
Stage 2	712	676	-	837	762	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	11.6	0	0.6
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	916	577	1271	-	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.058	0.009	-	-
HCM Control Delay (s)	7.5	0	-	8.9	11.6	7.9	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	178	838	359	37	906	163	295	314	126	122	144
v/c Ratio	0.51	0.61	0.40	0.11	0.77	0.24	0.61	0.43	0.48	0.46	0.40
Control Delay	42.0	20.7	3.5	36.9	26.5	3.7	40.7	29.2	44.8	38.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	20.7	3.5	36.9	26.5	3.7	40.7	29.2	44.8	38.9	7.5
Queue Length 50th (ft)	43	182	0	8	198	0	71	67	30	56	0
Queue Length 95th (ft)	80	231	31	23	250	26	120	108	61	107	25
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	351	2155	1192	527	2312	1205	484	2044	263	978	893
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.39	0.30	0.07	0.39	0.14	0.61	0.15	0.48	0.12	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	144	679	291	30	734	132	239	220	34	102	99	117
Future Volume (veh/h)	144	679	291	30	734	132	239	220	34	102	99	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1610	1863	1863	1610	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	178	838	359	37	906	163	295	272	42	126	122	144
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	18	2	2	18	2	2	2	2	2	2	2
Cap, veh/h	265	1128	579	228	1178	605	392	720	110	202	334	279
Arrive On Green	0.08	0.37	0.37	0.07	0.39	0.39	0.11	0.23	0.23	0.06	0.18	0.18
Sat Flow, veh/h	3442	3059	1570	3442	3059	1571	3442	3074	469	3442	1863	1557
Grp Volume(v), veh/h	178	838	359	37	906	163	295	155	159	126	122	144
Grp Sat Flow(s),veh/h/ln	1721	1530	1570	1721	1530	1571	1721	1770	1773	1721	1863	1557
Q Serve(g_s), s	3.7	17.5	8.3	0.7	19.0	5.2	6.1	5.4	5.5	2.6	4.2	6.1
Cycle Q Clear(g_c), s	3.7	17.5	8.3	0.7	19.0	5.2	6.1	5.4	5.5	2.6	4.2	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	265	1128	579	228	1178	605	392	415	415	202	334	279
V/C Ratio(X)	0.67	0.74	0.62	0.16	0.77	0.27	0.75	0.37	0.38	0.62	0.37	0.52
Avail Cap(c_a), veh/h	375	2289	1175	562	2456	1261	515	1108	1110	281	1039	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	20.2	6.9	32.4	19.7	15.5	31.6	23.6	23.7	33.8	26.5	27.3
Incr Delay (d2), s/veh	2.9	1.0	1.1	0.3	1.1	0.2	4.4	0.6	0.6	3.1	0.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.5	4.7	0.4	8.1	2.3	3.1	2.7	2.8	1.3	2.2	2.8
LnGrp Delay(d),s/veh	36.0	21.2	8.0	32.7	20.8	15.7	36.0	24.2	24.2	36.9	27.2	28.8
LnGrp LOS	D	C	A	C	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1375			1106			609			392	
Approach Delay, s/veh		19.6			20.5			29.9			30.9	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	21.2	10.9	33.1	12.4	17.2	9.7	34.3
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	6.0	46.0	12.0	* 55	11.0	41.0	8.0	59.0
Max Q Clear Time (g_c+I1), s	4.6	7.5	2.7	19.5	8.1	8.1	5.7	21.0
Green Ext Time (p_c), s	0.0	3.0	4.2	7.4	0.3	3.0	0.1	7.3

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	755	59	227	888	0	8	2	244	0	0	0
Future Vol, veh/h	1	755	59	227	888	0	8	2	244	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	1	868	68	261	1021	0	9	2	280	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1021	0	0	868	0	0	1902	2413	434	1980	2413	510
Stage 1	-	-	-	-	-	-	870	870	-	1543	1543	-
Stage 2	-	-	-	-	-	-	1032	1543	-	437	870	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.94	6.94	7.14	5.94	4.94	6.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	675	-	-	772	-	-	34	25	556	88	94	570
Stage 1	-	-	-	-	-	-	284	333	-	238	347	-
Stage 2	-	-	-	-	-	-	222	147	-	690	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	675	-	-	772	-	-	25	17	556	29	62	570
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	17	-	29	62	-
Stage 1	-	-	-	-	-	-	284	333	-	238	230	-
Stage 2	-	-	-	-	-	-	147	97	-	339	539	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	27.7	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	23	556	675	-	-	772	-	-	-	-
HCM Lane V/C Ratio	0.5	0.504	0.002	-	-	0.338	-	-	-	-
HCM Control Delay (s)	267.8	17.9	10.3	-	-	12	-	-	0	0
HCM Lane LOS	F	C	B	-	-	B	-	-	A	A
HCM 95th %tile Q(veh)	1.5	2.8	0	-	-	1.5	-	-	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	378	621	970	26	11	145
Future Vol, veh/h	378	621	970	26	11	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	18	18	10	10	10
Mvmt Flow	445	731	1141	31	13	171

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1141	0	-	0	2396	571
Stage 1	-	-	-	-	1141	-
Stage 2	-	-	-	-	1255	-
Critical Hdwy	4.3	-	-	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.3	-	-	-	3.6	3.4
Pot Cap-1 Maneuver	564	-	-	-	25	444
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	217	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	564	-	-	-	~ 5	444
Mov Cap-2 Maneuver	-	-	-	-	37	-
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	46	-

Approach	EB	WB	SB
HCM Control Delay, s	11.8	0	27.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	564	-	-	-	37	444
HCM Lane V/C Ratio	0.788	-	-	-	0.35	0.384
HCM Control Delay (s)	31.1	-	-	-	147.6	18.1
HCM Lane LOS	D	-	-	-	F	C
HCM 95th %tile Q(veh)	7.5	-	-	-	1.2	1.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

1: Airport Road & Dry Creek Road

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	1	118	0	6	0	141	22	4	230	0
Future Vol, veh/h	0	0	1	118	0	6	0	141	22	4	230	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	1	149	0	8	0	178	28	5	291	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	483	479	291	480	479	178	291	0	0	178	0	0
Stage 1	301	301	-	178	178	-	-	-	-	-	-	-
Stage 2	182	178	-	302	301	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	489	481	741	491	481	857	1254	-	-	1380	-	-
Stage 1	702	660	-	817	746	-	-	-	-	-	-	-
Stage 2	813	746	-	701	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	483	479	741	489	479	857	1254	-	-	1380	-	-
Mov Cap-2 Maneuver	483	479	-	489	479	-	-	-	-	-	-	-
Stage 1	702	657	-	817	746	-	-	-	-	-	-	-
Stage 2	806	746	-	697	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	15.5	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1254	-	-	741	499	1380	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.315	0.004	-	-
HCM Control Delay (s)	0	-	-	9.9	15.5	7.6	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0	-	-

2: Golden Hill Rd & SR 46 E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	152	859	293	51	865	139	211	247	189	220	241
v/c Ratio	0.41	0.68	0.36	0.16	0.77	0.21	0.51	0.35	0.50	0.61	0.51
Control Delay	44.4	26.2	3.8	43.6	30.5	4.5	45.6	30.0	46.5	42.5	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	26.2	3.8	43.6	30.5	4.5	45.6	30.0	46.5	42.5	11.0
Queue Length 50th (ft)	41	213	0	13	220	0	58	56	52	115	12
Queue Length 95th (ft)	88	331	50	38	344	38	119	107	109	221	84
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	474	2382	1263	348	2254	1171	434	1816	395	965	906
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.36	0.23	0.15	0.38	0.12	0.49	0.14	0.48	0.23	0.27

Intersection Summary

2: Golden Hill Rd & SR 46 E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	146	825	281	49	830	133	203	184	53	181	211	231
Future Volume (veh/h)	146	825	281	49	830	133	203	184	53	181	211	231
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1610	1863	1863	1610	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	152	859	293	51	865	139	211	192	55	189	220	241
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	18	2	2	18	2	2	2	2	2	2	2
Cap, veh/h	240	1141	586	168	1160	595	306	621	173	280	410	344
Arrive On Green	0.07	0.37	0.37	0.05	0.38	0.38	0.09	0.23	0.23	0.08	0.22	0.22
Sat Flow, veh/h	3442	3059	1571	3442	3059	1571	3442	2727	759	3442	1863	1562
Grp Volume(v), veh/h	152	859	293	51	865	139	211	123	124	189	220	241
Grp Sat Flow(s),veh/h/ln	1721	1530	1571	1721	1530	1571	1721	1770	1717	1721	1863	1562
Q Serve(g_s), s	3.2	18.2	6.9	1.1	18.2	4.5	4.4	4.3	4.5	4.0	7.8	10.6
Cycle Q Clear(g_c), s	3.2	18.2	6.9	1.1	18.2	4.5	4.4	4.3	4.5	4.0	7.8	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	240	1141	586	168	1160	595	306	403	391	280	410	344
V/C Ratio(X)	0.63	0.75	0.50	0.30	0.75	0.23	0.69	0.30	0.32	0.67	0.54	0.70
Avail Cap(c_a), veh/h	556	2798	1437	370	2634	1352	509	1095	1062	463	1128	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	20.3	7.4	34.1	20.0	15.7	32.9	23.8	23.9	33.2	25.6	26.7
Incr Delay (d2), s/veh	2.8	1.0	0.7	1.0	1.0	0.2	2.8	0.4	0.5	2.8	1.1	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.8	3.8	0.5	7.8	2.0	2.2	2.1	2.2	2.0	4.1	4.8
LnGrp Delay(d),s/veh	36.4	21.4	8.1	35.1	21.0	15.9	35.7	24.2	24.4	36.0	26.7	29.3
LnGrp LOS	D	C	A	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1304			1055			458			650	
Approach Delay, s/veh		20.1			21.0			29.5			30.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	20.9	9.6	33.7	10.6	20.4	9.2	34.2
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	10.0	46.0	8.0	* 68	11.0	45.0	12.0	64.0
Max Q Clear Time (g_c+I1), s	6.0	6.5	3.1	20.2	6.4	12.6	5.2	20.2
Green Ext Time (p_c), s	0.2	3.6	2.5	7.5	0.3	3.6	0.2	6.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Notes

3: Union Road & SR 46 E

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	1000	56	303	1002	1	8	0	218	0	0	1
Future Vol, veh/h	2	1000	56	303	1002	1	8	0	218	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	2	1087	61	329	1089	1	9	0	237	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1089	0	0	1087	0	0	2294	2839	543	2296	2839	545
Stage 1	-	-	-	-	-	-	1091	1091	-	1748	1748	-
Stage 2	-	-	-	-	-	-	1203	1748	-	548	1091	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.94	6.94	7.14	5.94	4.94	6.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	636	-	-	638	-	-	16	12	470	58	60	545
Stage 1	-	-	-	-	-	-	203	256	-	194	301	-
Stage 2	-	-	-	-	-	-	171	114	-	623	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	636	-	-	638	-	-	9	6	470	17	29	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	9	6	-	17	29	-
Stage 1	-	-	-	-	-	-	202	255	-	193	146	-
Stage 2	-	-	-	-	-	-	83	55	-	308	468	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.8	48.3	11.6
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	9	470	636	-	-	638	-	-	-	545
HCM Lane V/C Ratio	0.966	0.504	0.003	-	-	0.516	-	-	-	0.002
HCM Control Delay (s)	$ 814.5	20.2	10.7	-	-	16.5	-	-	0	11.6
HCM Lane LOS	F	C	B	-	-	C	-	-	A	B
HCM 95th %tile Q(veh)	1.8	2.8	0	-	-	3	-	-	-	0

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	199	1019	936	20	24	370
Future Vol, veh/h	199	1019	936	20	24	370
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	18	18	7	7	7
Mvmt Flow	214	1096	1006	22	26	398

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1006	0	-	0	1982	503
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	976	-
Critical Hdwy	4.24	-	-	-	6.94	7.04
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	2.27	-	-	-	3.57	3.37
Pot Cap-1 Maneuver	655	-	-	-	50	501
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	314	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	655	-	-	-	34	501
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	211	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	34.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	655	-	-	-	128	501
HCM Lane V/C Ratio	0.327	-	-	-	0.202	0.794
HCM Control Delay (s)	13.1	-	-	-	40.1	34.5
HCM Lane LOS	B	-	-	-	E	D
HCM 95th %tile Q(veh)	1.4	-	-	-	0.7	7.4

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			↰	↱		↰	↱
Traffic Vol, veh/h	12	120	1	47	0	9	0	127	17	12	122	1
Future Vol, veh/h	12	120	1	47	0	9	0	127	17	12	122	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	13	135	1	53	0	10	0	143	19	13	137	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	312	307	137	375	307	143	137	0	0	143	0	0
Stage 1	164	164	-	143	143	-	-	-	-	-	-	-
Stage 2	148	143	-	232	164	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	637	604	906	579	604	899	1435	-	-	1427	-	-
Stage 1	833	759	-	855	775	-	-	-	-	-	-	-
Stage 2	850	775	-	766	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	625	598	906	474	598	899	1435	-	-	1427	-	-
Mov Cap-2 Maneuver	625	598	-	474	598	-	-	-	-	-	-	-
Stage 1	833	751	-	855	775	-	-	-	-	-	-	-
Stage 2	840	775	-	621	751	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	13	0	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	602	513	1427	-	-
HCM Lane V/C Ratio	-	-	-	0.248	0.123	0.009	-	-
HCM Control Delay (s)	0	-	-	12.9	13	7.5	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	182	867	150	47	1400	230	134	252	139	214	298
v/c Ratio	0.58	0.55	0.20	0.08	0.83	0.27	0.48	0.41	0.53	0.68	0.73
Control Delay	59.4	29.2	5.0	38.8	30.4	3.5	58.4	40.5	60.6	56.2	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	29.2	5.0	38.8	30.4	3.5	58.4	40.5	60.6	56.2	29.5
Queue Length 50th (ft)	69	313	0	13	446	3	50	83	53	156	87
Queue Length 95th (ft)	116	391	45	34	624	47	90	125	94	242	191
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	337	2116	979	564	1926	937	306	1419	275	748	727
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.41	0.15	0.08	0.73	0.25	0.44	0.18	0.51	0.29	0.41

