

# Agenda Item 1

**TO: Planning Commission**

**FROM: Darren Nash, Associate Planner**

**SUBJECT: Cabernet Links RV Resort and Golf Course – 290 space RV resort / Links Golf Course**

- **Variance (VR 17-001) (Relief from Underground Utility Requirement)**
- **Planned Development (PD 15-004)**
- **Conditional Use Permit Amendment (CUP 94-005)**
- **Vesting Tentative Tract Map 2962 (TR 3088)**
- **Draft Mitigated Negative Declaration (MND)**

**Location: 5151 Jardine Road, APN 025-436-029 & 025-346-030**

**Applicant: Vino Vista, LLC – Tom Erskine**

**DATE: February 28, 2017**

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**Needs:** For the Planning Commission to consider adopting a Mitigated Negative Declaration (MND), and approve Planned Development (PD 15-004), Conditional Use Permit Amendment (CUP 94-005), Vesting Tentative Tract Map (VTTM 3088), and Variance (VAR 17-001) (Relief from Underground Utility Requirement) for the 290 space RV Resort to be established within the existing 18-hole golf course located at 5151 Jardine Road. See Attachment 1, Location Map.

**Facts:**

1. CUP 94-005 was approved in 1994 establishing the Links Golf Course, an 18-hole golf course that is currently operating on the site.
2. Subsequent to the Links Course, the Vista Del Hombre (VDH) project was approved on the project site in 2007, under previous ownership, which included the construction of a 154,340 square foot manufacturing /light – industrial complex to be built in conjunction with the golf course (PD 06-021). The project also included subdividing the property into 39 lots to accommodate the industrial buildings (Tract 2716).
3. The VDH project was never developed, however since Tract 2716 was recorded, the 39 lots currently exist and the VDH project remains entitled for the lots.
4. The applicant, Tom Erskine, proposes to dissolve the VDH lots by re-subdividing the project site into nine (9) lots. The proposed lot sizes and improvements are provided below. See Attachment 3 – VTTM 3088, and Attachment 2 – Site Plan.

Lot 1:	188 acres	(Golf Course / RV Resort)
Lot 2-7:	1 to 2 acres	(Commercial Lots)
Lot 8:	9.93 acres	(Vineyard Lot)
Lot 9:	1.05 acres	(Vineyard Lot)

5. The Cabernet Links RV and Golf Resort will utilize the existing driveway off of Jardine Road as the main access. There will be a secondary driveway off Jardine north of the main entrance to access Commercial Lot 7. The only access taken from Beacon Road would be for emergency ingress and egress.

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6. Along with the proposed development plan is a request for a variance (VAR 17-001). Mr. Erskine is requesting that the Planning Commission approve the variance that would eliminate the requirement to underground the existing overhead utility lines. The lines enter the site from the east and continue west along the entrance driveway into the site and terminate at the projects western boundary adjacent to the neighboring vineyard. Refer to further discussion of this issue in the Analysis section of this report. See Attachment 4 – Applicant’s Variance Letter.
7. The property is designated in the General Plan, Land Use Element as Business Park and has an Airport (AP) zoning designation, and Planned Development and Airport Overlay. The proposed project is consistent with the applicable land use designation and zoning. The site is located predominately in Airport Safety Zone 5, and partially in zones 4.
8. The City has received multiple public comments from neighbors in the vicinity of the project site. The comments are attached to this staff report as Attachment 5. The comments relate to this projects impacts relate to traffic, ground water, aesthetics, Jardine Road conditions, and noise. Each of these issues is discussed further in the Analysis and Conclusions section of this report.
9. 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 6, Initial Study/MND.

## **Analysis and Conclusion:**

### **Project Design**

The Cabernet Links RV resort will operate within the existing golf course and vineyard areas. The resort will utilize the three existing buildings that originally started construction but never finished the Links Golf Course (CUP 94-005). The vineyard and golf course will separate the RV sites from Jardine and Beacon roads, except for the west end of Beacon road, where the sites are located along the road. The architectural theme of the resort will have an agrarian-wine country style, including the use of masonry, wood and metal. The RV resort would be developed in 5 phases:

- Phase I: Construct RV resort including 47 sites, completion of the three existing buildings as golf and RV resort buildings. The golf course will remain in operation and be altered in areas to accommodate the development of RV sites;
- Phase II: 96 sites;
- Phase III: 56 sites;
- Phase IV: 49 sites;
- Phase V: 42 sites;

### **Commercial Lots**

The project includes the formation of five lots, where four lots are 1 acre in size and one lot is 2 acres. These lots are intended to have golf course and RV resort related uses, including winery and brewery related uses. Lot 7 is located adjacent to Jardine Road is intended to be a convenience store will all access from inside the project, that could serve not only the visitors of the project, but also the Jardine area residents.

## **Previous Entitlements**

Links Golf Course:

- PD 94-003: with the approval of the Cabernet Links Golf and RV Resort, the existing 18-hole golf course will continue to operate. With the new resort project, the development plan for the Links Course (PD 94-003/ Res. 94-036) will be superseded. The development and site planning for the resort project would be approved under the new development plan (PD 15-004) and associated conditions of approval.
- CUP 94-003: the CUP will remain allowing for the operation of the golf course in the AP Zone, with amendments to accommodate the Cabernet Links Resort project. See CUP Resolution, Attachment 10.

Vista del Hombre:

- PD 06-021: the PD for Vista del Hombre will be eliminated by the approval of the new resort project.
- Tract 2716: the existing 39 lots created with Tract 2716 will be eliminated with the recordation of Vesting Tentative Tract 3088, which would re-subdivide the 230 acre site in to 9 lots as described above.

## **Traffic**

A Traffic Impact Analysis (TIA) was prepared for the project by Associated Transportation Engineers (ATE) dated December 2016. The traffic and circulation study contains an analysis of potential traffic impacts associated with development of the Cabernet Links & RV Resort proposed in the City of Paso Robles. The study reviews Existing, Existing + Project, Cumulative, Cumulative + Project traffic conditions in the vicinity of the site. See TIA, attachment 19 of Mitigated Negative Declaration (attachment 6 of this Staff Report).

The following intersections were evaluated during the weekday morning (7-9 AM) and evening (4-6 PM) time periods under Existing, Near-Term, and Cumulative conditions with and without the project:

1. State Route 46 (East)/Jardine Rd.
2. Jardine Rd. / Project Driveway

The TIA indicates that under existing conditions the Level of Service (LOS) of the Project Entrance/Jardine Rd. intersection operates at a LOS A, and will continue to operate at an LOS A with the existing plus the project.

The TIA indicates that under existing conditions the Level of Service (LOS) of the SR 46E/Jardine operates at a LOS B, which would elevate to a LOS C with the existing plus the project.

The SR 46E/Jardine Road intersection is controlled by Caltrans, which has a target of LOS C or better operations. The TIA concludes that the project impacts on traffic is less than significant.

## **Jardine Road Improvements**

The portion of Jardine Road located within City limits is currently in poor condition. Policies associated with land development within the City have always included conditions for adjacent street improvements. Conditions of approval have been included with the project that will require that Jardine Road frontage be improved as follows:

- a) The full width of Jardine Road paving shall be rehabilitated from Beacon Road to the project entrance in accordance with plans approved by the City Engineer prior to occupancy of Phase I.
- b) The full width of Jardine Road paving shall be rehabilitated from the south project entrance to the north project entrance in accordance with plans approved by the City Engineer prior to occupancy of Phase III. The applicant will be responsible for the cost of the paving west of centerline on this portion of the project. The City will be responsible for the eastern half of the road improvements.
- c) The full width of Jardine Road paving shall be rehabilitated from the north project entrance to the north boundary of the project in accordance with plans approved by the City Engineer prior to occupancy of Phase IV. The applicant will be responsible for the cost of the paving west of centerline on this portion of the project. The City will be responsible for the eastern half of the road improvements.

## **Neighborhood Compatibility**

The project consists of maintaining the existing vineyards and golf course and developing a 290 space RV resort within the existing vineyards and golf course. The existing vineyards and golf course will buffer views of buildings and recreational vehicles from the surrounding residential and from Jardine Road. In areas that are not vineyards, landscaping will be added to help buffer the site from the neighboring properties.

While there will be areas of the site where RVs will be able to be seen, such as at the west end of Beacon Road, most of the project will be buffered by the vineyards and the golf course.

The main entrance to the resort will continue to be the driveway off Jardine Road. The entrance to the site from Beacon will be gated and be for secondary emergency access only. The intent is for Beacon Road to remain rural in nature, as it exists today.

Beyond golf tournaments, the project will have the ability to utilize the clubhouse banquet area for club gatherings such as cooking seminars, wine related functions, educational retreats, and other similar special events. Special events could occur within the buildings as well as outdoor areas in close proximity to the buildings, such as in a temporary tent area. The amended conditional use permit will include conditions of approval that would limit times for special events, and address noise impacts related to amplified music related to an event.

## **Vineyards**

Crop production (vineyards) is a permitted use in the AP-PD zoning district. The establishment of vineyards does not require a permit/review process from the City. While

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the vineyards provide an agricultural use on the site, they also provide a buffer between the road and the golf course.

The project is adjacent to existing vineyards located to the west and north of the project site. There are areas where the RV sites back up to the neighboring vineyards. The applicant has indicated that the RV sites will be at least 25-feet from the fence line to the adjacent vineyards.