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	175	832	144	45	1344	221	129	199	43	133	205	286
Future Volume (veh/h)	175	832	144	45	1344	221	129	199	43	133	205	286
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	182	867	150	47	1400	230	134	207	45	139	214	298
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	244	1073	475	722	1628	724	194	667	142	198	431	362
Arrive On Green	0.07	0.31	0.31	0.21	0.47	0.47	0.06	0.23	0.23	0.06	0.24	0.24
Sat Flow, veh/h	3375	3471	1538	3375	3471	1543	3375	2842	605	3375	1827	1533
Grp Volume(v), veh/h	182	867	150	47	1400	230	134	125	127	139	214	298
Grp Sat Flow(s),veh/h/ln	1688	1736	1538	1688	1736	1543	1688	1736	1711	1688	1827	1533
Q Serve(g_s), s	5.8	25.1	6.4	1.2	39.1	10.1	4.2	6.5	6.7	4.4	11.0	20.1
Cycle Q Clear(g_c), s	5.8	25.1	6.4	1.2	39.1	10.1	4.2	6.5	6.7	4.4	11.0	20.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	244	1073	475	722	1628	724	194	407	402	198	431	362
V/C Ratio(X)	0.75	0.81	0.32	0.07	0.86	0.32	0.69	0.31	0.32	0.70	0.50	0.82
Avail Cap(c_a), veh/h	341	2134	946	722	1943	864	310	733	722	279	754	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	34.7	17.7	34.1	25.7	18.1	50.4	34.4	34.5	50.3	36.0	39.5
Incr Delay (d2), s/veh	5.5	1.5	0.4	0.0	3.6	0.3	4.4	0.4	0.4	4.5	0.9	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	12.3	2.8	0.6	19.5	4.3	2.1	3.1	3.2	2.2	5.7	8.9
LnGrp Delay(d),s/veh	55.1	36.2	18.1	34.2	29.3	18.3	54.8	34.8	34.9	54.8	36.9	44.2
LnGrp LOS	E	D	B	C	C	B	D	C	C	D	D	D
Approach Vol, veh/h		1199			1677			386			651	
Approach Delay, s/veh		36.8			28.0			41.8			44.1	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	29.6	29.3	39.7	10.3	29.7	11.9	57.1
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	9.0	46.0	5.0	* 67	10.0	45.0	11.0	61.0
Max Q Clear Time (g_c+I1), s	6.4	8.7	3.2	27.1	6.2	22.1	7.8	41.1
Green Ext Time (p_c), s	0.1	3.9	1.4	6.6	0.1	3.6	0.2	10.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C

Notes

Destino Paso
3: Union Road & SR 46 E

Existing+Project Saturday MD
6/21/2016

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱		↰↑	↱		↰↑	↱
Traffic Vol, veh/h	9	959	40	174	1596	0	14	6	200	1	0	1
Future Vol, veh/h	9	959	40	174	1596	0	14	6	200	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	9	999	42	181	1663	0	15	6	208	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1663	0	0	999	0	0	2212	3043	499	2546	3043	831
Stage 1	-	-	-	-	-	-	1018	1018	-	2025	2025	-
Stage 2	-	-	-	-	-	-	1194	2025	-	521	1018	-
Critical Hdwy	4.2	-	-	4.2	-	-	8	7	7.2	6	5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	7	6	-	5	4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7	6	-	5	4	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	370	-	-	671	-	-	18	8	495	40	46	369
Stage 1	-	-	-	-	-	-	222	274	-	141	238	-
Stage 2	-	-	-	-	-	-	169	77	-	629	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	370	-	-	671	-	-	~ 14	~ 6	495	-	33	369
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 14	~ 6	-	-	33	-
Stage 1	-	-	-	-	-	-	217	267	-	138	174	-
Stage 2	-	-	-	-	-	-	123	56	-	347	470	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.2	128.5	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	10	495	370	-	-	671	-	-	-	369
HCM Lane V/C Ratio	2.083	0.421	0.025	-	-	0.27	-	-	-	0.003
HCM Control Delay (s)	$ 1238.8	17.5	15	-	-	12.3	-	-	-	14.8
HCM Lane LOS	F	C	B	-	-	B	-	-	-	B
HCM 95th %tile Q(veh)	3.6	2.1	0.1	-	-	1.1	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Destino Paso
4: SR 46 E & Airport Road

Existing+Project Saturday MD
6/21/2016

Intersection	
Int Delay, s/veh	43.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	365	795	1489	55	18	281
Future Vol, veh/h	365	795	1489	55	18	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	388	846	1584	59	19	299

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1584	0	-	0	2783	792
Stage 1	-	-	-	-	1584	-
Stage 2	-	-	-	-	1199	-
Critical Hdwy	4.22	-	-	-	6.92	7.02
Critical Hdwy Stg 1	-	-	-	-	5.92	-
Critical Hdwy Stg 2	-	-	-	-	5.92	-
Follow-up Hdwy	2.26	-	-	-	3.56	3.36
Pot Cap-1 Maneuver	393	-	-	-	~ 14	324
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	240	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	393	-	-	-	0	324
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	~ 3	-

Approach	EB	WB	SB
HCM Control Delay, s	23.7	0	$ 343.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	393	-	-	-	3	324
HCM Lane V/C Ratio	0.988	-	-	-	6.383	0.923
HCM Control Delay (s)	75.3	-	-	$ 4632.9		68.8
HCM Lane LOS	F	-	-	-	F	F
HCM 95th %tile Q(veh)	11.8	-	-	-	3.9	9.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

1: Airport Road & Dry Creek Road

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	1	20	0	7	1	229	93	9	103	1
Future Vol, veh/h	0	0	1	20	0	7	1	229	93	9	103	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	0	1	25	0	9	1	286	116	11	129	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	444	440	129	441	440	286	129	0	0	286	0	0
Stage 1	151	151	-	289	289	-	-	-	-	-	-	-
Stage 2	293	289	-	152	151	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	517	505	910	520	505	744	1432	-	-	1253	-	-
Stage 1	842	765	-	710	666	-	-	-	-	-	-	-
Stage 2	707	666	-	841	765	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	507	500	910	515	500	744	1432	-	-	1253	-	-
Mov Cap-2 Maneuver	507	500	-	515	500	-	-	-	-	-	-	-
Stage 1	841	758	-	709	665	-	-	-	-	-	-	-
Stage 2	698	665	-	832	758	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11.8	0	0.6
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1432	-	-	910	560	1253	-	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.06	0.009	-	-
HCM Control Delay (s)	7.5	0	-	9	11.8	7.9	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

2: Golden Hill Rd & SR 46 E

	↗	→	↘	↙	←	↖	↖	↑	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	268	846	448	65	925	227	338	421	148	160	177
v/c Ratio	0.67	0.68	0.50	0.16	0.78	0.31	0.64	0.54	0.56	0.59	0.46
Control Delay	49.6	27.4	4.0	41.6	31.5	4.3	43.4	32.7	52.4	47.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	27.4	4.0	41.6	31.5	4.3	43.4	32.7	52.4	47.4	8.7
Queue Length 50th (ft)	79	235	0	17	246	0	98	112	44	90	0
Queue Length 95th (ft)	118	251	32	39	320	33	134	138	73	141	33
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	412	1473	976	400	1235	758	674	1780	262	732	724
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.57	0.46	0.16	0.75	0.30	0.50	0.24	0.56	0.22	0.24

Intersection Summary

2: Golden Hill Rd & SR 46 E

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	217	685	363	53	749	184	274	293	48	120	130	143
Future Volume (veh/h)	217	685	363	53	749	184	274	293	48	120	130	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1610	1863	1863	1610	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	268	846	448	65	925	227	338	362	59	148	160	177
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	18	2	2	18	2	2	2	2	2	2	2
Cap, veh/h	353	1087	558	292	1107	568	440	776	125	222	356	298
Arrive On Green	0.10	0.36	0.36	0.08	0.36	0.36	0.13	0.25	0.25	0.06	0.19	0.19
Sat Flow, veh/h	3442	3059	1570	3442	3059	1570	3442	3047	492	3442	1863	1559
Grp Volume(v), veh/h	268	846	448	65	925	227	338	209	212	148	160	177
Grp Sat Flow(s),veh/h/ln	1721	1530	1570	1721	1530	1570	1721	1770	1769	1721	1863	1559
Q Serve(g_s), s	6.3	20.5	13.2	1.5	23.0	9.0	7.9	8.3	8.4	3.5	6.3	8.6
Cycle Q Clear(g_c), s	6.3	20.5	13.2	1.5	23.0	9.0	7.9	8.3	8.4	3.5	6.3	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	353	1087	558	292	1107	568	440	451	450	222	356	298
V/C Ratio(X)	0.76	0.78	0.80	0.22	0.84	0.40	0.77	0.46	0.47	0.67	0.45	0.59
Avail Cap(c_a), veh/h	455	1620	831	292	1362	699	745	1001	1000	290	807	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	23.9	9.1	35.5	24.3	19.8	35.0	26.2	26.2	38.0	29.7	30.7
Incr Delay (d2), s/veh	5.5	1.4	3.5	0.4	3.9	0.5	2.8	0.7	0.8	3.7	0.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.8	7.0	0.7	10.2	3.9	3.9	4.2	4.2	1.8	3.3	3.9
LnGrp Delay(d),s/veh	41.8	25.3	12.7	35.8	28.2	20.2	37.9	26.9	27.0	41.7	30.6	32.5
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1562			1217			759			485	
Approach Delay, s/veh		24.5			27.1			31.8			34.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	25.2	13.1	35.5	14.6	19.9	12.5	36.1
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	7.0	47.0	4.0	* 44	18.0	36.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	5.5	10.4	3.5	22.5	9.9	10.6	8.3	25.0
Green Ext Time (p_c), s	0.1	4.1	0.4	7.0	0.7	3.9	0.2	5.1

Intersection Summary			
HCM 2010 Ctrl Delay			27.9
HCM 2010 LOS			C

Notes

3: Union Road & SR 46 E

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	789	63	227	978	13	8	2	241	0	0	0
Future Vol, veh/h	1	789	63	227	978	13	8	2	241	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	1	907	72	261	1124	15	9	2	277	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1124	0	0	907	0	0	1993	2555	453	2103	2555	562
Stage 1	-	-	-	-	-	-	909	909	-	1646	1646	-
Stage 2	-	-	-	-	-	-	1084	1646	-	457	909	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.94	6.94	7.14	5.94	4.94	6.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	617	-	-	746	-	-	29	20	540	75	81	533
Stage 1	-	-	-	-	-	-	268	318	-	215	323	-
Stage 2	-	-	-	-	-	-	205	129	-	677	527	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	617	-	-	746	-	-	21	13	540	23	53	533
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	13	-	23	53	-
Stage 1	-	-	-	-	-	-	268	317	-	215	210	-
Stage 2	-	-	-	-	-	-	133	84	-	327	526	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.3	31.7	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	19	540	617	-	-	746	-	-	-	-
HCM Lane V/C Ratio	0.605	0.513	0.002	-	-	0.35	-	-	-	-
HCM Control Delay (s)	$ 349.5	18.5	10.8	-	-	12.4	-	-	0	0
HCM Lane LOS	F	C	B	-	-	B	-	-	A	A
HCM 95th %tile Q(veh)	1.7	2.9	0	-	-	1.6	-	-	-	-

4: SR 46 E & Airport Road

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	359	671	1077	10	5	141
Future Vol, veh/h	359	671	1077	10	5	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	18	18	10	10	10
Mvmt Flow	422	789	1267	12	6	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1267	0	-	0	2506	634
Stage 1	-	-	-	-	1267	-
Stage 2	-	-	-	-	1239	-
Critical Hdwy	4.3	-	-	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.3	-	-	-	3.6	3.4
Pot Cap-1 Maneuver	503	-	-	-	21	403
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	221	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	503	-	-	-	~ 3	403
Mov Cap-2 Maneuver	-	-	-	-	29	-
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	36	-

Approach	EB	WB	SB
HCM Control Delay, s	13.7	0	24.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	503	-	-	-	29	403
HCM Lane V/C Ratio	0.84	-	-	-	0.203	0.412
HCM Control Delay (s)	39.4	-	-	-	158.3	20
HCM Lane LOS	E	-	-	-	F	C
HCM 95th %tile Q(veh)	8.5	-	-	-	0.6	2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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1: Airport Road & Dry Creek Road

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	1	122	0	6	0	146	25	4	240	0
Future Vol, veh/h	0	0	1	122	0	6	0	146	25	4	240	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	1	154	0	8	0	185	32	5	304	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	503	499	304	500	499	185	304	0	0	185	0	0
Stage 1	314	314	-	185	185	-	-	-	-	-	-	-
Stage 2	189	185	-	315	314	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	474	469	729	476	469	850	1240	-	-	1372	-	-
Stage 1	690	651	-	810	741	-	-	-	-	-	-	-
Stage 2	806	741	-	690	651	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	468	467	729	474	467	850	1240	-	-	1372	-	-
Mov Cap-2 Maneuver	468	467	-	474	467	-	-	-	-	-	-	-
Stage 1	690	648	-	810	741	-	-	-	-	-	-	-
Stage 2	799	741	-	686	648	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	16.1	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1240	-	-	729	484	1372	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.335	0.004	-	-
HCM Control Delay (s)	0	-	-	9.9	16.1	7.6	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	870	365	72	878	169	264	312	247	307	323
v/c Ratio	0.57	0.72	0.44	0.25	0.82	0.26	0.59	0.36	0.61	0.71	0.60
Control Delay	54.0	32.4	4.3	51.6	38.2	5.1	50.2	30.0	52.7	46.6	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	32.4	4.3	51.6	38.2	5.1	50.2	30.0	52.7	46.6	16.7
Queue Length 50th (ft)	66	272	0	23	273	0	87	82	81	191	54
Queue Length 95th (ft)	120	375	59	55	415	47	147	127	143	306	152
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	384	1527	953	291	1340	771	559	1610	454	816	805
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.57	0.38	0.25	0.66	0.22	0.47	0.19	0.54	0.38	0.40

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	191	835	350	69	843	162	253	230	69	237	295	310
Future Volume (veh/h)	191	835	350	69	843	162	253	230	69	237	295	310
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1610	1863	1863	1610	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	199	870	365	72	878	169	264	240	72	247	307	323
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	18	2	2	18	2	2	2	2	2	2	2
Cap, veh/h	277	1092	560	175	1069	549	352	736	215	330	497	417
Arrive On Green	0.08	0.36	0.36	0.05	0.35	0.35	0.10	0.27	0.27	0.10	0.27	0.27
Sat Flow, veh/h	3442	3059	1570	3442	3059	1570	3442	2694	789	3442	1863	1566
Grp Volume(v), veh/h	199	870	365	72	878	169	264	156	156	247	307	323
Grp Sat Flow(s),veh/h/ln	1721	1530	1570	1721	1530	1570	1721	1770	1713	1721	1863	1566
Q Serve(g_s), s	5.1	22.9	11.6	1.8	23.5	7.0	6.7	6.3	6.5	6.3	13.0	17.1
Cycle Q Clear(g_c), s	5.1	22.9	11.6	1.8	23.5	7.0	6.7	6.3	6.5	6.3	13.0	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	277	1092	560	175	1069	549	352	483	468	330	497	417
V/C Ratio(X)	0.72	0.80	0.65	0.41	0.82	0.31	0.75	0.32	0.33	0.75	0.62	0.77
Avail Cap(c_a), veh/h	423	1674	859	192	1469	754	615	909	880	500	894	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	25.9	10.7	41.2	26.6	21.2	39.1	25.9	26.0	39.4	28.8	30.4
Incr Delay (d2), s/veh	3.5	1.6	1.3	1.5	2.8	0.3	3.2	0.4	0.4	3.4	1.3	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	9.9	6.0	0.9	10.3	3.1	3.3	3.1	3.1	3.1	6.8	7.7
LnGrp Delay(d),s/veh	43.7	27.4	12.0	42.8	29.3	21.5	42.3	26.3	26.5	42.9	30.1	33.5
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1434			1119			576			877	
Approach Delay, s/veh		25.8			29.0			33.7			34.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	28.5	10.6	38.0	13.2	27.9	11.2	37.3
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	13.0	46.0	5.0	* 49	16.0	43.0	11.0	43.0
Max Q Clear Time (g_c+I1), s	8.3	8.5	3.8	24.9	8.7	19.1	7.1	25.5
Green Ext Time (p_c), s	0.3	5.1	0.7	7.1	0.5	4.8	0.2	5.9

Intersection Summary			
HCM 2010 Ctrl Delay			29.8
HCM 2010 LOS			C

Notes

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	1077	62	300	1064	19	9	0	219	0	0	1
Future Vol, veh/h	2	1077	62	300	1064	19	9	0	219	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	2	1171	67	326	1157	21	10	0	238	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1157	0	0	1171	0	0	2405	2984	585	2399	2984	578
Stage 1	-	-	-	-	-	-	1175	1175	-	1809	1809	-
Stage 2	-	-	-	-	-	-	1230	1809	-	590	1175	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.94	6.94	7.14	5.94	4.94	6.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	600	-	-	592	-	-	13	10	440	51	52	522
Stage 1	-	-	-	-	-	-	179	231	-	182	288	-
Stage 2	-	-	-	-	-	-	164	105	-	599	444	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	600	-	-	592	-	-	~ 7	4	440	13	23	522
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 7	4	-	13	23	-
Stage 1	-	-	-	-	-	-	178	230	-	181	129	-
Stage 2	-	-	-	-	-	-	74	47	-	274	443	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4	68.3	11.9
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	7	440	600	-	-	592	-	-	-	522
HCM Lane V/C Ratio	1.398	0.541	0.004	-	-	0.551	-	-	-	0.002
HCM Control Delay (s)	$ 1184.4	22.4	11	-	-	18.3	-	-	0	11.9
HCM Lane LOS	F	C	B	-	-	C	-	-	A	B
HCM 95th %tile Q(veh)	2.1	3.1	0	-	-	3.3	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	179	1117	1029	7	6	354
Future Vol, veh/h	179	1117	1029	7	6	354
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	18	18	7	7	7
Mvmt Flow	192	1201	1106	8	6	381

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1106	0	-	0	2091	553
Stage 1	-	-	-	-	1106	-
Stage 2	-	-	-	-	985	-
Critical Hdwy	4.24	-	-	-	6.94	7.04
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	2.27	-	-	-	3.57	3.37
Pot Cap-1 Maneuver	599	-	-	-	42	464
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	311	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	599	-	-	-	29	464
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	211	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	39.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	599	-	-	-	121	464
HCM Lane V/C Ratio	0.321	-	-	-	0.053	0.82
HCM Control Delay (s)	13.8	-	-	-	36.4	39.4
HCM Lane LOS	B	-	-	-	E	E
HCM 95th %tile Q(veh)	1.4	-	-	-	0.2	7.8

Destino Paso

Near Term Saturday MD

1: Airport Road & Dry Creek Road

6/22/2016

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			↰	↱		↰	↱
Traffic Vol, veh/h	12	120	1	53	0	9	0	133	19	12	139	1
Future Vol, veh/h	12	120	1	53	0	9	0	133	19	12	139	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	13	135	1	60	0	10	0	149	21	13	156	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	337	332	156	400	332	149	156	0	0	149	0	0
Stage 1	183	183	-	149	149	-	-	-	-	-	-	-
Stage 2	154	149	-	251	183	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	613	584	884	557	584	892	1412	-	-	1420	-	-
Stage 1	814	744	-	849	770	-	-	-	-	-	-	-
Stage 2	844	770	-	749	744	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	601	578	884	453	578	892	1412	-	-	1420	-	-
Mov Cap-2 Maneuver	601	578	-	453	578	-	-	-	-	-	-	-
Stage 1	814	737	-	849	770	-	-	-	-	-	-	-
Stage 2	834	770	-	605	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	13.6	0	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1412	-	-	582	488	1420	-	-
HCM Lane V/C Ratio	-	-	-	0.257	0.143	0.009	-	-
HCM Control Delay (s)	0	-	-	13.3	13.6	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	0.5	0	-	-

Destino Paso

Near Term Saturday MD

2: Golden Hill Rd & SR 46 E

6/22/2016

	↗	→	↘	↙	←	↖	↖	↑	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	224	863	232	74	1416	257	189	315	171	266	344
v/c Ratio	0.67	0.64	0.32	0.11	0.86	0.31	0.62	0.46	0.62	0.76	0.75
Control Delay	67.1	37.9	4.9	43.0	37.6	5.0	66.5	43.4	69.1	63.4	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	37.9	4.9	43.0	37.6	5.0	66.5	43.4	69.1	63.4	30.2
Queue Length 50th (ft)	94	352	0	24	555	11	80	115	73	215	113
Queue Length 95th (ft)	148	422	56	54	#804	67	129	161	120	313	227
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	372	1882	925	687	1673	847	345	1231	292	635	661
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.46	0.25	0.11	0.85	0.30	0.55	0.26	0.59	0.42	0.52

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2: Golden Hill Rd & SR 46 E

	↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	215	828	223	71	1359	247	181	240	62	164	255	330
Future Volume (veh/h)	215	828	223	71	1359	247	181	240	62	164	255	330
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	224	862	232	74	1416	257	189	250	65	171	266	344
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	278	1041	461	719	1548	688	243	727	185	223	475	399
Arrive On Green	0.08	0.30	0.30	0.21	0.45	0.45	0.07	0.27	0.27	0.07	0.26	0.26
Sat Flow, veh/h	3375	3471	1537	3375	3471	1542	3375	2734	696	3375	1827	1535
Grp Volume(v), veh/h	224	862	232	74	1416	257	189	157	158	171	266	344
Grp Sat Flow(s),veh/h/ln	1688	1736	1537	1688	1736	1542	1688	1736	1695	1688	1827	1535
Q Serve(g_s), s	8.4	29.8	12.6	2.3	49.2	14.3	7.1	9.4	9.8	6.4	16.3	27.6
Cycle Q Clear(g_c), s	8.4	29.8	12.6	2.3	49.2	14.3	7.1	9.4	9.8	6.4	16.3	27.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	278	1041	461	719	1548	688	243	461	450	223	475	399
V/C Ratio(X)	0.80	0.83	0.50	0.10	0.91	0.37	0.78	0.34	0.35	0.77	0.56	0.86
Avail Cap(c_a), veh/h	367	1831	811	719	1642	730	340	619	605	288	623	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.1	42.0	23.0	40.8	33.4	23.7	58.8	38.2	38.3	59.2	41.3	45.5
Incr Delay (d2), s/veh	9.4	1.8	0.9	0.1	8.1	0.3	7.3	0.4	0.5	8.8	1.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	14.5	5.5	1.1	25.3	6.2	3.6	4.6	4.6	3.3	8.3	12.9
LnGrp Delay(d),s/veh	67.5	43.8	23.9	40.9	41.5	24.1	66.1	38.6	38.8	68.1	42.4	56.6
LnGrp LOS	E	D	C	D	D	C	E	D	D	E	D	E
Approach Vol, veh/h		1318			1747			504			781	
Approach Delay, s/veh		44.3			38.9			49.0			54.3	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	38.3	33.5	44.7	13.3	37.5	14.6	63.5
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	11.0	46.0	7.0	* 68	13.0	44.0	14.0	61.0
Max Q Clear Time (g_c+I1), s	8.4	11.8	4.3	31.8	9.1	29.6	10.4	51.2
Green Ext Time (p_c), s	0.1	4.9	2.2	6.9	0.2	3.9	0.2	6.3

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

Notes

3: Union Road & SR 46 E

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱		↰↑	↱		↰↑	↱
Traffic Vol, veh/h	9	1000	45	173	1662	22	14	6	198	1	0	1
Future Vol, veh/h	9	1000	45	173	1662	22	14	6	198	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	9	1042	47	180	1731	23	15	6	206	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1731	0	0	1042	0	0	2286	3152	521	2635	3152	866
Stage 1	-	-	-	-	-	-	1060	1060	-	2092	2092	-
Stage 2	-	-	-	-	-	-	1226	2092	-	543	1060	-
Critical Hdwy	4.2	-	-	4.2	-	-	8	7	7.2	6	5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	7	6	-	5	4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7	6	-	5	4	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	348	-	-	646	-	-	16	7	478	35	41	352
Stage 1	-	-	-	-	-	-	208	260	-	131	226	-
Stage 2	-	-	-	-	-	-	161	71	-	616	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	348	-	-	646	-	-	~ 12	~ 5	478	-	29	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	~ 5	-	-	29	-
Stage 1	-	-	-	-	-	-	203	253	-	128	163	-
Stage 2	-	-	-	-	-	-	116	51	-	333	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.2	165.7	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	8	478	348	-	-	646	-	-	-	352
HCM Lane V/C Ratio	2.604	0.431	0.027	-	-	0.279	-	-	-	0.003
HCM Control Delay (s)	$ 1626.9	18.1	15.6	-	-	12.7	-	-	-	15.3
HCM Lane LOS	F	C	C	-	-	B	-	-	-	C
HCM 95th %tile Q(veh)	3.7	2.1	0.1	-	-	1.1	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Destino Paso
Near Term Saturday MD
4: SR 46 E & Airport Road
6/22/2016

Intersection	
Int Delay, s/veh	14.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	319	880	1586	34	2	271
Future Vol, veh/h	319	880	1586	34	2	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	339	936	1687	36	2	288

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1687	0	-	0	2834	844
Stage 1	-	-	-	-	1687	-
Stage 2	-	-	-	-	1147	-
Critical Hdwy	4.22	-	-	-	6.92	7.02
Critical Hdwy Stg 1	-	-	-	-	5.92	-
Critical Hdwy Stg 2	-	-	-	-	5.92	-
Follow-up Hdwy	2.26	-	-	-	3.56	3.36
Pot Cap-1 Maneuver	357	-	-	-	13	299
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	256	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	357	-	-	-	~ 1	299
Mov Cap-2 Maneuver	-	-	-	-	11	-
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	13	-

Approach	EB	WB	SB
HCM Control Delay, s	18.8	0	84
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	357	-	-	-	11	299
HCM Lane V/C Ratio	0.951	-	-	-	0.193	0.964
HCM Control Delay (s)	70.6	-	-	-	$ 398.6	81.7
HCM Lane LOS	F	-	-	-	F	F
HCM 95th %tile Q(veh)	10.2	-	-	-	0.5	9.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Destino Paso
Near Term Plus Project AM
1: Airport Road & Dry Creek Road
5/24/2016