## **Water Resources**

The existing golf course and vineyards will continued to be served with the use of wells. All new RV resort and commercial uses will be required to be served by City water. The WSE indicates that the project proposes to increase ground water pumping by an additional 23 acre feet per year (AFY) by watering additional golf course turf and vineyard area beyond the current program. The City discourages the increase of ground water pumping for the proposed resort project, therefore the project will need to come up with a design alteration that would reduce the ground water pumping by 23AFY to the historic 414 AFY. Additionally, there is a requirement to meter the existing well(s) so that monitoring of the wells can verify how much water is being pumped.

## **Variance – Utility Lines**

There is an existing overhead utility line that begins at Jardine Road then continues west on to the project site. A condition of approval that requires undergrounding of the utility line has been placed on the property since CUP 94-005 was approved for the Links Course. The Planning Commission has allowed time extensions since 1996 for outstanding conditions of approval related to CUP 94-005, including the undergrounding requirement.

The applicant is requesting that the Planning Commission approve Variance 17-001, to allow for the utility lines to stay above ground. Mr. Erskine indicates in the letter of request, that the construction necessary to place the line underground would be costly, disrupt existing improvements and creek areas, and be consistent with the other utility lines along Jardine Road that will remain above ground. See Variance Letter, Attachment 4.

## **Airport Land Use Plan (ALUP) Consistency**

The project location is predominantly within the planning impact area of the Paso Robles Airport Land Use Plan (ALUP), Safety Zones 5. A minor portion of the site ( is within Zone 3, which is the corner of the site at the west end of Beacon Road. The project has been designed so that no RV sites are in Zone 3. 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 3 is restrictive. No development is proposed in Zone 3 with this project, therefore, the project would not conflict with ALUP Zone 3. ALUP Zones 5 permit certain types of uses, including RV parks, golf courses and retail commercial. Per Table 5, of the ALUP, there are additional density-specific restrictions that apply to different zones, as follows:

Zone 5 - The intensity of uses shall not exceed an average 150 persons per gross acre, maximum 450 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.

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Based on the RV Resort and Golf Course being on a 188 acre parcel, the site is large enough where complying with the average of 150 persons per acre is not an issue. Additionally, it is not anticipated that there would be a need for up to 450 people on any 1-acre area of the site.

When taking in consideration the uses and building occupancy requirements the maximum density of people for all three of the resort buildings could be up to 450.

Additionally, conditions of approval have been added to the development plan and conditional use permit that would limit any tournament or event to have a maximum of no more than 450 people unless a Temporary Use Permit has been obtained.

## **Public Comments Received**

The City has received multiple comments from Jardine area residents expressing their concerns with the project (see Public Comments, Attachment 5). Most of the concerns relate to traffic, ground water use, the condition of Jardine Road, and impacts from the RV's such as noise and aesthetics.

Each of these issues are discussed above in the analysis and conclusion section of this report. Conditions of approval have been added to this project to help address these concerns.

The Cabernet Golf and RV Resort project will replace the currently entitled Vista Del Hombre project that would allow for the development of 154,000 square feet of commercial/light-industrial development over 39 individual lots. The Cabernet project helps preserve the golf course and add a tourist destination use consistent with the City's General Plan and Economic Strategy goals.

## **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. RV parks have been determined to have a net positive fiscal impact on the City's revenues due to receipt of transient occupancy taxes.

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## **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:

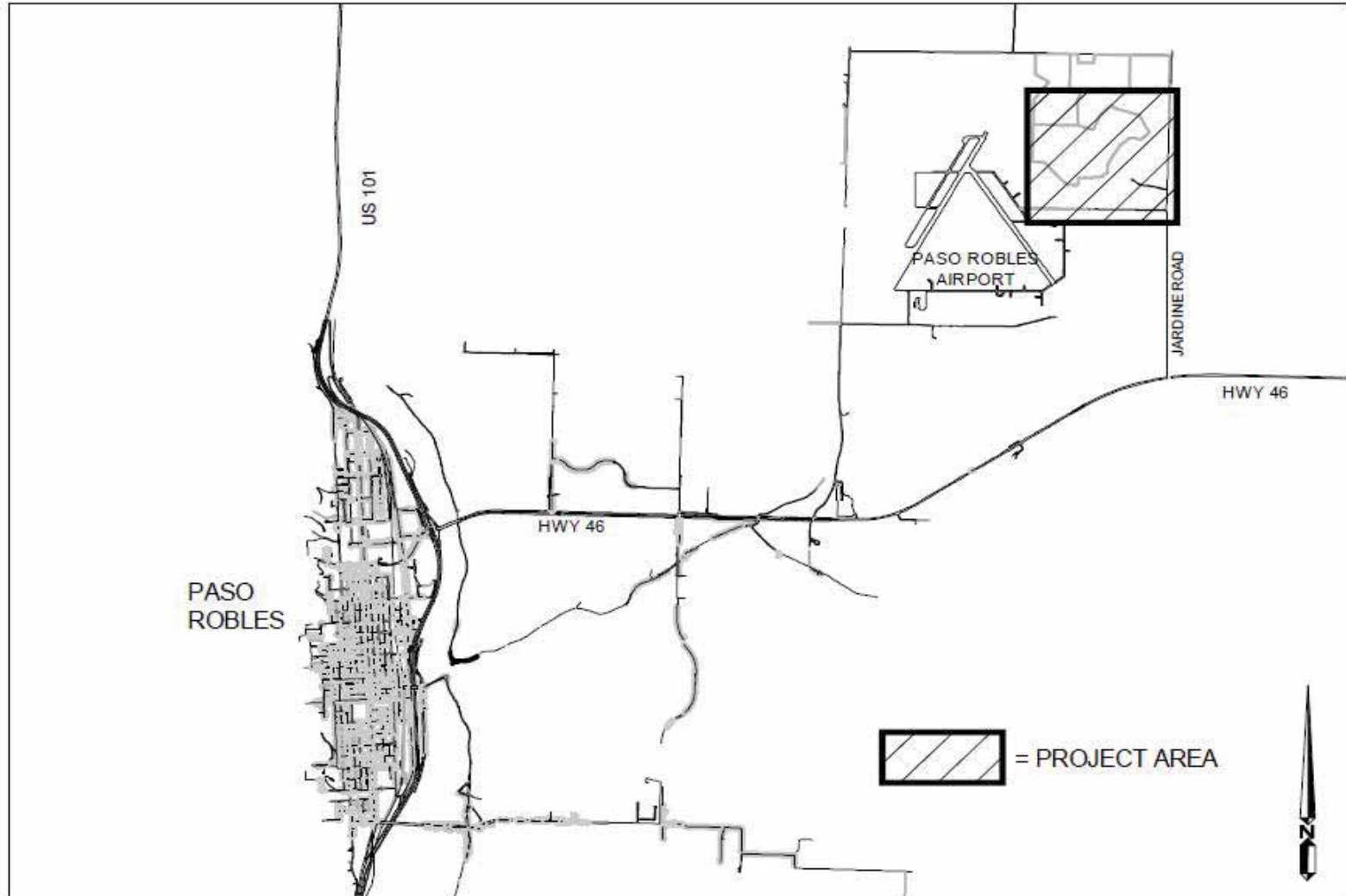
1. Approve the Cabernet Links RV and Golf Resort project amendment by approving the following four resolutions by separate motions:
  - a. Approve Draft Resolution A, certifying the Mitigated Negative Declaration for the project; and
  - b. Approve Draft Resolution B, approving Variance 17-001; and
  - c. Approve Draft Resolution C, approving Planned Development 15-004; and
  - d. Approve Draft Resolution D, approving Conditional Use Permit 94-005 Amendment; and
  - e. Approve Draft Resolution E, approving Vesting Tentative Tract Map 3088.
2. Amend the above-listed action.
3. Refer this item back to staff or the DRC for additional analysis.
4. Deny either Draft Resolution A, B, C, D or E based on specific findings.

## **Attachments:**

1. Vicinity Map
2. Site Plan
3. Vesting Tentative Parcel Map 3088
4. Variance Letter - Applicant
5. Public Comments
6. Resolution A –adopt a Mitigated Negative Declaration
7. Resolution B - approve Variance 17-001
8. Resolution C - approve a Planned Development Amendment 08-002
9. Resolution D –approve Conditional Use Permit Amendment 94-005
10. Resolution E – approve Vesting Tentative Tract Map 3088
11. Notices
12. Exhibit A (Resolution A) Draft Mitigated Negative Declaration/Initial Study