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	1	21	0	7	1	230	94	9	105	1
Future Vol, veh/h	0	0	1	21	0	7	1	230	94	9	105	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	0	1	26	0	9	1	288	118	11	131	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	448	444	131	444	444	288	131	0	0	288	0	0
Stage 1	154	154	-	290	290	-	-	-	-	-	-	-
Stage 2	294	290	-	154	154	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	514	502	908	517	502	742	1430	-	-	1251	-	-
Stage 1	839	762	-	709	665	-	-	-	-	-	-	-
Stage 2	706	665	-	839	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	504	497	908	512	497	742	1430	-	-	1251	-	-
Mov Cap-2 Maneuver	504	497	-	512	497	-	-	-	-	-	-	-
Stage 1	838	755	-	708	664	-	-	-	-	-	-	-
Stage 2	697	664	-	830	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11.9	0	0.6
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1430	-	-	908	555	1251	-	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.063	0.009	-	-
HCM Control Delay (s)	7.5	0	-	9	11.9	7.9	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	268	886	448	67	941	228	338	425	152	160	177
v/c Ratio	0.67	0.69	0.49	0.18	0.78	0.31	0.65	0.55	0.59	0.60	0.46
Control Delay	50.1	27.2	3.9	42.5	31.6	4.3	43.8	33.1	53.4	47.8	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	27.2	3.9	42.5	31.6	4.3	43.8	33.1	53.4	47.8	8.7
Queue Length 50th (ft)	79	248	0	18	253	0	98	113	45	90	0
Queue Length 95th (ft)	118	267	32	40	326	33	134	140	75	141	33
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	407	1485	980	371	1221	753	666	1759	259	723	718
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.60	0.46	0.18	0.77	0.30	0.51	0.24	0.59	0.22	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	217	718	363	54	762	185	274	293	51	123	130	143
Future Volume (veh/h)	217	718	363	54	762	185	274	293	51	123	130	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1610	1863	1863	1610	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	268	886	448	67	941	228	338	362	63	152	160	177
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	18	2	2	18	2	2	2	2	2	2	2
Cap, veh/h	351	1122	576	263	1116	573	438	767	132	226	359	300
Arrive On Green	0.10	0.37	0.37	0.08	0.36	0.36	0.13	0.25	0.25	0.07	0.19	0.19
Sat Flow, veh/h	3442	3059	1570	3442	3059	1570	3442	3014	519	3442	1863	1559
Grp Volume(v), veh/h	268	886	448	67	941	228	338	211	214	152	160	177
Grp Sat Flow(s),veh/h/ln	1721	1530	1570	1721	1530	1570	1721	1770	1764	1721	1863	1559
Q Serve(g_s), s	6.4	21.8	13.1	1.5	23.8	9.1	8.0	8.5	8.7	3.6	6.4	8.7
Cycle Q Clear(g_c), s	6.4	21.8	13.1	1.5	23.8	9.1	8.0	8.5	8.7	3.6	6.4	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	351	1122	576	263	1116	573	438	450	449	226	359	300
V/C Ratio(X)	0.76	0.79	0.78	0.26	0.84	0.40	0.77	0.47	0.48	0.67	0.45	0.59
Avail Cap(c_a), veh/h	449	1595	819	263	1341	688	734	985	982	285	794	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	23.8	8.9	36.7	24.6	19.9	35.6	26.6	26.7	38.6	30.1	31.0
Incr Delay (d2), s/veh	5.8	1.8	3.1	0.5	4.3	0.4	2.9	0.8	0.8	4.3	0.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	9.4	7.1	0.8	10.7	4.0	4.0	4.3	4.3	1.9	3.4	3.9
LnGrp Delay(d),s/veh	42.7	25.6	11.9	37.2	28.9	20.4	38.5	27.4	27.5	42.8	31.0	32.9
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1602			1236			763			489	
Approach Delay, s/veh		24.6			27.8			32.4			35.3	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	25.5	12.4	37.0	14.8	20.3	12.6	36.8
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	7.0	47.0	4.0	* 44	18.0	36.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	5.6	10.7	3.5	23.8	10.0	10.7	8.4	25.8
Green Ext Time (p_c), s	0.1	4.2	0.3	7.2	0.7	4.0	0.2	5.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.3
HCM 2010 LOS	C

Notes

3: Union Road & SR 46 E

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	828	63	230	993	13	8	2	248	0	0	0
Future Vol, veh/h	1	828	63	230	993	13	8	2	248	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	1	952	72	264	1141	15	9	2	285	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1141	0	0	952	0	0	2053	2624	476	2149	2624	571
Stage 1	-	-	-	-	-	-	954	954	-	1670	1670	-
Stage 2	-	-	-	-	-	-	1099	1670	-	479	954	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.94	6.94	7.14	5.94	4.94	6.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	608	-	-	717	-	-	26	18	521	71	76	527
Stage 1	-	-	-	-	-	-	250	302	-	210	318	-
Stage 2	-	-	-	-	-	-	201	126	-	664	512	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	608	-	-	717	-	-	19	11	521	19	48	527
Mov Cap-2 Maneuver	-	-	-	-	-	-	19	11	-	19	48	-
Stage 1	-	-	-	-	-	-	250	302	-	210	201	-
Stage 2	-	-	-	-	-	-	127	80	-	298	511	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.4			34.9			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	17	521	608	-	-	717	-	-	-	-
HCM Lane V/C Ratio	0.676	0.547	0.002	-	-	0.369	-	-	-	-
HCM Control Delay (s)	$ 408	19.9	10.9	-	-	12.9	-	-	0	0
HCM Lane LOS	F	C	B	-	-	B	-	-	A	A
HCM 95th %tile Q(veh)	1.8	3.3	0	-	-	1.7	-	-	-	-

4: SR 46 E & Airport Road

Intersection	
Int Delay, s/veh	16

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	405	671	1077	26	11	159
Future Vol, veh/h	405	671	1077	26	11	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	18	18	10	10	10
Mvmt Flow	476	789	1267	31	13	187

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1267	0	-	0	2615	634
Stage 1	-	-	-	-	1267	-
Stage 2	-	-	-	-	1348	-
Critical Hdwy	4.3	-	-	-	7	7.1
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	2.3	-	-	-	3.6	3.4
Pot Cap-1 Maneuver	503	-	-	-	17	403
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	193	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	503	-	-	-	~ 1	403
Mov Cap-2 Maneuver	-	-	-	-	~ 9	-
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	~ 10	-

Approach	EB		WB		SB	
HCM Control Delay, s	21.4		0		86.1	
HCM LOS					F	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	503	-	-	-	9	403
HCM Lane V/C Ratio	0.947	-	-	-	1.438	0.464
HCM Control Delay (s)	56.8	-	-	$ 1021.7		21.4
HCM Lane LOS	F	-	-	-	F	C
HCM 95th %tile Q(veh)	11.8	-	-	-	2.5	2.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

1: Airport Road & Dry Creek Road

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	1	123	0	6	0	148	26	4	242	0
Future Vol, veh/h	0	0	1	123	0	6	0	148	26	4	242	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	1	156	0	8	0	187	33	5	306	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	507	503	306	504	503	187	306	0	0	187	0	0
Stage 1	316	316	-	187	187	-	-	-	-	-	-	-
Stage 2	191	187	-	317	316	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	471	467	727	473	467	847	1238	-	-	1369	-	-
Stage 1	689	650	-	808	740	-	-	-	-	-	-	-
Stage 2	804	740	-	688	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	465	465	727	471	465	847	1238	-	-	1369	-	-
Mov Cap-2 Maneuver	465	465	-	471	465	-	-	-	-	-	-	-
Stage 1	689	647	-	808	740	-	-	-	-	-	-	-
Stage 2	797	740	-	684	647	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	16.3	0	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1238	-	-	727	481	1369	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.339	0.004	-	-
HCM Control Delay (s)	0	-	-	10	16.3	7.6	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.5	0	-	-

2: Golden Hill Rd & SR 46 E

	↗	→	↘	↙	←	↖	↖	↑	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	897	365	76	915	173	264	315	250	307	323
v/c Ratio	0.58	0.74	0.44	0.25	0.83	0.26	0.60	0.37	0.62	0.71	0.61
Control Delay	54.9	33.1	4.3	51.9	38.9	5.1	51.1	30.4	53.9	47.6	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	33.1	4.3	51.9	38.9	5.1	51.1	30.4	53.9	47.6	17.3
Queue Length 50th (ft)	68	294	0	24	290	0	90	85	85	198	58
Queue Length 95th (ft)	120	391	59	57	438	47	147	128	144	306	155
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	376	1494	940	300	1311	760	547	1575	445	798	791
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.60	0.39	0.25	0.70	0.23	0.48	0.20	0.56	0.38	0.41

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	191	861	350	73	878	166	253	230	72	240	295	310
Future Volume (veh/h)	191	861	350	73	878	166	253	230	72	240	295	310
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1610	1863	1863	1610	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	199	897	365	76	915	173	264	240	75	250	307	323
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	18	2	2	18	2	2	2	2	2	2	2
Cap, veh/h	275	1112	571	184	1097	563	350	721	220	330	493	414
Arrive On Green	0.08	0.36	0.36	0.05	0.36	0.36	0.10	0.27	0.27	0.10	0.26	0.26
Sat Flow, veh/h	3442	3059	1570	3442	3059	1570	3442	2666	812	3442	1863	1565
Grp Volume(v), veh/h	199	897	365	76	915	173	264	157	158	250	307	323
Grp Sat Flow(s),veh/h/ln	1721	1530	1570	1721	1530	1570	1721	1770	1709	1721	1863	1565
Q Serve(g_s), s	5.2	24.4	11.9	2.0	25.2	7.3	6.9	6.6	6.8	6.5	13.4	17.6
Cycle Q Clear(g_c), s	5.2	24.4	11.9	2.0	25.2	7.3	6.9	6.6	6.8	6.5	13.4	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	275	1112	571	184	1097	563	350	479	462	330	493	414
V/C Ratio(X)	0.72	0.81	0.64	0.41	0.83	0.31	0.76	0.33	0.34	0.76	0.62	0.78
Avail Cap(c_a), veh/h	410	1625	834	187	1426	732	597	882	852	485	868	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	26.5	10.9	42.3	27.1	21.3	40.3	26.9	27.1	40.7	29.9	31.4
Incr Delay (d2), s/veh	3.6	2.0	1.2	1.5	3.4	0.3	3.3	0.4	0.4	3.9	1.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	10.5	6.0	1.0	11.2	3.2	3.4	3.2	3.3	3.3	7.1	8.0
LnGrp Delay(d),s/veh	45.1	28.4	12.1	43.7	30.5	21.6	43.7	27.3	27.5	44.6	31.1	34.6
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1461			1164			579			880	
Approach Delay, s/veh		26.6			30.1			34.8			36.3	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	29.0	10.9	39.5	13.4	28.4	11.4	39.1
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	13.0	46.0	5.0	* 49	16.0	43.0	11.0	43.0
Max Q Clear Time (g_c+I1), s	8.5	8.8	4.0	26.4	8.9	19.6	7.2	27.2
Green Ext Time (p_c), s	0.3	5.1	0.7	7.2	0.5	4.8	0.2	5.8

Intersection Summary		
HCM 2010 Ctrl Delay		30.8
HCM 2010 LOS		C

Notes

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	1108	62	307	1106	19	9	0	224	0	0	1
Future Vol, veh/h	2	1108	62	307	1106	19	9	0	224	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	2	1204	67	334	1202	21	10	0	243	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1202	0	0	1204	0	0	2477	3079	602	2477	3079	601
Stage 1	-	-	-	-	-	-	1209	1209	-	1870	1870	-
Stage 2	-	-	-	-	-	-	1268	1870	-	607	1209	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.94	6.94	7.14	5.94	4.94	6.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.94	5.94	-	4.94	3.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	576	-	-	575	-	-	12	8	428	46	47	507
Stage 1	-	-	-	-	-	-	170	222	-	171	276	-
Stage 2	-	-	-	-	-	-	155	98	-	590	435	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	576	-	-	575	-	-	~ 6	3	428	11	20	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	3	-	11	20	-
Stage 1	-	-	-	-	-	-	169	221	-	170	116	-
Stage 2	-	-	-	-	-	-	65	41	-	253	433	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.2	78	12.1
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	6	428	576	-	-	575	-	-	-	507
HCM Lane V/C Ratio	1.63	0.569	0.004	-	-	0.58	-	-	-	0.002
HCM Control Delay (s)	$ 1425.3	23.9	11.3	-	-	19.6	-	-	0	12.1
HCM Lane LOS	F	C	B	-	-	C	-	-	A	B
HCM 95th %tile Q(veh)	2.2	3.4	0	-	-	3.7	-	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Destino Paso
4: SR 46 E & Airport Road

Near Term Plus Project PM
5/24/2016

Intersection						
Int Delay, s/veh	9.7					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	215	1117	1029	20	24	403
Future Vol, veh/h	215	1117	1029	20	24	403
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	18	18	7	7	7
Mvmt Flow	231	1201	1106	22	26	433

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1106	0	-	0	2169	553
Stage 1	-	-	-	-	1106	-
Stage 2	-	-	-	-	1063	-
Critical Hdwy	4.24	-	-	-	6.94	7.04
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	2.27	-	-	-	3.57	3.37
Pot Cap-1 Maneuver	599	-	-	-	38	464
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	282	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	599	-	-	-	~ 23	464
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	173	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	56.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	599	-	-	-	106	464
HCM Lane V/C Ratio	0.386	-	-	-	0.243	0.934
HCM Control Delay (s)	14.7	-	-	-	49.6	56.9
HCM Lane LOS	B	-	-	-	E	F
HCM 95th %tile Q(veh)	1.8	-	-	-	0.9	11

Notes

~: Volume exceeds capacity $: Delay exceeds 300s   +: Computation Not Defined   *: All major volume in platoon

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Destino Paso
1: Airport Road & Dry Creek Road

Near Term+Project Saturday MD
6/22/2016

Intersection												
Int Delay, s/veh	5.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			↰	↱		↰	↱
Traffic Vol, veh/h	12	120	1	55	0	9	0	135	20	12	141	1
Future Vol, veh/h	12	120	1	55	0	9	0	135	20	12	141	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	13	135	1	62	0	10	0	152	22	13	158	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	342	337	158	405	337	152	158	0	0	152	0	0
Stage 1	185	185	-	152	152	-	-	-	-	-	-	-
Stage 2	157	152	-	253	185	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	608	581	882	553	581	889	1409	-	-	1417	-	-
Stage 1	812	743	-	846	768	-	-	-	-	-	-	-
Stage 2	841	768	-	747	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	596	575	882	449	575	889	1409	-	-	1417	-	-
Mov Cap-2 Maneuver	596	575	-	449	575	-	-	-	-	-	-	-
Stage 1	812	736	-	846	768	-	-	-	-	-	-	-
Stage 2	831	768	-	603	736	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	13.8	0	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1409	-	-	578	483	1417	-	-
HCM Lane V/C Ratio	-	-	-	0.259	0.149	0.01	-	-
HCM Control Delay (s)	0	-	-	13.4	13.8	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	224	905	232	77	1449	260	189	319	175	266	344
v/c Ratio	0.67	0.65	0.31	0.12	0.87	0.31	0.62	0.46	0.64	0.76	0.76
Control Delay	67.5	37.0	4.6	44.6	38.5	5.3	66.9	43.6	70.0	64.0	30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	37.0	4.6	44.6	38.5	5.3	66.9	43.6	70.0	64.0	30.6
Queue Length 50th (ft)	94	369	0	25	577	14	80	116	75	215	114
Queue Length 95th (ft)	148	437	54	57	#837	72	129	162	123	313	228
Internal Link Dist (ft)		3280			2376			566		648	
Turn Bay Length (ft)	550		490	460		390	160		130		
Base Capacity (vph)	369	1891	928	648	1659	841	343	1220	290	629	657
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.48	0.25	0.12	0.87	0.31	0.55	0.26	0.60	0.42	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↱		↰↰	↑	↱
Traffic Volume (veh/h)	215	869	223	74	1391	250	181	240	66	168	255	330
Future Volume (veh/h)	215	869	223	74	1391	250	181	240	66	168	255	330
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	224	905	232	77	1449	260	189	250	69	175	266	344
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	277	1086	481	686	1559	693	242	712	192	226	474	398
Arrive On Green	0.08	0.31	0.31	0.20	0.45	0.45	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	3375	3471	1538	3375	3471	1543	3375	2696	728	3375	1827	1535
Grp Volume(v), veh/h	224	905	232	77	1449	260	189	159	160	175	266	344
Grp Sat Flow(s),veh/h/ln	1688	1736	1538	1688	1736	1543	1688	1736	1689	1688	1827	1535
Q Serve(g_s), s	8.5	31.7	12.5	2.4	51.6	14.6	7.2	9.7	10.1	6.7	16.5	28.0
Cycle Q Clear(g_c), s	8.5	31.7	12.5	2.4	51.6	14.6	7.2	9.7	10.1	6.7	16.5	28.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	277	1086	481	686	1559	693	242	458	446	226	474	398
V/C Ratio(X)	0.81	0.83	0.48	0.11	0.93	0.38	0.78	0.35	0.36	0.77	0.56	0.86
Avail Cap(c_a), veh/h	361	1805	800	686	1619	720	336	611	594	284	615	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.0	41.8	22.4	42.5	34.1	23.9	59.7	39.0	39.1	60.0	42.0	46.2
Incr Delay (d2), s/veh	9.9	1.8	0.7	0.1	9.7	0.3	7.7	0.5	0.5	9.8	1.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	15.5	5.8	1.1	26.9	6.3	3.6	4.7	4.8	3.4	8.5	13.1
LnGrp Delay(d),s/veh	68.8	43.5	23.1	42.6	43.8	24.2	67.4	39.4	39.6	69.9	43.0	57.8
LnGrp LOS	E	D	C	D	D	C	E	D	D	E	D	E
Approach Vol, veh/h		1361			1786			508			785	
Approach Delay, s/veh		44.2			40.9			49.9			55.5	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	38.5	32.6	46.9	13.4	37.9	14.7	64.7
Change Period (Y+Rc), s	4.0	4.0	6.0	* 6	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	11.0	46.0	7.0	* 68	13.0	44.0	14.0	61.0
Max Q Clear Time (g_c+I1), s	8.7	12.1	4.4	33.7	9.2	30.0	10.5	53.6
Green Ext Time (p_c), s	0.1	4.9	2.1	7.2	0.2	3.9	0.2	5.1

Intersection Summary			
HCM 2010 Ctrl Delay			45.5
HCM 2010 LOS			D

Notes

3: Union Road & SR 46 E

Intersection	
Int Delay, s/veh	13.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱		↰↑	↱		↰↑	↱
Traffic Vol, veh/h	9	1049	45	179	1701	22	14	6	206	1	0	1
Future Vol, veh/h	9	1049	45	179	1701	22	14	6	206	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	50	670	-	50	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	2	-	-	-8	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	9	1093	47	186	1772	23	15	6	215	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1772	0	0	1093	0	0	2370	3256	546	2713	3256	886
Stage 1	-	-	-	-	-	-	1111	1111	-	2145	2145	-
Stage 2	-	-	-	-	-	-	1259	2145	-	568	1111	-
Critical Hdwy	4.2	-	-	4.2	-	-	8	7	7.2	6	5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	7	6	-	5	4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7	6	-	5	4	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	335	-	-	617	-	-	~ 14	~ 6	460	32	36	343
Stage 1	-	-	-	-	-	-	192	244	-	124	217	-
Stage 2	-	-	-	-	-	-	153	66	-	602	453	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	335	-	-	617	-	-	~ 10	~ 4	460	-	24	343
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 10	~ 4	-	-	24	-
Stage 1	-	-	-	-	-	-	187	237	-	121	152	-
Stage 2	-	-	-	-	-	-	107	46	-	304	441	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.3	186.4	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	7	460	335	-	-	617	-	-	-	343
HCM Lane V/C Ratio	2.976	0.466	0.028	-	-	0.302	-	-	-	0.003
HCM Control Delay (s)	$ 1905.5	19.5	16.1	-	-	13.3	-	-	-	15.5
HCM Lane LOS	F	C	C	-	-	B	-	-	-	C
HCM 95th %tile Q(veh)	3.8	2.4	0.1	-	-	1.3	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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4: SR 46 E & Airport Road

Intersection	
Int Delay, s/veh	13.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	376	880	1586	55	18	316
Future Vol, veh/h	376	880	1586	55	18	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	950	-	-	600	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	400	936	1687	59	19	336

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1687	0	-	0	2955	844
Stage 1	-	-	-	-	1687	-
Stage 2	-	-	-	-	1268	-
Critical Hdwy	4.22	-	-	-	6.92	7.02
Critical Hdwy Stg 1	-	-	-	-	5.92	-
Critical Hdwy Stg 2	-	-	-	-	5.92	-
Follow-up Hdwy	2.26	-	-	-	3.56	3.36
Pot Cap-1 Maneuver	~ 357	-	-	-	~ 11	~ 299
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	221	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	~ 357	-	-	-	0	~ 299
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay, s	35.5	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	~ 357	-	-	-	-	299
HCM Lane V/C Ratio	1.12	-	-	-	-	1.124
HCM Control Delay (s)	118.5	-	-	-	-	127.9
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	15.2	-	-	-	-	13.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Destino Paso
4: SR 46 E & Airport Road

Near Term+ Hotel 1 Saturday MD
6/29/2016

	↗	→	←	↖	↘	↙
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑	↱	↰	↱
Traffic Volume (veh/h)	321	795	1489	39	5	246
Future Volume (Veh/h)	321	795	1489	39	5	246
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	341	846	1584	41	5	262
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1625				2689	792
vC1, stage 1 conf vol					1584	
vC2, stage 2 conf vol					1105	
vCu, unblocked vol	1625				2689	792
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)					5.9	
tF (s)	2.3				3.6	3.4
p0 queue free %	10				80	19
cM capacity (veh/h)	378				25	324

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	341	423	423	792	792	41	267
Volume Left	341	0	0	0	0	0	5
Volume Right	0	0	0	0	0	41	262
cSH	378	1700	1700	1700	1700	1700	330
Volume to Capacity	0.90	0.25	0.25	0.47	0.47	0.02	0.81
Queue Length 95th (ft)	230	0	0	0	0	0	171
Control Delay (s)	58.3	0.0	0.0	0.0	0.0	0.0	52.5
Lane LOS	F						F
Approach Delay (s)	16.8			0.0			52.5
Approach LOS							F

Intersection Summary			
Average Delay	11.0		
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

Destino Paso
4: SR 46 E & Airport Road

Near Term+Hotels 1+2 Saturday MD
6/29/2016

	↗	→	←	↖	↘	↙
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑	↱	↰	↱
Traffic Volume (veh/h)	351	880	1586	45	11	296
Future Volume (Veh/h)	351	880	1586	45	11	296
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	373	936	1687	48	12	315
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1735				2901	844
vC1, stage 1 conf vol					1687	
vC2, stage 2 conf vol					1214	
vCu, unblocked vol	1735				2901	844
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)					5.9	
tF (s)	2.3				3.6	3.4
p0 queue free %	0				0	0
cM capacity (veh/h)	342				0	299

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	373	468	468	844	844	48	327
Volume Left	373	0	0	0	0	0	12
Volume Right	0	0	0	0	0	48	315
cSH	342	1700	1700	1700	1700	1700	0
Volume to Capacity	1.09	0.28	0.28	0.50	0.50	0.03	Err
Queue Length 95th (ft)	348	0	0	0	0	0	Err
Control Delay (s)	110.5	0.0	0.0	0.0	0.0	0.0	Err
Lane LOS	F						F
Approach Delay (s)	31.5			0.0			Err
Approach LOS							F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

Destino Paso
4: SR 46 E & Airport Road

Mitigated Near Term+Hotels 1+2 Saturday MD
6/29/2016

	↗	→	←	↖	↘	↙
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑	↱		↱
Traffic Volume (veh/h)	351	880	1586	45	0	307
Future Volume (Veh/h)	351	880	1586	45	0	307
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	373	936	1687	48	0	327
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1735				2901	844
vC1, stage 1 conf vol					1687	
vC2, stage 2 conf vol					1214	
vCu, unblocked vol	1735				2901	844
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)					5.9	
tF (s)	2.3				3.6	3.4
p0 queue free %	0				0	0
cM capacity (veh/h)	342				0	299

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	373	468	468	844	844	48	327
Volume Left	373	0	0	0	0	0	0
Volume Right	0	0	0	0	0	48	327
cSH	342	1700	1700	1700	1700	1700	299
Volume to Capacity	1.09	0.28	0.28	0.50	0.50	0.03	1.09
Queue Length 95th (ft)	348	0	0	0	0	0	324
Control Delay (s)	110.5	0.0	0.0	0.0	0.0	0.0	118.1
Lane LOS	F						F
Approach Delay (s)	31.5			0.0			118.1
Approach LOS							F

Intersection Summary			
Average Delay	23.7		
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

TODD GROUNDWATER

August 30, 2016

MEMORANDUM

Transmitted via e-mail

To: Darren Nash and Susan DeCarli, City of El Paso de Robles

From: Iris Priestaf, PhD, President, and Kate White, PE, Senior Engineer

Re: Final Water Supply Evaluation for the Destino Paso Hotel Project, Paso Robles, California

This memorandum was prepared in response to a request by the City of Paso Robles for an abbreviated Water Supply Evaluation (WSE) for the Destino Paso Hotel Project. The proposed Project is located on Airport Road north of Highway 46 East (**Figure 1**). The Project was originally approved by the City in 2009 but the applicant is requesting to modify the Project from three hotels and individual casitas to four hotels. Both the proposed original and modified projects include 291 visitor-serving accommodations. Revisions will require modification of the Vesting Tentative Map, the Conditional Use Permit, and the Existing Planned Development (Stanton, 2016).

The revised Project will include four separate hotels, built in phases, on a 40.3-acre site (**Figure 2**). The number of rooms and associated hotel amenities for each hotel are summarized below (Stanton, 2016).

- **Hotel 1**. Main Hotel: 136 rooms, pool, fitness center, restaurant, bar, offices, and small functional space for meetings and social gatherings.
- **Hotel 2**. Phase II Hotel: 80 extended-stay suites, pool, small fitness center, and breakfast room.
- **Hotel 3**. Lodge: 28 one-bedroom suites, pool, and breakfast room.
- **Hotel 4**. Boutique Hotel: 47 one-bedroom suites and breakfast room.

The City will provide potable water supply, recycled water and wastewater collection to the Project. Recycled water will be available in the future, possibly between 2020 and 2025.

The City of Paso Robles requires that certain California Environmental Quality Act (CEQA) documents (e.g., an Environmental Impact Report or Mitigated Negative Declaration) be informed by an independent evaluation of the project's water supply needs and impacts on the City's water supply as set forth in the City's 2015 Urban Water Management Plan (UWMP) (Todd, 2016). Each independent evaluation is to be prepared by a consultant of the City's choice based on demonstrated competence in water supply evaluation and familiarity with the UWMP. The City will determine the scope of work for the evaluation, which may include elements specified in California Water Code Sections 10910 et seq.

The California Water Code Section 10910 (also termed Senate Bill 610 or SB610) requires that a Water Supply Assessment be prepared for a project that is subject to the CEQA and is considered a project subject to SB610 as defined in Water Code Section 10912. The Destino Paso Resort Hotel Project is subject to CEQA, but is not subject to SB610 according to Water Code Section 10912 because the hotel project has fewer than 500 rooms. Therefore, this analysis (required under the City's CEQA rules and regulations) is a water supply *evaluation* (WSE) rather than a water supply *assessment*. This WSE provides a comparison of projected water supplies and demands to form the basis for an assessment of water supply sufficiency for the Project. The analysis extends to 2045 and is based on supply and demand projections provided in the City of Paso Robles 2015 UWMP (Todd, 2016).

Airport Land Use Plan

The Project is within the City's Airport Land Use Plan, which sets limits on maximum land use densities and minimum percent open space for various Airport Zones within the Project area. The Main Hotel (Hotel 1), Phase II Hotel (Hotel 2), and Lodge (Hotel 3) are in Airport Safety Zone 3. The Boutique Hotel (Hotel 4) is in Airport Safety Zone 4. Limitations for these zones are listed below:

Zone 3: Use intensity shall not exceed an average of 60 persons per gross acre, maximum 120 persons per single acre, at any time. Usage calculations shall include all people who may be on the property at any single point in time, whether indoors or outdoors.

Zone 4: Use intensity shall not exceed an average of 40 persons per gross acre, maximum 120 persons per single acre, at any time. Usage calculations shall include all people who may be on the property at any single point in time, whether indoors or outdoors.

Land use density of hotels, motels, bed and breakfasts in the City's Airport Land Use Plan is 1.8 persons per room or group of rooms to be occupied as a suite; plus one person per 60 sq. ft. floor area of any restaurants, coffee shops, bars, or night clubs; plus one person per 10 sq. ft. of floor area of meeting rooms.