# VICINITY MAP

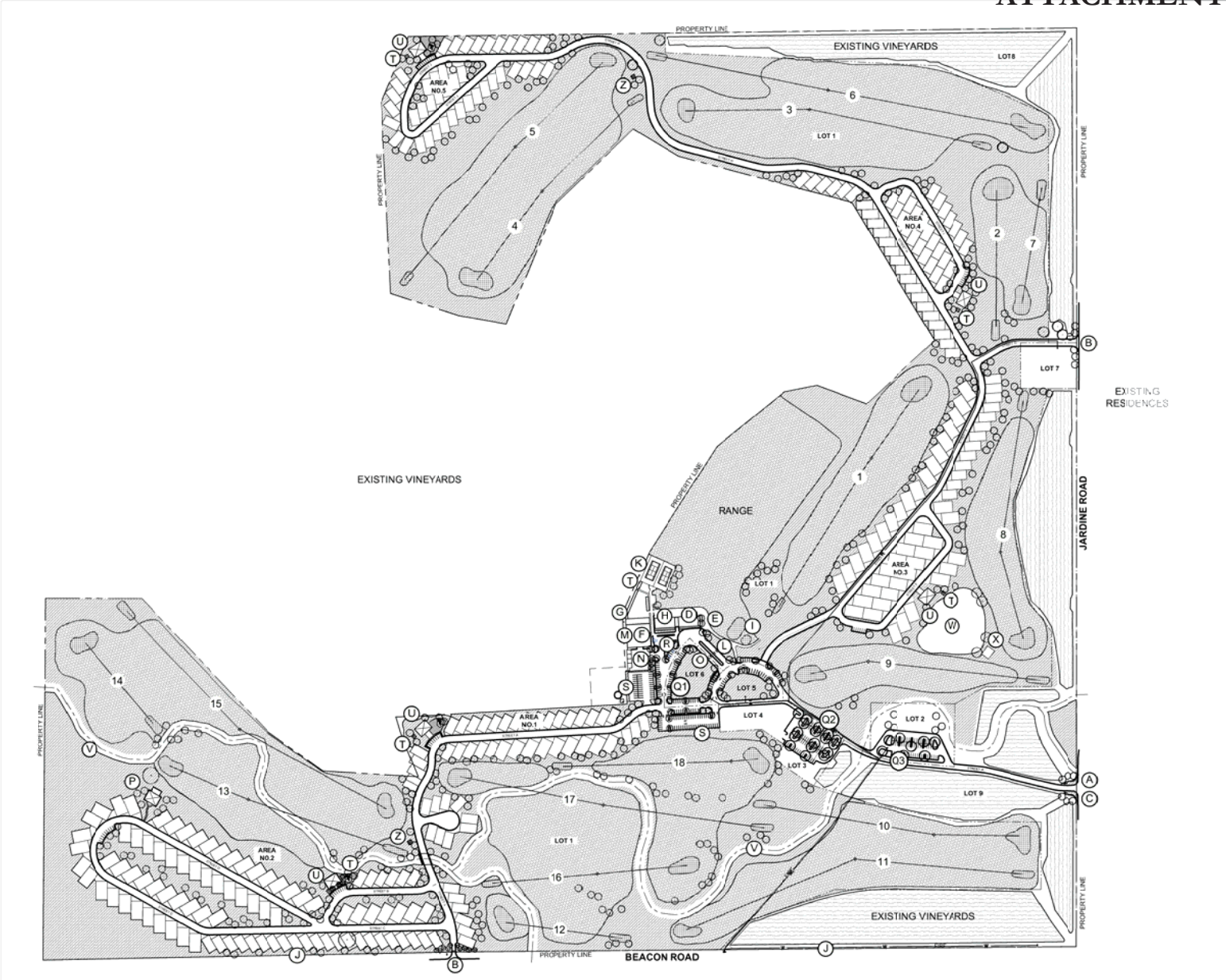
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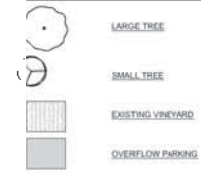
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# ATTACHMENT - 2



## LEGEND



- PROJECT ENTRANCE
- EMERGENCY INGRESS / EGRESS
- (JARDINER) ENTRANCE OPEN TO PUB ENTRY MONUMENT
- PRO SHOP / CLUBHOUSE / RESTAURANT RV & GOLF CHECK-IN / CLUBHOUSE
- RESORT RECREATION FACILITY (SHOW RESORT POOL AREA)
- BANQUET ROOM
- GOLF PRACTICE FACILITY
- DEER FENCE ALONG BEACON RD. - 8' M
- TENNIS COURTS / PICKLE BALL
- CART STAGING
- INDOOR CART STORAGE
- MAINTENANCE YARD
- PARKING AREA INGRESS - EGRESS
- VIP CLUBHOUSE
- PARKING LOTS (SEE TABLE BELOW)
- HANDICAP PARKING
- OVERFLOW PARKING
- RESORT SPA TUB
- RV RESTROOM / SHOWER / LAUNDRY F.
- EXISTING DRAINAGE WAY
- EXISTING POND
- EXISTING PUMP HOUSE
- GOLF RESTROOMS

## PARCEL ACREAGE CHART

ORIGINAL ACREAGE	
TRACT 2716	222.19 AC±
PROPOSED ACREAGE	
1	189.09 AC±
2	2.12 AC±
3	1.10 AC±
4	1.05 AC±
5	1.02 AC±
6	1.12 AC±
7	1.08 AC±
8	9.93 AC±
9	23.91 AC±
<b>TOTAL</b>	<b>230.42 AC±</b>

## PHASE SCHEDULE

PHASE	AREA	UNITS
PHASE 1	AREA NO. 1	47 UNITS
	LOT 2, 3, 4, 5, 6	
	LOT 7	
	LOT 9	
	LOT 10	
PHASE 2	AREA NO. 2	96 UNITS
PHASE 3	AREA NO. 3	58 UNITS
PHASE 4	AREA NO. 4	49 UNITS
PHASE 5	AREA NO. 5	42 UNITS
<b>TOTAL</b>		<b>290 UNITS</b>

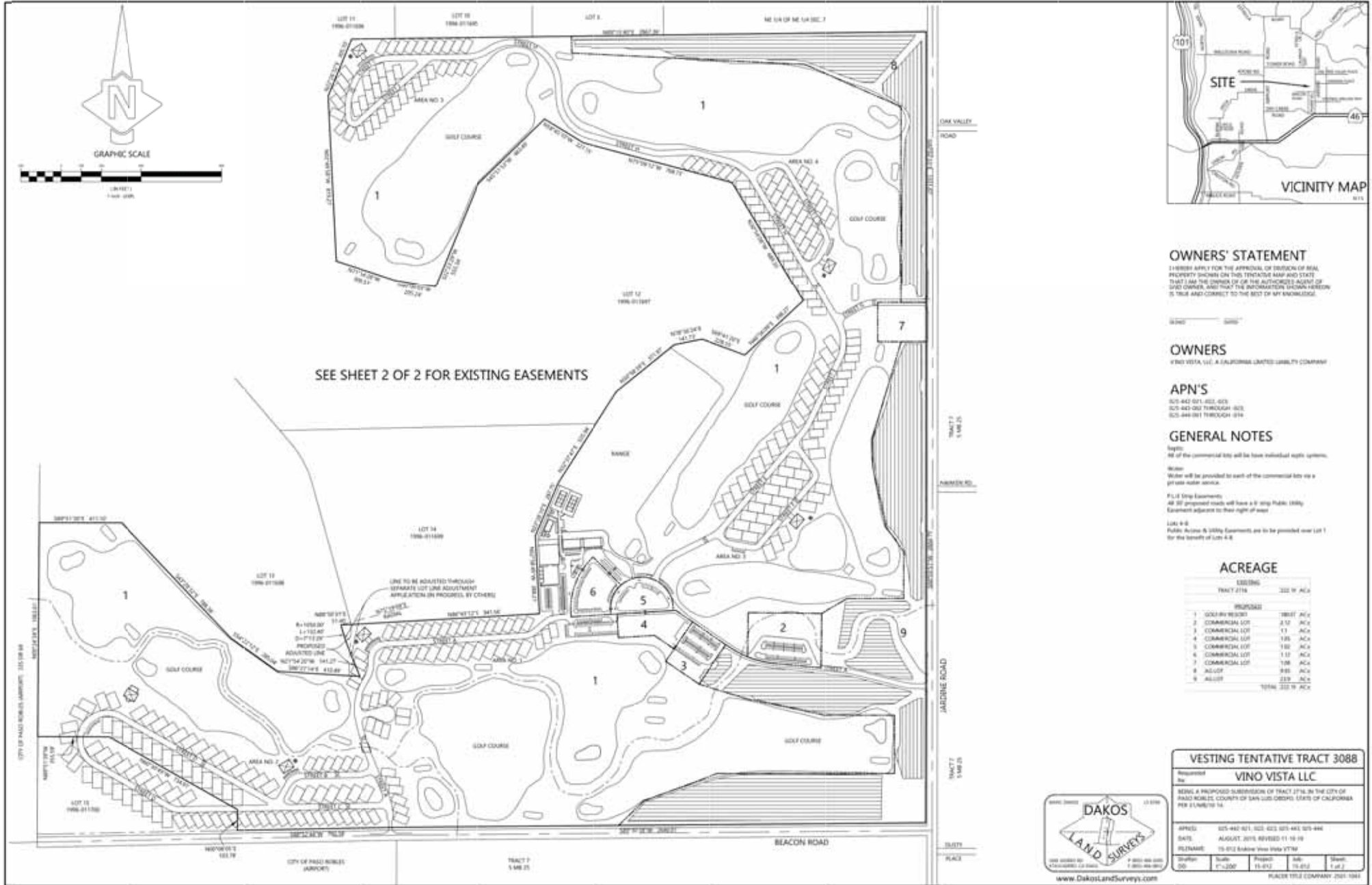
## RV UNIT COUNT

PHASE 1	2 UNITS
PHASE 2	174 UNITS
PHASE 3	114 UNITS
<b>TOTAL</b>	<b>290 UNITS</b>

## PARKING COUNT

IRKING (Q1)	101 SPACES
IRKING (Q2)	75 SPACES
IRKING (Q3)	57 SPACES
HANDICAP PARKING	5 SPACES
OVERFLOW PARKING	84 SPACES
TRUCK PARK (RESTROOM/GUEST)	52 SPACES
<b>TOTAL</b>	<b>374 SPACES</b>





SEE SHEET 2 OF 2 FOR EXISTING EASEMENTS

**OWNERS' STATEMENT**  
 I HEREBY APPLY FOR THE APPROVAL OR DENIAL OF REAL PROPERTY SHOWN ON THIS TENTATIVE MAP AND STATE THAT I AM THE OWNER OF THE AUTHORIZED AGENT OF SAID OWNER, AND THAT THE INFORMATION HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

**OWNERS**  
 VINO VISTA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

**APN'S**  
 825-442-021, 022, 023, 024  
 825-443-002 THROUGH 023  
 825-444-001 THROUGH 024

**GENERAL NOTES**  
 1. All of the commercial lots will be have individual septic systems.  
 2. Water will be provided for each of the commercial lots via a private water service.  
 3. All 20' proposed roads will have a 5' strip Public Utility Easement adjacent to their right of way.  
 4. Public Access & Utility Easements are to be provided over Lot 1 for the benefit of Lots 4-8.

**ACREAGE**

EXISTING TRACT 3716	2022 AC.
1	1882.1 AC.
2	2.52 AC.
3	1.1 AC.
4	126 AC.
5	182 AC.
6	1.13 AC.
7	128 AC.
8	895 AC.
9	239 AC.
<b>TOTAL</b>	<b>332.9 AC.</b>

**VESTING TENTATIVE TRACT 3088**

Prepared by: **VINO VISTA LLC**

BEING A PROPOSED SUBMISSION OF TRACT 3716 IN THE CITY OF PALMDALE, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA PER PLANS 21-007-14.

APPROVED: AUGUST 2021, 825-442-021-024

DRAWN: 10-012 Andrew Vano VITTO

DATE: 11-18-20

SCALE: 1"=200'

PLACER TITLE COMPANY 2021-1081



RECEIVED

FEB 13 2017

City of Paso Robles  
Community Development Dept

**CABERNET LINKS & RV RESORT VARIANCE REQUEST**

The Cabernet RV Golf Resort will be an upscale resort that will replace the existing approved Vista Del Hombre subdivision of 39 industrial building lots with golf course. This project will include 290 RV parking spaces, a public golf course, walking trails, wine tasting or brewery sites, restaurant, and convenient store. This will enhance the neighborhood of Jardine Road with the beautiful improvements, some of which have already been installed including triple rail white vinyl fencing and a vineyard, along with providing area residents a local restaurant and convenience store.

This project will provide a benefit to the neighboring residents with its improved façade, restaurant with pizza delivery and convenience store.

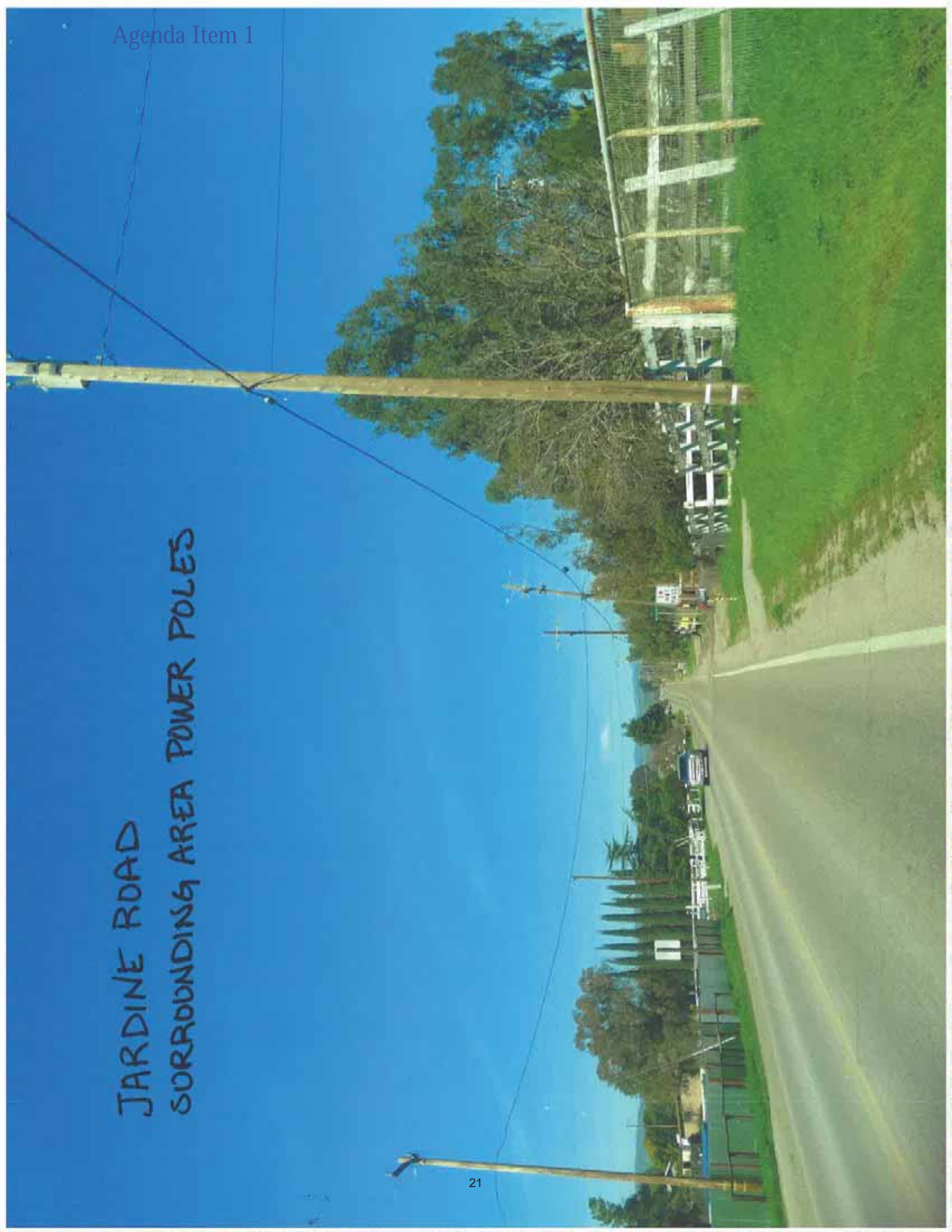
Jardine Road and Beacon Road surround the property. These subdivisions are in the County and not the City. They currently have all overhead facilities which follow along Jardine Road. In addition, all Jardine resident areas are serviced by dirt roads. Jardine Road is their only connecting paved road access. It is unlikely that any overhead power lines will ever be put underground on Jardine Road.

The existing Links Golf Course has historically been serviced by overhead power lines that run to the existing club house and existing metal buildings which are the future RV & ProShop. We are requesting to leave the existing power poles in place which is natural to the surrounding environment of Jardine, Beacon Road, and Vino Robles Vineyard. These power poles rise above the blue line creeks which would be disrupted if utility lines were undergrounded. The area natural habitat is severely disturbed if these utility poles were undergrounded. To underground would also require trenching through the vineyard, the golf course with 10" water lines and through the existing paved access road which would be a huge financial burden and almost impossible to accomplish. It doesn't make a lot of sense to run power lines through creek, therefore we are asking for a variance.