The City will determine Project compliance with its Airport Land Use Plan.

Current Site Conditions

The Project site consists of an oak filled ravine and several flat mesa areas. A farmhouse, outbuildings and pond occupy the site between the proposed Boutique Hotel (Hotel 4) and Lodge (Hotel 3) on Parcel 5 (see **Figure 2**). A private well supplies water to this farm. The Project proposes that the farmhouse and outbuildings remain as is with no new construction. The groundwater well for the farmhouse parcel will be properly abandoned at the time of the recordation of the subdivision, or prior to the issuance of a building permit for a hotel, and the farm will be connected to City-supplied water (Nash, 2016).

Project Water Demands

The Project will use City-supplied potable water and recycled water, when it becomes available between 2020 and 2025. Project water demand was broken down into four categories:

- Water needed for inside hotel operations, including guest rooms

- Water needed to replenish pools and spa water
- Water needed to replenish water features (at the Main Hotel), and
- Water needed for landscaping.

Recycled water will be used for landscaping and the water features when it becomes available. Potable water will be used until that time. **Table 1** summarizes buildout water use for the various Project components. Also included in the table are water sources for each of the Project components.

Table 1 Destino Paso Resort Hotel Buildout Water Use

Project Component		Buildout Total Water Use, AFY	Buildout Water Use Sources, AFY		
			Direct City Supplied Water	Non-Revenue City Water[1]	Recycled Water Use[2]
1	Hotel 1 136 rooms	15.49	14.41	1.08	-
2	Hotel 1 Pool, Spa	1.08	1.00	0.08	-
3	Hotel 1 Water Features	0.13	-	-	0.13
4	Hotel 1 Landscaping	1.25	-	-	1.25
5	Hotel 2 80 rooms	9.11	8.47	0.64	-
6	Hotel 2 Pool, Spa	0.65	0.60	0.05	-
7	Hotel 2 Landscaping	1.23	-	-	1.23
8	Hotel 3 28 rooms	3.19	2.97	0.22	-
9	Hotel 3 Pool, Spa	0.45	0.42	0.03	-
10	Hotel 3 Landscaping	1.00	-	-	1.00
11	Hotel 4 47 rooms	5.35	4.98	0.37	-
12	Hotel 4 Landscaping	0.33	-	-	0.33
Buildout Water Use		**39.26**	**32.85**	**2.47**	**3.94**

AFY=acre-feet/year

Water use rates from North Coast Engineering, 2016a. Assumes 84.2% room occupancy and 94.6 gallons/day room use. Landscaping assumes low water use plants.

Preliminary water use estimates may be refined during the Project planning process. Does not include water needed to initially fill pools, spas and water features (~0.42 acre-feet) nor construction water demands. Water use of the existing farm is also not included.

1. Assumes that non-revenue (unaccounted-for) water is 7% of total water use: (e.g., 14.41 AFY x 0.07/0.93 = 1.08 losses). Non-revenue water typically includes unmetered use (e.g. main flushing or firefighting), meter error, and leaks.
2. Recycled water will be available between 2020 and 2025. City-supplied potable water will be used for irrigation in these areas in the interim.

The buildout water use of the Project is estimated to be 39.26 AFY. This equates to an average use of about 0.135 AFY per room, based on a total of 291 rooms. Typical hotel use ranges between 0.1 and 0.2 AFY per room (MPWMD, date unknown and Todd, 2015). Of this 39.26 AFY, 35.32 AFY will be City-supplied potable water and 3.94 AFY will be recycled water, once recycled water becomes available to the Project site.

City Water Demands and Supply

The City has relied on groundwater from the Paso Robles Groundwater Basin, water from the Salinas River, and more recently, Nacimiento water. The City has fulfilled water demand in years that have included both extreme dry years (such as 2013) and prolonged severe drought extending over seven years (1984-1990) (see **Figure 3** for annual rainfall data). Recycled water is planned for the future. Discussion of current and projected City water demands and supplies has recently been updated and documented in the City's 2015 UWMP and will not be repeated in detail here. The UWMP can be found on the City's website: http://www.prcity.com/government/departments/publicworks/water/uwmp.asp

Table 2 summarizes projected population and water demands to buildout and the supplies projected to be used to meet those demands.

Table 2 City of Paso Robles Supply and Demand Projections

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

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

City Demands. Water demand projections in the 2015 UWMP were developed using representative water demand factors, anticipated future conservation, and City General Plan growth assumptions and buildout conditions. Projected water savings are included in these demand projections. Water demand at buildout is projected to be 9,519 AFY. Project water demands are included in these projections.

The supply amounts listed in the table above represent the water planned to supply projected demands and are not the total supply available to the City from each source. More detail on supply sources is provided below.

Basin Wells. Groundwater from the Paso Robles Groundwater Basin (DWR Basin No. 3-4.06) has been and will continue to be an important component of the City's water supply. The City operates 13 deep wells that are dispersed across the City east of the Salinas River. All are screened in the Paso Robles Formation as are the many nearby rural residential and agricultural wells surrounding the City.

The Paso Robles Groundwater Basin has not been adjudicated but it has been designated as high priority and critically overdrafted by the State, requiring management under the Sustainable Groundwater Management Act.

River Wells. The City currently pumps Salinas River water from river wells pursuant to appropriative surface water rights and a permit issued by the State Water Resources Control Board. The City has eight river wells and one Nacimiento water recovery well. Approximately half of the City's current water supply comes from its shallow Salinas River wells in the Atascadero subarea of the Paso Robles Groundwater Basin (**see Figure 4**).

Nacimiento Water. The City of Paso Robles holds a 6,488 AFY delivery entitlement for Lake Nacimiento water with the San Luis Obispo County Flood Control and Water Conservation District. In order to directly use its Nacimiento supply, the City constructed a 2.4 million gallon per day (mgd) surface water treatment plant which became fully operational in early 2016. The City anticipates operating the plant approximately five to nine months out of the year to serve peak summer demands, yielding approximately 1,120 AFY to 2,017 AFY. Treatment plant operation could be increased to provide up to 2,688 AFY.

In addition to direct deliveries, Nacimiento water also can be utilized by the City through a recovery well. This operation allows Nacimiento water to be turned into the Salinas River channel and captured through the recovery well (as distinct from River water which the City produces pursuant to its water rights Permit issued by the State Board). It is estimated that the recovery well will be operated at a rate of 400 gallons per minute (gpm) for five months out of the year, averaging 269 AFY.

Finally, in times of drought Nacimiento water can be used to augment surface water and improve water supply reliability. Similar to the operation of the recovery well, Nacimiento water can be turned into the Salinas River channel adjacent to City's river wellfield. This allows the river wells to operate when native supplies are low.

Comparison of Supply and Demand

To determine water supply sufficiency, water supply assessments must include a comparison of supply and demand during normal, single dry and multiple dry years during a 20-year projection. **Tables 3** and **4** compare City supply and demand projections in five year increments between 2020 and buildout (anticipated to occur after 2045) for normal and dry climatic years. These tables are based on 2015 UWMP tables. Project water use is included in these UWMP projections. On an annual basis, the City has been able to provide sufficient supplies to meet demand during normal, single-dry, and multiple-dry year periods. Because historical annual pumping has not been greatly affected by drought, the percentage of that supply is considered 100 percent of normal.

Table 4 shows supply and demand in drought years in five year increments between 2020 and buildout (2045 or later). Though customer water use in dry years generally increases as a result of increased irrigation, water use in a drought year was assumed to be the same as a normal year because water use restrictions would limit additional water use, especially for landscape irritation. Supply totals are the supply that will be used to meet demands. For the reasons explained above, the amount of water supply available in times of drought is considered to be the same as that available during normal years, and within historical pumping volumes.

Table 3 City of Paso Robles Normal Year Supply and Demand Projections

Acre-feet/year	2020	2025	2030	2035	2040	Buildout (2045 or later)
Supply totals	7,089	7,575	8,061	8,546	9,032	9,519
Demand totals	7,089	7,575	8,061	8,546	9,032	9,519
Difference	0	0	0	0	0	0

NOTES: Supply totals are the supply that will be used to meet demands.

Table 4 City of Paso Robles Dry Year Supply and Demand Projections

Acre-feet/year	2020	2025	2030	2035	2040	Buildout (2045 or later)
Supply totals	7,089	7,575	8,061	8,546	9,032	9,519
Demand totals	7,089	7,575	8,061	8,546	9,032	9,519
Difference	0	0	0	0	0	0

NOTES: Supply totals are the supply that will be used to meet demands.

Conclusions

The findings of this WSE are summarized below.

- The proposed Destino Paso Resort Hotel Project, located on Airport Road north of Highway 46 East, will consist of four hotels with a total of 291 rooms or bedroom suites and associated amenities. The hotels will be built in phases.
- The Project was approved in 2009 with a total of 291 accommodations but the applicant is requesting to modify the configuration and types of lodgings.
- A farmhouse and outbuildings currently exist on the property and a private well supplies water to this farm. The farmhouse and outbuildings will remain as is with no new construction but the farm will connect to City-supplied water at the time of the recordation of the subdivision, or prior to the issuance of a building permit for a hotel. The groundwater well will then be properly abandoned.
- Water supply for the Project will include City-supplied potable water and recycled water. Recycled water will be available between 2020 and 2025.
- Project water use is included in the UWMP projections.
- Buildout water use of the Project is estimated at 35.32 AFY of City-supplied potable water and 3.94 AFY of recycled water, once it becomes available. In the interim, City-supplies potable water will be used for irrigation and water features.

In conclusion:

The City has adequate potable supply to provide a reliable long-term water supply for the Project under normal and drought conditions. The Project will need to use recycled water when it becomes available.

References

Monterey Peninsula Water Management District (MPWMD), date unknown, *Monterey Peninsula Water Management District (California) Annual Water Use Figures for Commercial Users*, http://ceprofs.civil.tamu.edu/kbrumbelow/CVEN664/CVEN664_Handouts.htm, accessed April 27, 2015.

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Stanton Architecture, 2016, *Destino Paso Resubmittal*, June 3.

Todd Groundwater, 2015, Water Supply Evaluation, Paso Robles Vista Resort Project, Draft, July 1.

Todd Groundwater, 2016, *City of Paso Robles 2015 Urban Water Management Plan*, Public Draft, May 4.

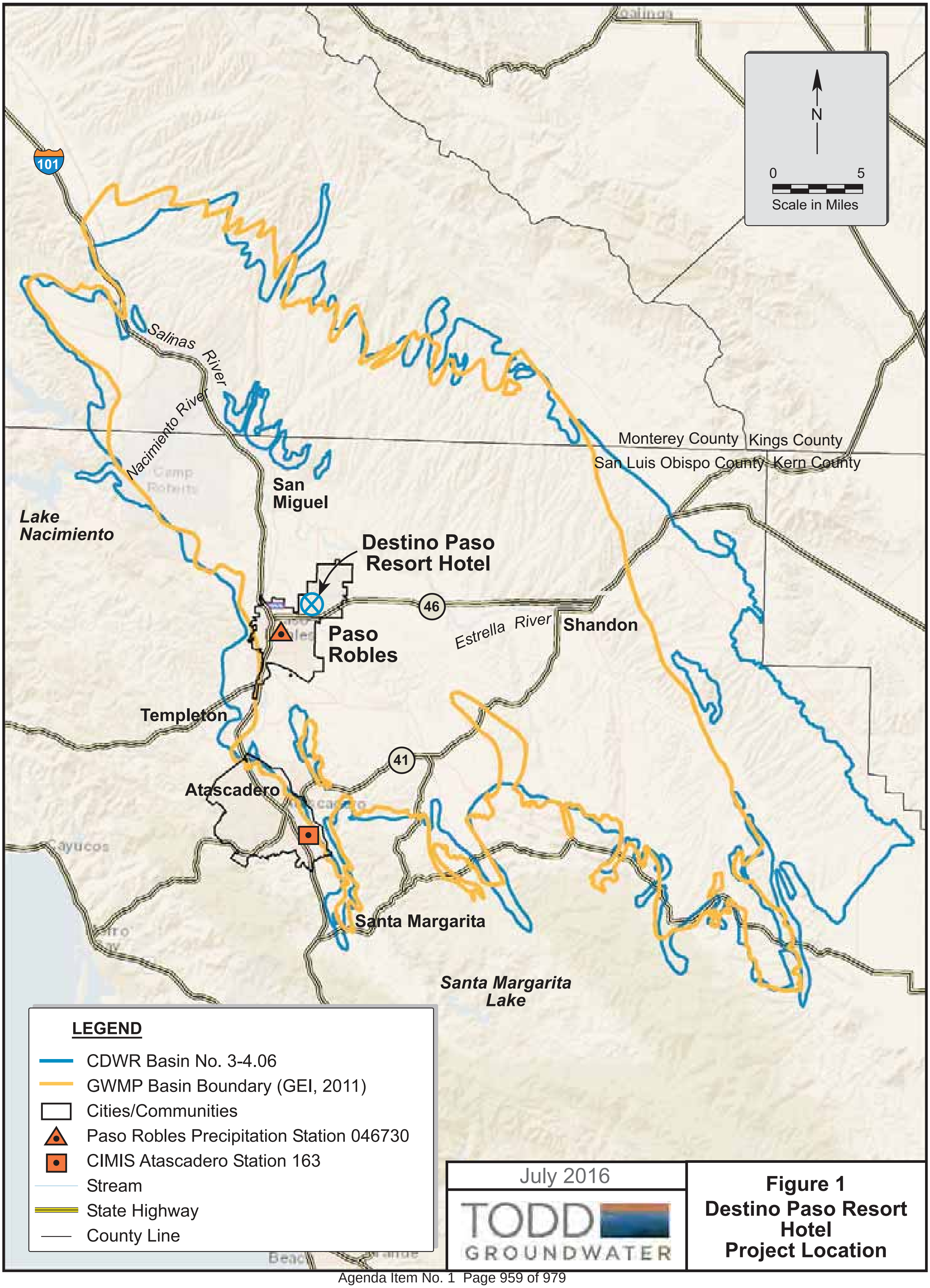
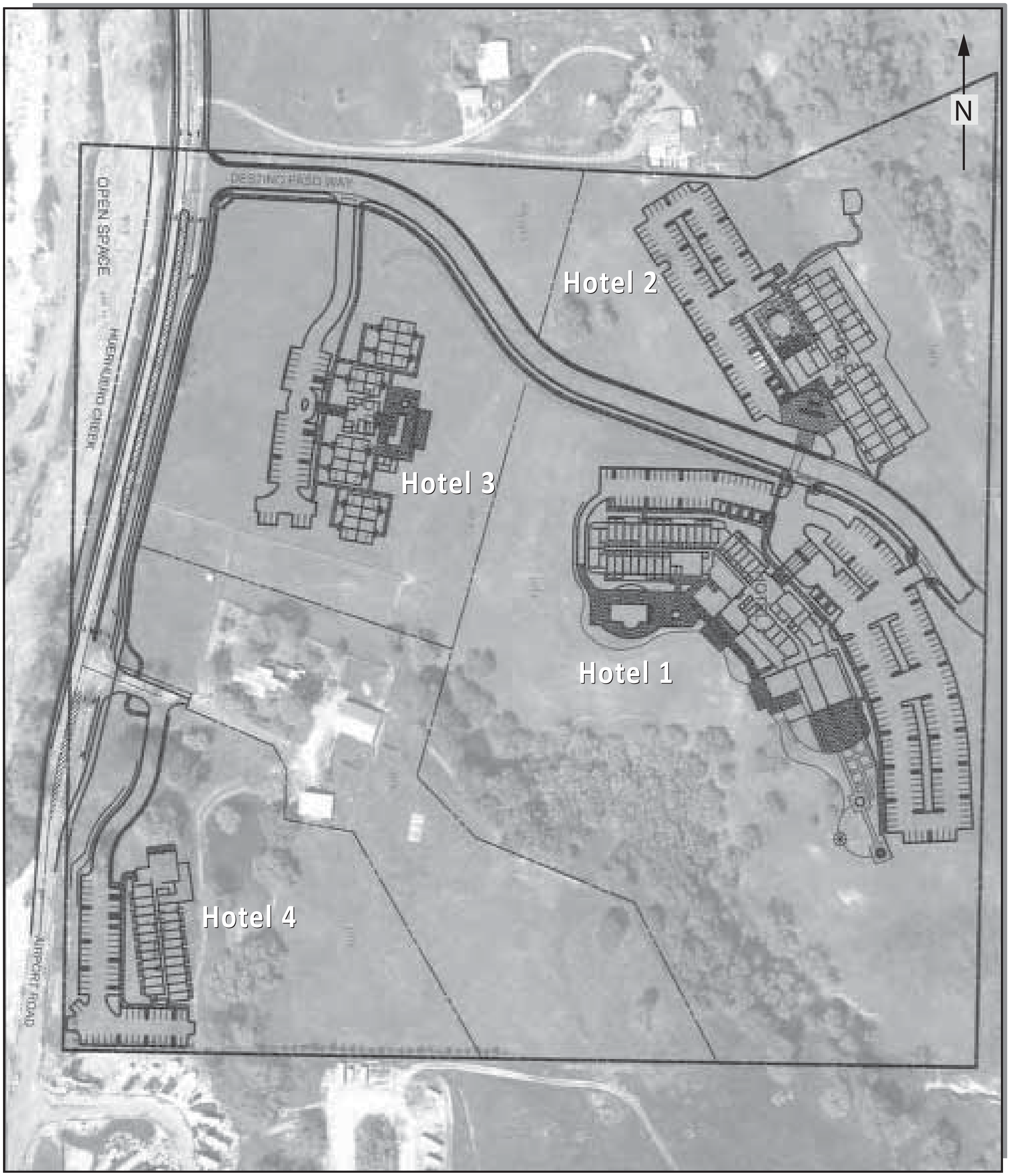


Figure 1
Destino Paso Resort Hotel Project Location

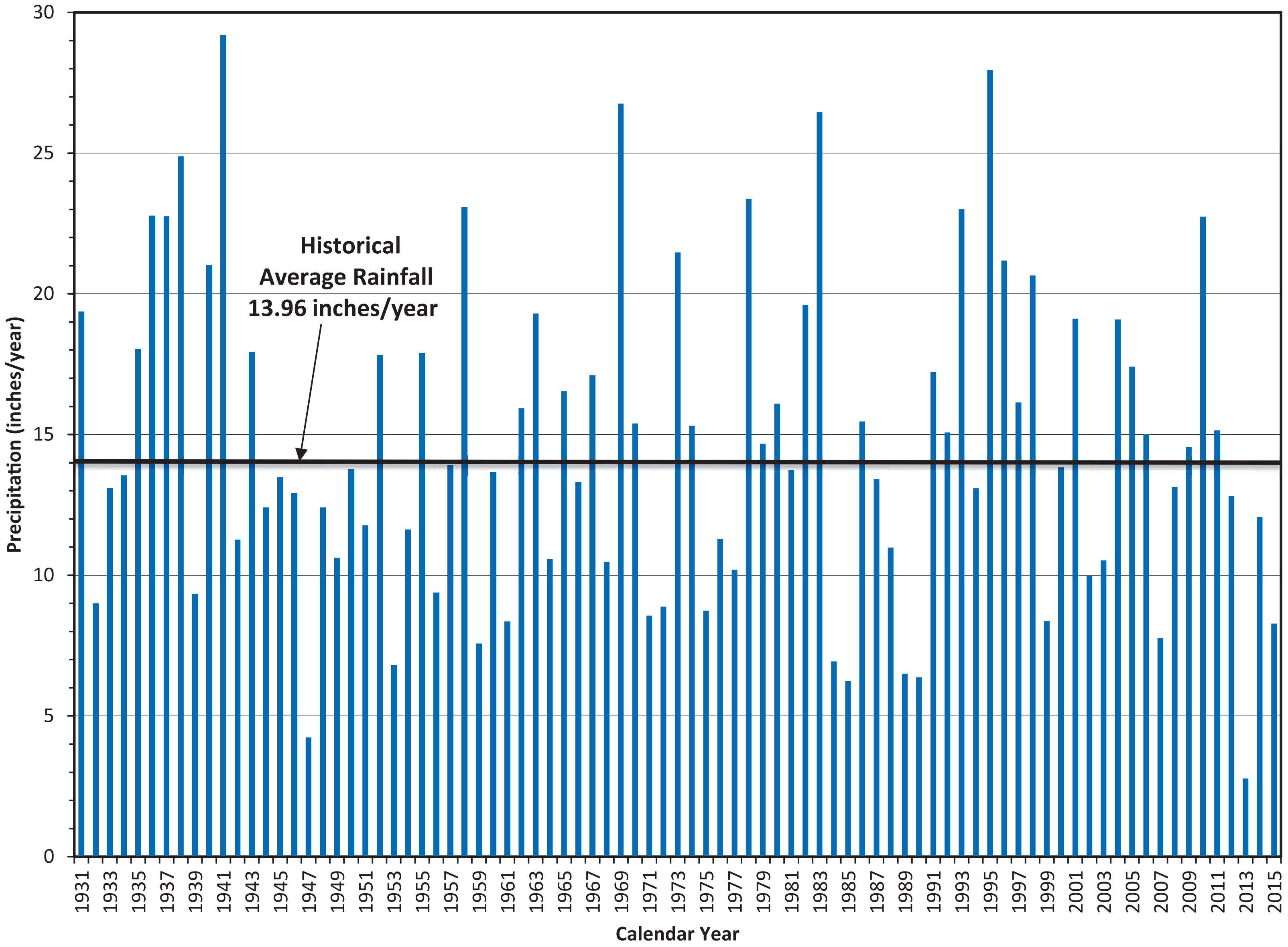


From: North Coast Engineering, 2016b.

July 2016

TODD GROUNDWATER

Figure 2
Destino Paso Resort Hotel Conceptual Project

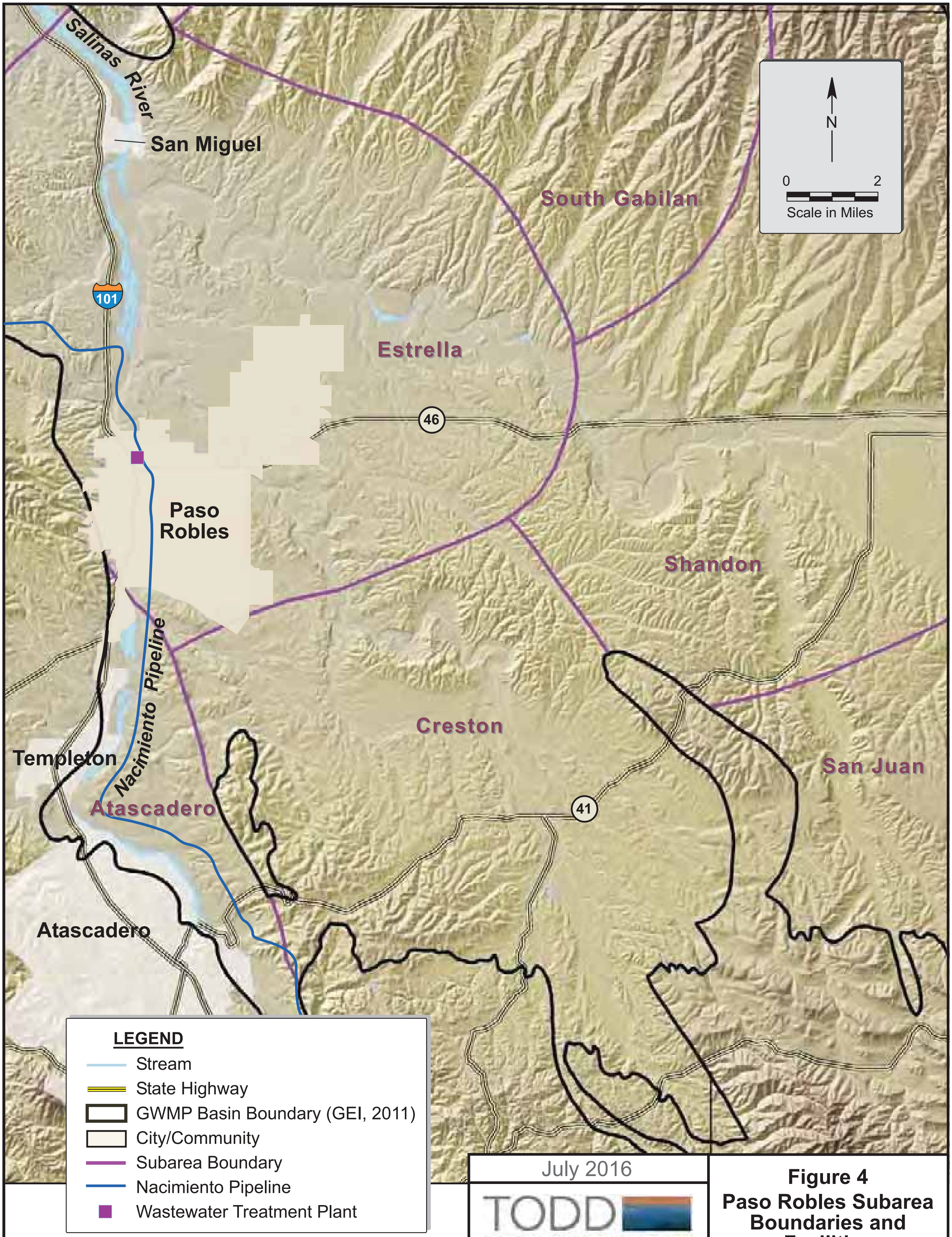


Precipitation data from Paso Robles Station 046730.

July 2016

TODD GROUNDWATER

Figure 3
Paso Robles
Annual Rainfall



July 2016

TODD GROUNDWATER

Figure 4
Paso Robles Subarea Boundaries and Facilities

Mitigation Monitoring and Reporting Plan

Project File No./Name: PD Amendment 08-002, CUP 08-002, VTTM Amendment 2962, OTR 16-002 – Destino Paso Resort Hotel, 3350 Airport Road
Approving Resolution No.:_______________ 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.

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.