JARDINE ROAD  
POWER POLES

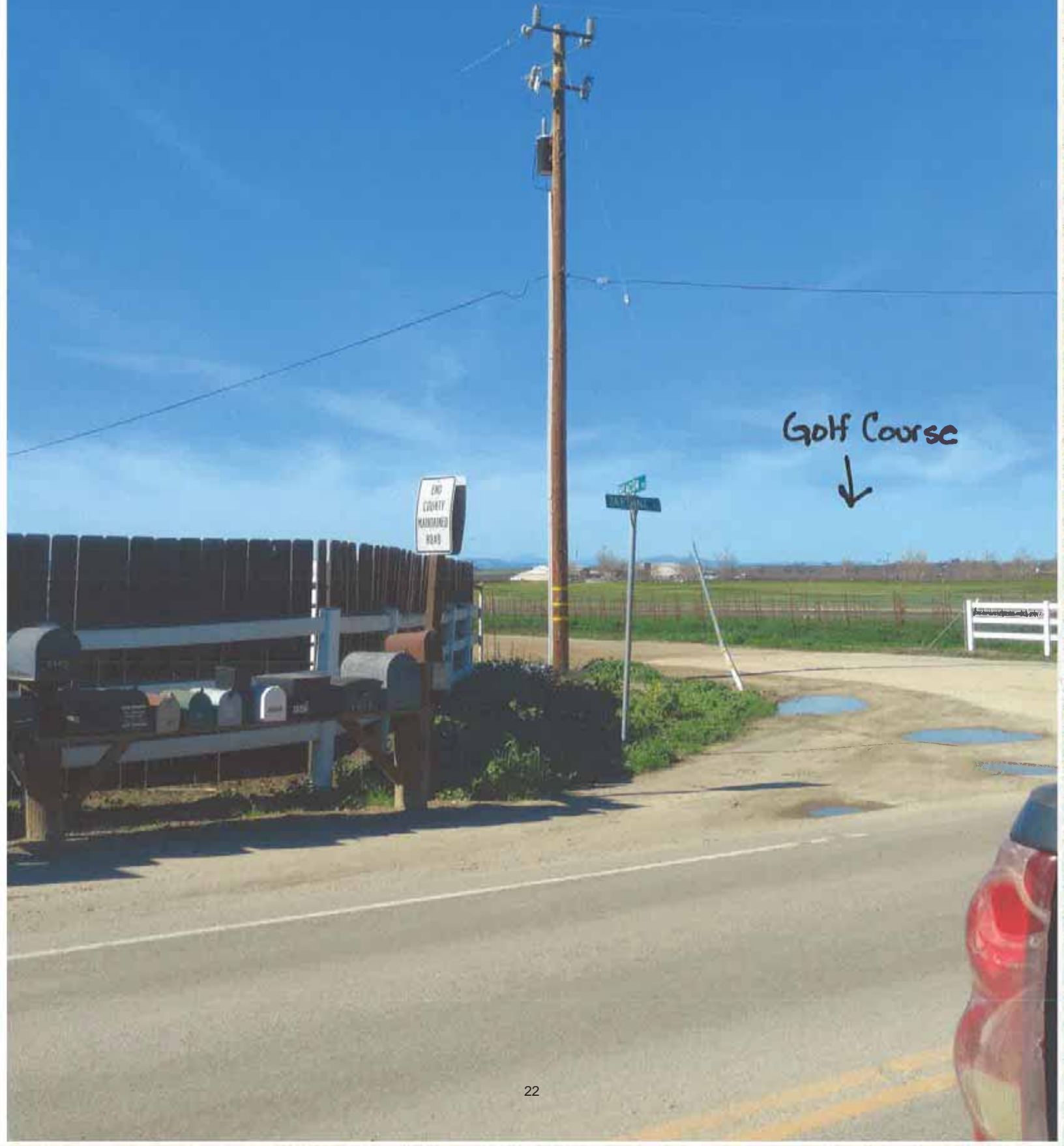
DO  
NOT  
PASS

JARDINE ROAD  
SURROUNDING AREA POWER POLES

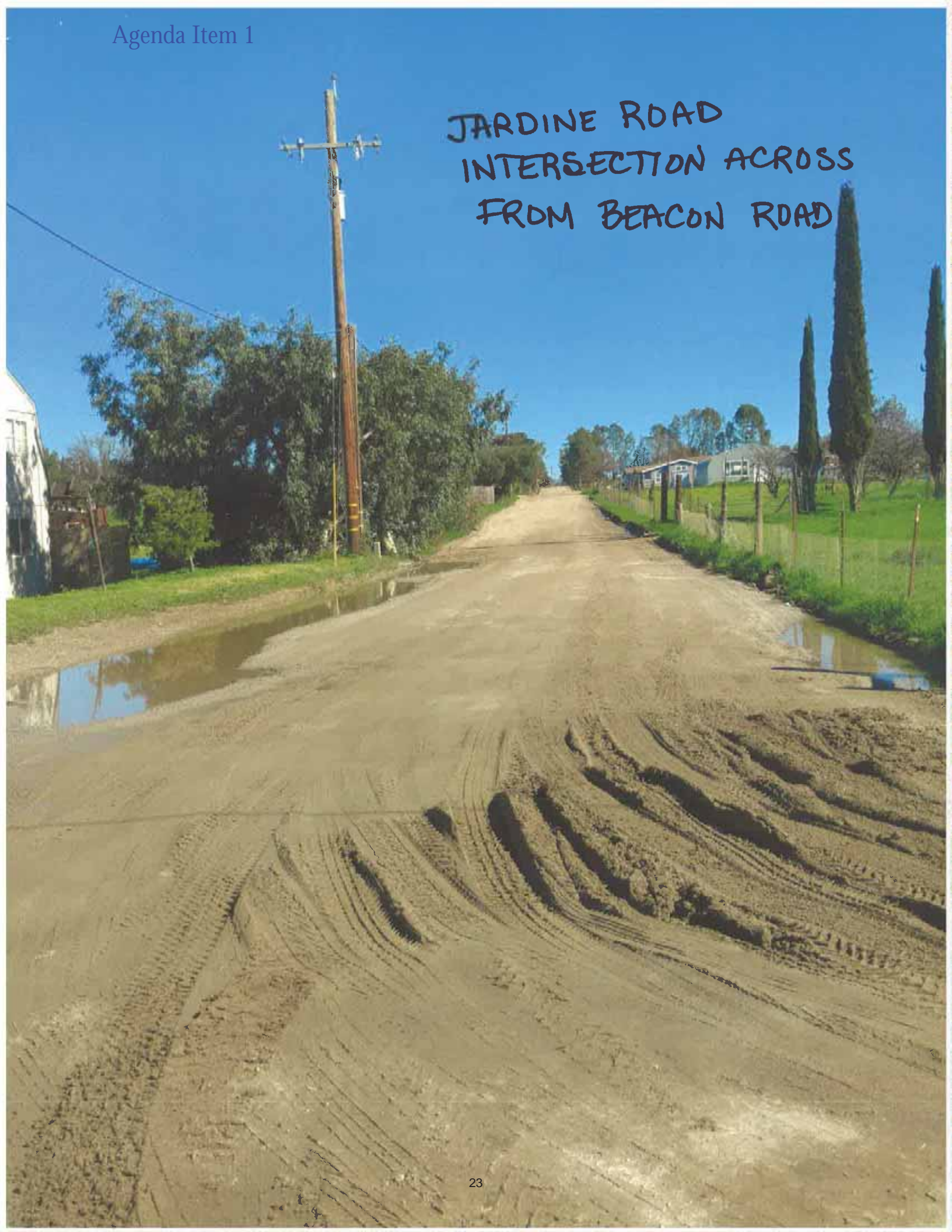


# JARDINE ROAD & BEACON ROAD

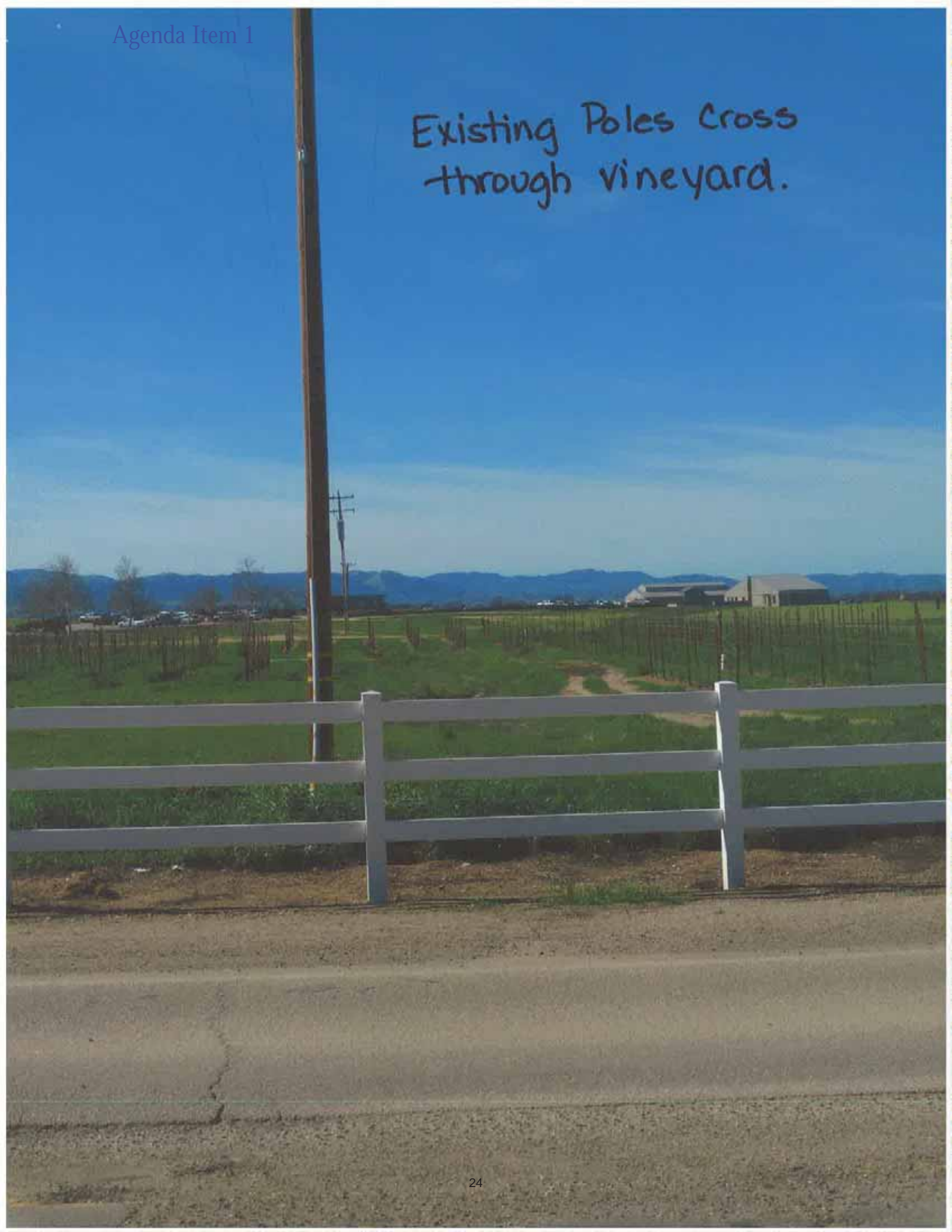
Golf Course  
↓



JARDINE ROAD  
INTERSECTION ACROSS  
FROM BEACON ROAD

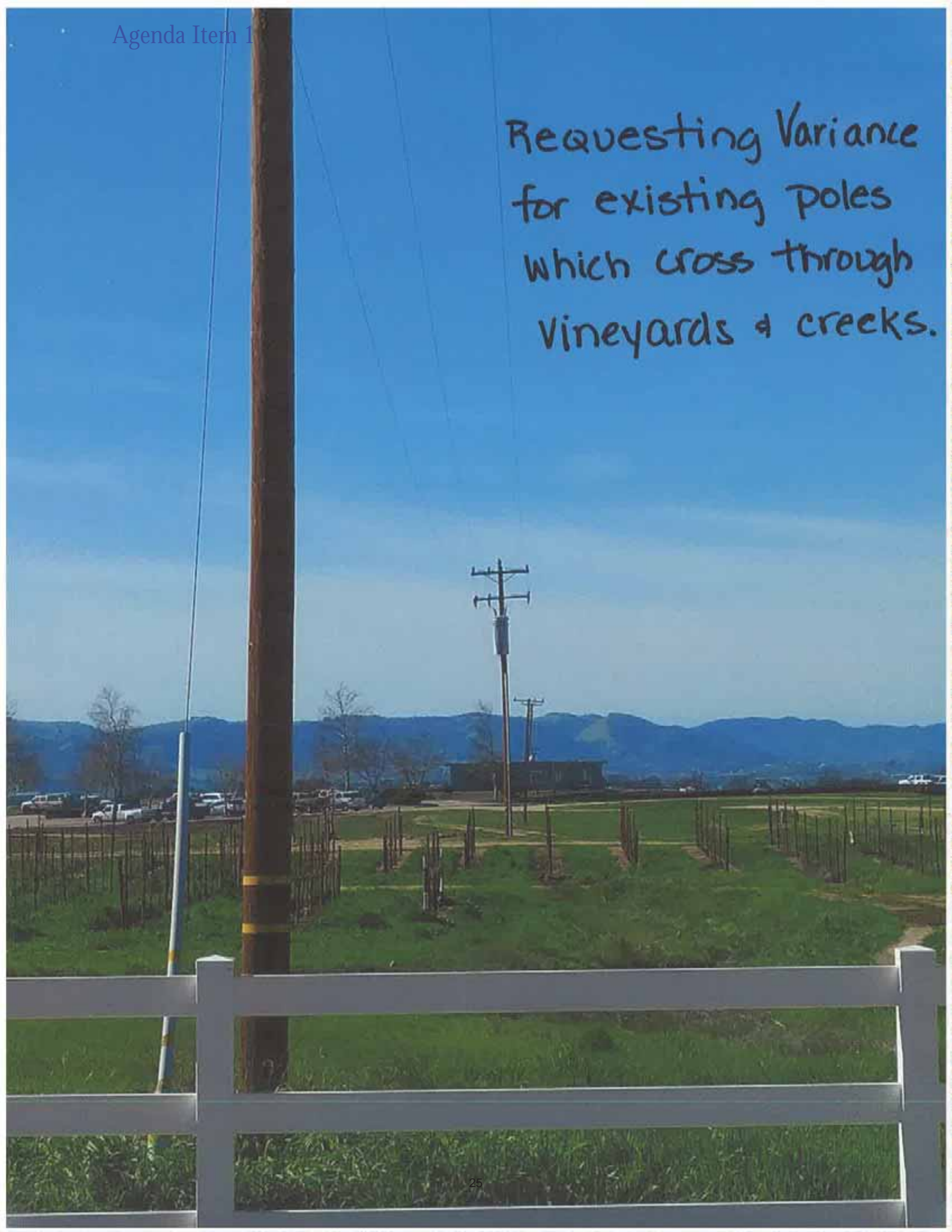


Existing Poles Cross  
through vineyard.

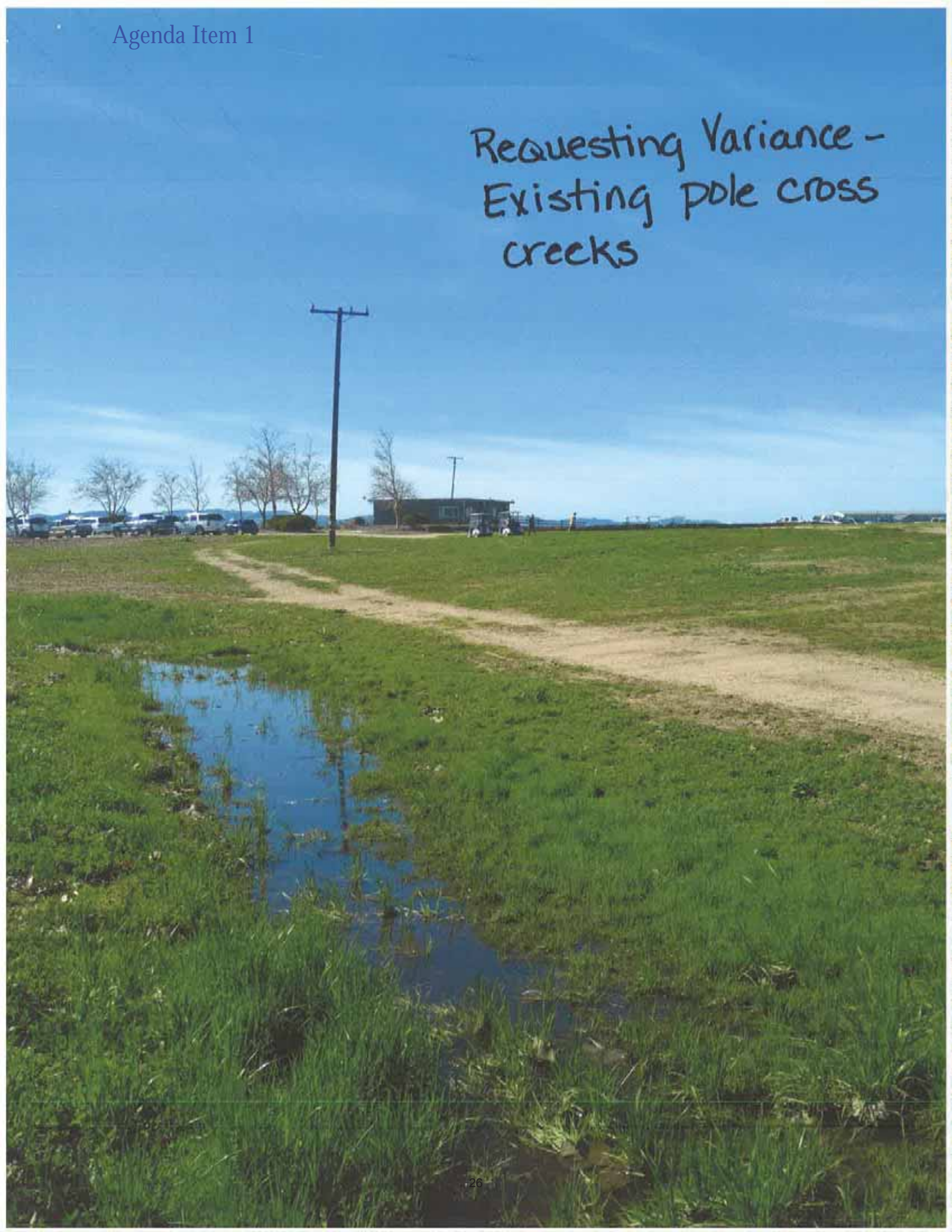


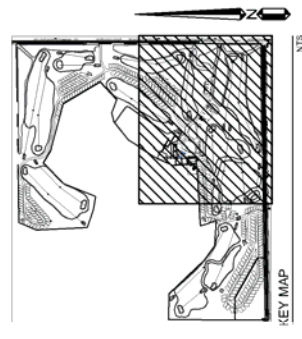
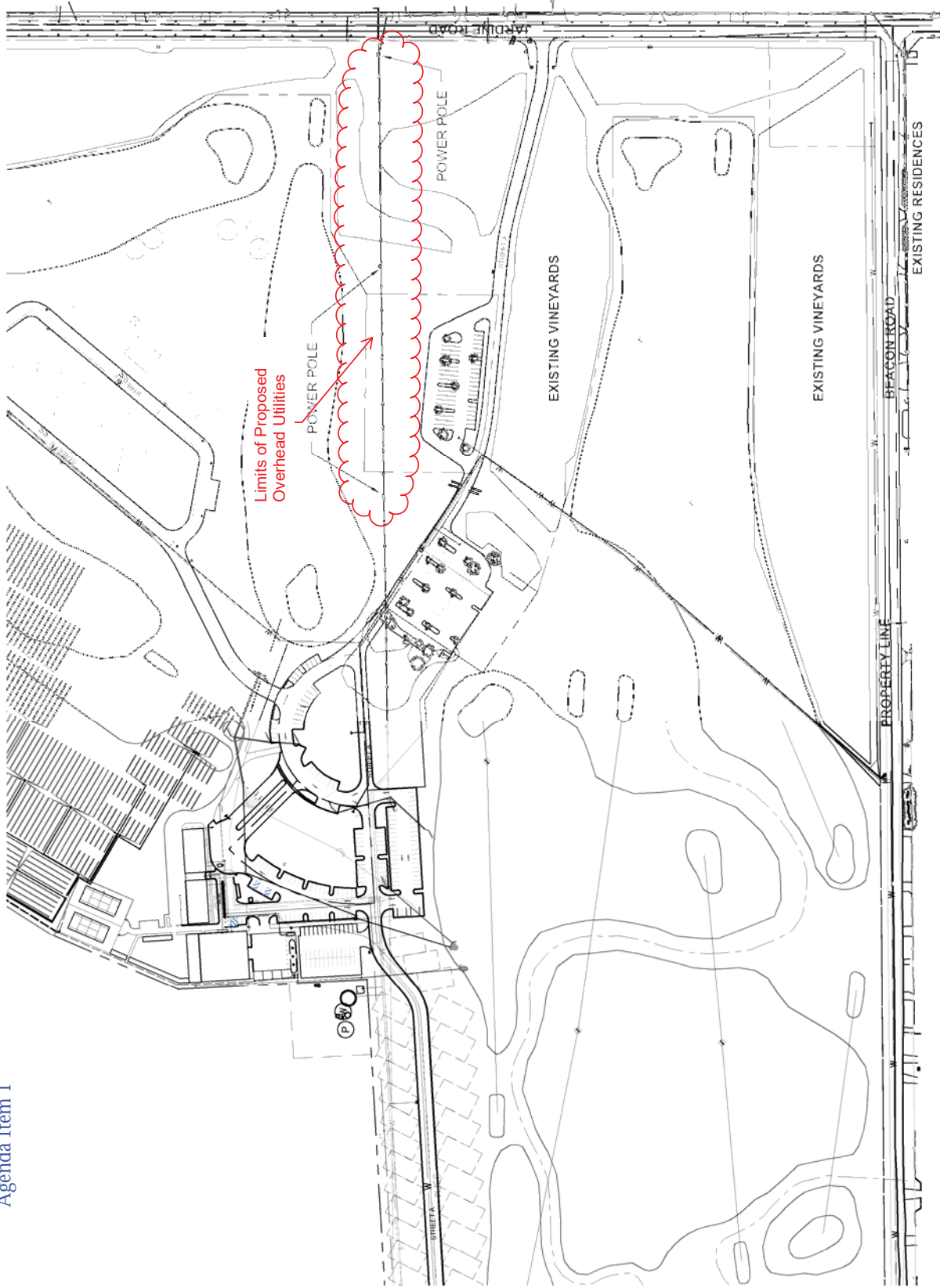