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
AES – 1 The project shall be designed in accordance with the attached specific architectural features to ensure visual impacts are mitigated.	Project	CDD			Prior to issuance of building permits.
BIO-1 To the maximum extent possible, site preparation, ground-disturbing, and construction activities should be conducted outside of the migratory bird breeding season. If such activities are required during this period, the applicant should retain a qualified biologist to conduct a nesting bird survey and verify that migratory birds are not occupying the site. If nesting activity is detected the following measures should be implemented: a. The project should be modified or delayed as necessary to avoid direct take of identified nests, eggs, and/or young protected under the MBTA; b. The qualified biologist should determine an appropriate biological buffer zone around active nest sites. Construction activities within the established buffer	Project	Qualified Biologist CDD			Prior to issuance of grading permit

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
zone will be prohibited until the young have fledged the nest and achieved independence; and, c. The qualified biologist should document all active nests and submit a letter report to the City documenting project compliance with the MBTA.					
BIO-2 Prior to construction, a qualified biologist should conduct a pre-activity survey to identify known or potential dens or sign of San Joaquin kit fox no less than 14 days and no more than 30 days prior to the beginning of the site preparation, ground-disturbing, or construction activities, or any other activity that has the potential to adversely affect the species. If a known or potential den or any other sign of the species is identified or detected within the project area, the biologist will contact USFWS and CDFW immediately. No work will commence or continue until such time that USFWS and CDFW determine that it is appropriate to proceed. Under no circumstances will a known or potential den be disturbed or destroyed without prior authorization from USFWS and CDFW. Within 7 days of survey completion, a report will be submitted to USFWS, CDFW, and the City. The report will include, at a minimum, survey dates, field personnel, field conditions, survey methodology, and survey results.	Project	Qualified Biologist CDD			Prior to issuance of grading permit
BIO-3 During the site-disturbance and/or construction phase, to prevent entrapment of the San Joaquin kit fox, all excavation, steep-walled holes, or trenches in excess of 2 feet in depth should be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches should also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled or covered, they should be thoroughly inspected for entrapped kit fox. If any kit fox is found, work will stop and USFWS and CDFW will be contacted immediately to determine how to proceed.	On-going	CDD			Prior to issuance of grading permit
BIO-4	On-going	CDD			Prior to issuance of grading permit

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
During the site disturbance and/or construction phase, any pipes, culverts, or similar structures with a diameter of 4 inches or greater stored overnight at the project site should be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If any kit fox is found, work will stop and USFWS and CDFW will be contacted immediately to determine how to proceed.					
BIO-5 Prior to, during, and after the site disturbance and/or construction phase, use of pesticides or herbicides should be in compliance with all federal, state, and local regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.	On-going	CDD			Prior to issuance of grading permit
BIO-6 During the site disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped should be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant should immediately notify USFWS and CDFW by telephone. In addition, formal notification should be provided in writing within 3 working days of the finding of any such animal(s). Notification should include the date, time, location, and circumstances of the incident. Any threatened or endangered species found dead or injured should be turned over immediately to CDFW for care, analysis, or disposition.	On-going	CDD			Prior to issuance of grading permit
BIO-7 Prior to final inspection, should any long internal or perimeter fencing be proposed or installed, the City should do the following to provide for kit fox passage: a. If a wire strand/pole design is used, the lowest strand should be no closer to the ground than 12 inches. b. If a more solid wire mesh fence is used, 8 × 12-inch openings near the ground should be provided every 100 yards.	Project	CDD			Prior to issuing Certificate of Occupancy permit

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
Upon fence installation, the applicant should notify the City to verify proper installation. Any fencing constructed after issuance of a final permit should follow the above guidelines.					
BIO-8 Prior to site disturbance, the CRZ of all oak trees with a DBH of 6 inches or greater must be fenced to protect from construction activities. 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 (See Arborist Report for specific language required for signage). 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.	Project	Certified Arborist CDD			Prior to issuing grading permit
BIO-9 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. During the site disturbance and/or construction phase, grading, cutting, or filling within 5 feet of a CRZ of all oak trees with a DBH of 6 inches or greater must be supervised by a certified arborist approved by the City. Such activities beyond 5 feet of a CRZ must be monitored to ensure that activities are in accordance with approved plans. Root pruning outside of the CRZ must be done by hand. Grading should not encroach within the critical root zone unless authorized.	On-going	Certified Arborist CDD		Notes shown on construction documents.	Prior to issuing grading permit.

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
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.					
BIO-10 Oil, gasoline, chemicals, or other construction materials potentially harmful to oak trees may not be stored in the CRZ of any oak tree with a DBH of 6 inches or greater. 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.	On-going	CDD		Notes shown on construction documents.	Prior to issuing grading permit.
BIO-11 Drains shall be installed according to City specification so as to avoid harm by excessive watering to oak trees with a DBH of 6 inches or greater.	Project	CDD		Notes shown on construction documents.	Prior to issuing Certificate of Occupancy permit
BIO-12 Landscaping within the CRZ of any oak tree with a DBH of 6 inches or greater is limited to indigenous plant species or non-plant material, such as cobbles or wood chips. 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.	Project	CDD		Notes shown on construction documents.	Prior to issuing Building Permit.
BIO-13 Wires, signs, or other similar items shall not be attached to oak trees with a DBH of 6 inches or greater.	On-going	CDD		Notes shown on construction documents.	Prior to issuing Building Permit.
BIO-14 For each oak tree removed (DBH of 6 inches or greater), a tree or trees of the same species must be planted with a combined DBH of 25% of the removed tree's DBH within the property's boundary.	Project	CDD			Prior to issuing Certificate of Occupancy permit
BIO-15 It is the responsibility of the owner or project manager to provide a copy of the 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. Each contractor must sign and acknowledge this tree protection plan.	Project	CDD			Prior to site disturbance, grading permit issued
BIO-16 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	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of grading permit

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
wetted down 2x per day until re-buried. 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.					
BIO-17 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.	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of Certificate of Occupancy
BIO-18 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.	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of building permit
BIO-19 An arborist shall be present for selected activities (trees identified in Arborist Report 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	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of building permit
BIO-20 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	Project	Certified Arborist CDD			Prior to issuance of Final Occupancy

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
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.					
GHG-1 The proposed project shall implement, at a minimum, the following GHG-reduction measures: a. Install high efficiency lights in parking lots, streets, and other public areas. b. Comply with mandatory California Green Building Standards Code bicycle parking standards. c. Install bicycle facilities and/or amenities beyond those required in building standards. d. Incorporate 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. e. The project site shall be designed to minimize barriers to pedestrian access and interconnectivity. f. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.). g. Comply with CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation. h. Divert 65 percent of non-hazardous construction or demolition debris. i. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal. j. Implement Mitigation Measure AQ-2. k. Implement Mitigation Measure AQ-3,e-k.	Project	CDD			Prior to occupancy permit of hotel 1
AQ-1	Project	CDD			Prior to occupancy permit of hotel 1

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans: a. Reduce the amount of the disturbed area where possible. b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. c. All dirt stock pile areas should be sprayed daily as needed. d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities; e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established. f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD. g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical					

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
distance between top of load and top of trailer) in accordance with CVC Section 23114. j. Install wheel washers at the construction site entrance, wash off the tires or tracks of all trucks and equipment leaving the site, or implement other SLOAPCD-approved methods sufficient to minimize the track-out of soil onto paved roadways. k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible. l. The burning of vegetative material shall be prohibited. m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition. n. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.					
AQ-2 To reduce operational emissions, the proposed project shall implement the following measures. The project proponent shall submit proof to the Paso Robles Community Development Department Staff that implementation of all measures have been met in accordance with a time schedule deemed appropriate by Community Development Department staff.	Project	CDD			Prior to occupancy permit of hotel 1

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
a. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible. b. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees. c. Pave and maintain roads in parking areas. d. Plant drought tolerant native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer. e. Provide native and drought tolerant trees beyond those required as mitigation for tree removal. f. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools. g. Install high-efficiency heating and cooling systems. h. Utilize high-efficiency gas or solar water heaters. i. Utilize built-in energy efficient appliances (i.e., Energy Star rated). j. Utilize double- or triple-paned windows. k. Utilize low energy street lights (i.e., sodium, light-emitting diode [LED]). l. Utilize energy-efficient interior lighting. m. Install door sweeps and weather stripping (if more efficient doors and windows are not available). n. Install energy-reducing programmable thermostats. o. Install low water consumption landscape. Use native plants that do not require watering after they are well established or minimal watering during the summer months and are low ROG emitting.					

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
p. Provide a designated parking space for alternatively fueled vehicles. q. Provide a shuttle service for guests to local destinations, including Paso Robles Transit/Amtrak Station r. Install energy-saving systems in guest rooms that reduce energy usage when rooms are not occupied. s. 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 t. Provide on-site bicycle parking beyond those required by California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only). u. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)					
AQ-3 The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans: a. Implement Mitigation Measure AQ-1, as identified in "Impact AQ-C", above. b. Demolition of onsite structures shall comply with the National Emission Standards for Hazardous Air Emissions (NESHAP) requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of onsite structures, the SLOAPCD shall be notified, per NESHAP requirements. SLOAPCD notification form and reporting requirements are	Project	CDD			Prior to occupancy permit of hotel 1

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
included in Appendix A. Additional information may be obtained at website url: http://slocleanair.org/business/asbestos.php. c. If during demolition of existing structures, paint is separated from the construction materials (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements. Contact the SLOAPCD Enforcement Division at (805) 781-5912 for more information. Approval of a lead work plan and permit may be required. Lead work plans, if required, will need to be submitted to SLOAPCD ten days prior to the start of demolition d. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles: 1) Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,					

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
2) Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation. e. Maintain all construction equipment in proper tune according to manufacturer's specifications; f. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); g. 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; h. Idling of all on and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation. i. Electrify equipment when possible; j. Substitute gasoline-powered in place of diesel-powered equipment, when available; and, k. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.					
TR-1 Prohibit southbound left turns at State Route 46E/Airport Road to reduce conflict points at this intersection, reduce queuing, and reduce delay on the southbound approach. Intersection delays increase when traffic from Hotels 2, 3, and 4 are included because the southbound and eastbound left turn movements exceed capacity. We recommend prohibiting southbound left turns at this intersection prior to the occupancy of Hotels 2, 3, and 4 unless a local road connection is provided to Wisteria Lane. Until a local road connection is provided to Wisteria Lane, prohibiting southbound left turns would require vehicles destined to travel east on State Route 46	On-going	CDD			Prior to occupancy of hotels 2, 3, and 4

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
to turn right onto westbound State Route 46 then perform a U-turn at Union Road or Golden Hill Road. The existing counts show that fewer than ten vehicles currently make the southbound left turn during the peak hours studied, and shifting these trips would have a negligible effect on operations at the nearby intersections of Union Road and Golden Hill Road. Note that the two alternatives evaluated in the Highway 46/Union Road PSR, to be carried forward in the on-going PR-ED, include modifications to the State Route 46E/Airport Road intersection. The overcrossing only alternative includes conversion to right-in/right-out only access, and the full interchange alternative would disconnect Airport Road completely from State Route 46E.					
TR-2 Complete the local road connection from Wisteria Lane to Airport Road prior to occupancy of Hotels 2, 3, and 4. Upon completion, provide signage on the westbound approach to Destino Paso Way/Airport Road to direct hotel visitors to the new local road connection instead of State Route 46E. We recommend monitoring traffic levels at State Route 46E/Airport Road and Destino Paso Way/Airport Road intersections following the new local road connection to determine if additional measures, such as prohibiting westbound left turns out of Destino Paso Way, are required to avoid operational impacts to the State Route 46E/Airport Road intersection.	On-going	CDD			Prior to certificate of occupancy of hotels 2, 3, and 4
TR-3 A sidewalk is proposed along Airport Road between Hotels 3 and 4. A four foot or greater aggregate base walking path is shown on the west side of Airport Road from Destino Paso Way to the northernmost Ravine Water Park parking area. Detailed construction documents should be reviewed once they are ready to ensure that adequate sight distance is provided at the driveways serving Hotels 1 and 3, which are located on the inside of horizontal curves. Landscaping and other features should be restricted near these driveways to provide clear sight lines to approaching traffic.	On-going	CDD			Prior to certificate of occupancy of hotels 3 and 4

Mitigation Measure	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
TR-4 The applicant will be required to pay traffic mitigation fees to offset to offset its impacts to the citywide transportation network.	Project	CDD			Prior to certificate of occupancy of hotel 1
TR-5 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 of hotel 1
TR-6 The project will be required to participate in the SLO Car Free program with SLO County APCD	Project	CDD			Prior to certificate of occupancy of hotel 1

(add additional measures as necessary)

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.

Attachment 13

THE TRIBUNE *Newspaper of the Central Coast*

3825 South Higuera • Post Office Box 112 • San Luis Obispo, California

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

AD # 2663116
CITY OF PASO ROBLES

STATE OF CALIFORNIA
ss.
County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen and not interested in the above entitled matter; I am now, and at all times embraced in the publication herein mentioned was, the principal clerk of the printers and publishers of THE TRIBUNE, a newspaper of general Circulation, printed and published daily at the City of San Luis Obispo in the above named county and state; that notice at which the annexed clippings is a true copy, was published in the above-named newspaper and not in any supplement thereof – on the following dates to wit; SEPTEMBER 10, 2016 that said newspaper was duly and regularly ascertained and established a newspaper of general circulation by Decree entered in the Superior Court of San Luis Obispo County, State of California, on June 9, 1952, Case #19139 under the Government Code of the State of California.

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

Shelley Doyle
(Signature of Principal Clerk)
DATED: SEPTEMBER 10, 2016
AD COST: $251.68

CITY OF EL PASO DE ROBLES

NOTICE OF INTENT AND NOTICE OF PUBLIC HEARING OF THE PLANNING COMMISSION TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR PLANNED DEVELOPMENT AMENDMENT (PD 08-002), CONDITIONAL USE PERMIT (CUP 08-002), VESTING TENTATIVE TRACT MAP 2962, AND AN OAK TREE REMOVAL PERMIT (OTR 16-009) 3350 AIRPORT ROAD (APN: 025-436-029) APPLICANT – KAREN STIER

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold a Public Hearing on Tuesday, October 11, 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 approval of a Mitigated Negative Declaration in accordance with the provisions of the California Environmental Quality Act (CEQA) for the following project:

The project includes an amendment to an approved Development Plan to establish a four hotels, with up to 291 rooms and ancillary support uses, including a restaurant, ballroom, outdoor patios and pool facilities. The application does not include a request to increase the development intensity of the prior approved hotel project for this property. The application includes a request to remove seven (7) oak trees.

The project site is 40 acres in area. It is designated in the General Plan Land Use Element and Zoned as Parks and Open Space, with a Resort/Lodging Overlay. The site is within the Paso Robles Airport Land Use Plan, Safety Overlay Zones 2, 3, and 4.

The public review period for the Mitigated Negative Declaration (MND) is September 10, 2016 through October 11, 2016. The proposed MND may be reviewed at the Community Development Department, 1000 Spring Street, Paso Robles, California. Copies may be purchased for the cost of reproduction. A copy of the MND is also available on the City website at: http://www.prcity.com/government/departments/commdev/index.asp.

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

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

Susan DeCarli
City Planner

September 10, 2016 2663116

Attachment 13

AFFIDAVIT

OF MAIL NOTICES

PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

I, Susan DeCarli, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for the "Destino Paso Resort" (PD 08-002, CUP 08-002, VTTM 2962 & OTR 16-009) request on this 10th day of September, 2016.

City of El Paso de Robles
Community Development Department
Planning Division

Signed: Susan DeCarli
Susan DeCarli