Requesting Variance  
for existing poles  
which cross through  
vineyards & creeks.



Requesting Variance -  
Existing pole cross  
creeks





THE CABERNET LINKS & RV RESORT  
10000 JARDINE ROAD  
DALLAS, TEXAS 75243  
10/10/2018



THE CABERNET  
LINKS & RV RESORT

LIMITS OF PROPOSED  
OVERHEAD UTILITIES  
November 2018

**From:** Jerrod Krenkel  
**To:** [Planning](#)  
**Cc:** [Jerrod Krenkel](#)  
**Subject:** Planned Development 15-004  
**Date:** Friday, February 10, 2017 7:09:05 PM

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To Paso Robles City Managers,

I am a resident of the Jardine area. I live with my family on Beacon Road adjacent to the Links Golf Course. I have recently received notice that the owners of the golf course wish to add a 290 space RV park to their property. I am pleased that the City is soliciting input regarding this important decision.

I must make my opening comments on this issue regarding what I already know about the owners of the golf course. Roughly two years ago, the golf course removed several acres of coyote brush and replaced the brush with grapes. When we contacted the City regarding this, we were informed that since they had replaced one type of vegetation with another, they had essentially offset the environmental impact of planting grapes during a historic drought period. It's hard to comprehend why the City allowed this. It is not uncommon knowledge that coyote brush is drought tolerant and does not require irrigation, as such, the Links had not been irrigating their brush. When that same brush was replaced by grapes, the necessary irrigation lines went in at the same time. Now the Links uses an large amount of water on a daily basis to water not only their greens, but their grapes as well. I find the decision by the owners of the Links to plant grapes to be blatantly irresponsible. It's no secret that the water table in this area is getting lower every year and many homeowners have had their wells dry up. It's possible to understand why the owners of the Links would make this decision as they likely do not even live in Paso Robles. What's hard to figure is why the City would allow this during the SLO County moratorium on grape planting? Isn't City management sworn to look out for public interest?

My next concern is regarding public safety. Jardine Road is currently in a state of disrepair. It has been in this state for decades. Jardine Road itself is an embarrassment to the public works departments of SLO County and Paso City. The City can point the finger at the County, and the County can point the finger at the City but eventually someone has to be the bigger person and fix the road. Whomever choses to do so will come out looking pretty good to the tax payer and the voter, am I wrong? It's my understanding that the County is actually responsible for maintenance of this road but I have to wonder why they have installed a sign just past the terrible section that indicates it's not their section of road. As a Government employee, I am quite familiar with the shell games that agencies play with public funds. If indeed Jardine Road is not Paso City's responsibility, the City should force the County to repave the substandard section of road. This is possible, do not try to tell me it isn't. As the main conduit for Jardine, San Miguel, and vineyard employees, Jardine Road sees high volume traffic every day. There is an alarmingly high occurrence of accidents on Jardine Road as a

## Attachment 5 - Public Comments

result of people exceeding the speed limit. However, we seldom see any law enforcement vehicles in our area. It is also discouraging to know that despite the fact that we live within city limits, the nearest fire protection services are actually provided by the county (CAL Fire/SLO County Fire Meridian Station). Firefighter response times to our area leave us paying higher property taxes. It is also common occurrence for traffic accidents to occur on Highway 46 involving vehicles turning onto Airport and Jardine Roads. This section of highway is called "blood alley" by local first responders. Adding more traffic, especially tourist traffic to this situation would be unadvisable from a safety standpoint. It's common for people moving eastbound on Highway 46 exceed the speed limit, this is also an area where we seldom see law enforcement vehicles on a regular basis. The proposed RV park will add a large number of slow moving, cumbersome vehicles to the highway, trying to make unprotected turns where Cal Trans has already indicated they are unwilling to install traffic lights.

As a resident and landowner, I have genuine concerns about my lifestyle as well. We currently live in an area that is zoned as residential. Installing this type of tourist attraction will negatively impact our way of life and our property values. The current road serving our area, Jardine road, is terribly inadequate for the traffic it currently sees. It's inconceivable to think that the City would intentionally increase the traffic in this area. Heavy vehicle traffic in large quantity would soon destroy what is left of Jardine Road. I live right next to the Links Golf Course. At the present, it does add some open space feel to the area that benefits all of us. To envelop the golf course with RV parking spaces would undo any of that atmosphere. Nobody wants to live next to a trailer park. If the City is going to allow one to go in, select a location that will not ruin the property values of hundreds of current landowners. We already live here and pay taxes. It's not reasonable for the City to make a decision to benefit one landowner that will have a negative impact on so many of us in return. To be blunt, the City does not currently provide adequate services to the areas current residents. It's not reasonable for the City to consciously decide to increase the number of people burdening this already underserved area.

My last concern is water. The City, County and State have all imposed water restrictions on us to conserve water and understandably so. We have been experiencing a historic drought over the last five years. We have experienced some relief this winter but according to the U.S. Drought Monitor we are still in drought. When I bought in the Jardine area, I was warned by many about the possibility of watching my well dry up. However, I took the chance, of course at the time I thought Jardine was not in the City limits. What else could explain a large development that was not on City Gas or water and did not see regular road maintenance? I was later disappointed to learn that I did live in the City limits and that City really didn't provide any utility services to my area. So here we are. A historic drought in an area where peoples wells are drying up. The water table is dropping. People are be forced re drill their wells. Vineyards are being allowed to drill wells to enormous depths and build large capacity storage ponds. Many of the vineyards in this county are not even owned by local residents.

## Attachment 5 - Public Comments

When my well dries up as a result of installing 290 transient residences next door, will the City start providing me with water? My initial hunch is no, they will not. After my property value is destroyed by a dry well, my only recourse would be to move.

In closing, I hope that the managers and ELECTED officials that represent the City of Paso Robles will make the right decision in this matter. There is not enough water in the area to provide for this RV Park. The current roads in the area cannot provide for this RV Park. There is a real threat to public safety as a result of installing this RV Park. There will be a negative impact to current landowners in the area if the RV Park is installed. I urge anyone involved with this decision to do the right thing and deny the request of Vino Vista LLC, Tom Erskine, to install an RV park on Jardine Road.

Respectfully,

/s/ Jerrod Krenkel

Jerrod Krenkel

**From:** Lacey Clifton  
**To:** [Planning](#)  
**Subject:** Re: comments re: Vino Vista LLC application  
**Date:** Saturday, February 18, 2017 12:13:53 AM

---

Would you please acknowledge receipt of my emails?

On Wed, Feb 15, 2017 at 12:18 PM Lacey Clifton <[clifton.lacey.a@gmail.com](mailto:clifton.lacey.a@gmail.com)> wrote:

Hello,

In the panoramic picture I sent previously, you can slightly make out the two men trying to recover the tractor they dug into the mud. I was trying not to capture them in the photo. However, the tractor and employees are of the Links gold course and I have been watching their recovery operation. Today on my walk I noticed how much damage they caused to Beacon Road. The tractor may have been on their property, but they used Beacon Road to access it. Again, if they cannot respect the road in their current operations, I do not believe our City Planning should grant them further developments. Please see the attached.











On Sun, Feb 12, 2017 at 5:38 PM, Lacey Clifton <[clifton.lacey.a@gmail.com](mailto:clifton.lacey.a@gmail.com)> wrote:  
Hello,

I am unable to attend the hearing on 2/28/17 regarding the planned development 15-004,

## Attachment 5 - Public Comments

vesting tentative map 3088, and CUP 94-005 of application Vino Vista LLC but wish to register my comments for the hearing.

My name is Lacey Clifton. I live at 4665 Beacon Road in Paso Robles, CA.

- 1) The planned development will destroy my views.
- 2) The planned development will create a disturbance of my peace. I currently enjoy hearing only birds with occasional golf cart motors and golfers laughing and/or cursing but that is only during daylight hours.
- 3) Where I live there is an issue of jurisdiction of sheriff vs. police as Beacon is a city owned road but the properties are on county land and vacationing RVers pose a distinct potential to disturb the peace and possible vandalism/theft from bored children at all hours with little recourse. When I have called for assistance in the past I have been handed between the two entities. This is a safety issue that will be exacerbated by the increased numbers.
- 4) Vino Vista LLC has not made good on their last development project: When they removed shrubs and fencing trash to plant the vineyards they created trash/dump piles that continue to accumulate. I will attach photos that show the piles as fairly green now from the recent rain but this project will continue to grow their trash which I must look at. If they cannot be responsible in their old projects they should not be granted new permits. This is also true with their promise to build bathrooms for the golfers: men still continue to urinate out where they think no one is watching, yet I see it fairly often while walking my dog.
- 5) The Jardine community was not constructed or maintained for 290+ RVs driven by novices each weekend. The roads are full of pot holes and sink holes driven at highway speeds with driveways and mailboxes. Has a road survey been done lately? The recent rain has destroyed the road.
- 6) Many homeowners have a mailbox within a foot of the road leaving little room for error of a novice RV driver (remember there is no special license required to drive one). My mailbox bank, as an example, does not contain any place for outgoing mail, so I must cross both lanes of traffic on foot to deposit something outgoing when getting my mail as the mailbox bank on the other side has no place to safely park a vehicle coming from my direction without blocking traffic. A mailbox being hit is a low-price error, but a person being hit while getting their mail (or a child) would be catastrophic.
- 7) This notice was only sent to homeowners within 300' of the applicant's property, but I have to believe the driveways of the homeowners these 290+ weekly RVs will pass will be just as greatly impacted and need to have a say as well. This development is a destruction of the peace for which we all moved out here and bought our homes and will create hazardous traffic conditions effecting more than just those of us within 300'.

Thank You,  
Lacey Clifton  
[\(805\) 709-4753](tel:8057094753)

**From:** Cobb, Lori  
**To:** [Planning](#)  
**Subject:** Cabernet Links RV Park  
**Date:** Monday, February 06, 2017 2:17:31 PM

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Dear Paso Robles City Planning-

My husband and I have been a resident of the Jardine Area for 15 years now. We have seen a lot of change in that time frame, some of it good, some of it bad. Our neighbors and friends have told us about the plan to add a RV Park to the current Links golf course. 2 things come to mind right off the top. Roads: Have you driven out on Jardine Road lately (**the portion owned by the city**). It is in terrible disrepair and needs to be repaved in the worst way. The crater like road is substandard and is ruining vehicles, yet you want to let hundreds of Rv's come down this? There are no traffic signals nor is the 2 lane road wide enough for some of these larger pusher Rv's, especially to make the turn at dry creek off of 46 onto Jardine. It is not safe. Second is Water: Apparently you think we have enough of this precious resource even though wells are going dry and it costs between \$35 and \$45K to put in a new well. We are currently helping our neighbor who is hooked into our well as they have run out of water. Will we run out water and have to drill a new well too? Who knows.

It is really sad to see zero accountability to the residences in our area from the city or county. I am all for growth but not when the infrastructure or water is not there. We are put to the side time and again with no one lifting a finger. All that seems to be important to the city is all the almighty dollar and screw the people who live here. I and I know I am not alone here are not for this project.

*Sincerely,*  
*Lori Cobb*  
*4285 Whispering Oak Way*  
*Paso Robles, CA 93446*  
*805-674-2855*

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<http://online.lubrizol.com/email/disclaimer/Chinese.htm>

<http://online.lubrizol.com/email/disclaimer/Japanese.htm>

**From:** Nancy Tate  
**To:** [Darren Nash](#)  
**Subject:** RV park on the gold course  
**Date:** Monday, February 06, 2017 3:26:23 PM

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This remote area is being impacted by the hotels from which Paso Robles will benefit. They are going to direct traffic to Jardine Road and Dry Creek Rd, now you are proposing traffic on Jardine Rd to an RV park where the golf course is now. This will affect hundreds of households in a negative manner and give no benefit in return to these county residents. You will be using our roads and our water without any benefits to us.

Jardine area has been treated like an ugly step child long enough. It is time now for us to stand up against any further invasion of our resources and disruption of our right to the peaceful enjoyment of our homes.

**From:** [Darren Nash](#)  
**To:** "Lori"  
**Subject:** RE: Planned Development 15-004  
**Date:** Monday, February 06, 2017 1:38:00 PM

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The public notice that was sent provides the information related to commenting on the project. Best would be to provide separate letters that we can include with the staff report. Also, everyone has the opportunity to speak at the public hearing on Feb. 28<sup>th</sup>.

**Darren Nash**  
City of Paso Robles  
[dnash@PRCity.com](mailto:dnash@PRCity.com)

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**From:** Lori [<mailto:Lori@tedhammininsurance.com>]  
**Sent:** Monday, February 06, 2017 12:16 PM  
**To:** Darren Nash <[DNash@prcity.com](mailto:DNash@prcity.com)>  
**Subject:** RE: Planned Development 15-004

Thank you for responding. We have a ton more residents that are against this? Should they email to you as well or just to the general email line? I haven't found a neighbor yet in the Jardine area that is okay with this project? Please let me know? I was curious how we can start getting a petition together to go against this project? If you have any idea that would be great?

Thank you for your time  
Lori Penner

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**From:** Darren Nash [<mailto:DNash@prcity.com>]  
**Sent:** Monday, February 06, 2017 8:34 AM  
**To:** Lori  
**Cc:** Planning  
**Subject:** RE: Planned Development 15-004

Mr. and Ms. Penner,

We appreciate your comments related to the Cabernet Links RV Park. The staff report to the Planning Commission will help address some of the concerns you have raised in your message. We will include your message in the Planning Commission staff report for this project.

The Planning Commission is scheduled to hear this item on their February 28<sup>th</sup> Agenda.

Sincerely,

**Darren Nash**  
City of Paso Robles  
[dnash@PRCity.com](mailto:dnash@PRCity.com)

---

**From:** Lori [<mailto:Lori@tedhamminsurance.com>]

**Sent:** Thursday, February 02, 2017 1:26 PM

**To:** Planning <[planning@prcity.com](mailto:planning@prcity.com)>

**Subject:** Planned Development 15-004

**Importance:** High

I would like to say I'm totally against this project along with most of the people who live out off Jardine? This is ridiculous! I have friends that their well has gone dry and you want to add an RV park? I'm not okay with this at all. Unless they are going to pave all the roads out here and the CITY puts us on city water and gas? We are in a water shortage and you want to take more? I live on Beacon road right in front of the Links Golf course and you know how many people are going to accidentally turn onto our street trying to get to the RV park? They will tear up our roads with their RV and motorhomes. This is unexceptible! I have already had to speak with the golf course because of all the vineyard traffic we were getting? Their vineyard workers kept using Beacon to access their golf course vineyards. Then the Links cleaned up their shrubs and weeds and left their huge piles at the end of Beacon, Well now everyone is leaving their yard clippings and trash, billboards, etc. That used to be a nice walking path for our family and dogs and now it looks horrible? Why on earth would you add more water users to our area when wells are running dry out here? My well went dry about 7 years ago and Im still paying that bill. Who's going to help us all out when they run us dry again? Someone needs to be held accountable? I am 100% against this project!!! Feel free to call myself or my Husband with any questions or concerns. Or you can email back.

**Lori & Charles Penner**

**805-610-2369**

Darren Nash

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**From:** bryce@pcsdg.us  
**Sent:** Friday, February 17, 2017 1:00 PM  
**To:** Darren Nash  
**Cc:** bryce@pcsdg.us; John Falkenstien  
**Subject:** Cabernet Links & RV Resort  
**Attachments:** CA-SU-Document-Year.DocID-1996.3492.pdf

Dear Darren,

Thank you for your time in discussing the proposed Links project, on behalf of the Jardine Vineyard and Paso Robles Vineyards, Inc. we have some questions related to the project and would like the City’s input on the following items:

- With regard to the City’s “Right to Farm” ordinance, does Section 21.16J.220 (J)(C)(1) apply to the Jardine Vineyard property that surrounds the proposed development, and does the new project as proposed afford the protections offered by the ordinance? Is the “Right to Farm” ordinance affected at all by the Airport Specific Plan?

[https://www.municode.com/library/ca/el\\_paso\\_de\\_robles/codes/code\\_of\\_ordinances?nodeId=TIT21ZO\\_ARTIGERE\\_CH21.16JAGDI\\_21.16J.220RIFAOR](https://www.municode.com/library/ca/el_paso_de_robles/codes/code_of_ordinances?nodeId=TIT21ZO_ARTIGERE_CH21.16JAGDI_21.16J.220RIFAOR)

- What mitigation efforts are proposed by the project to protect the RV patrons from the farming operation effects of equipment noise, dust, spraying, night harvesting and other potential conflicts resulting from ongoing farming operations?
- Is there a property line setback required, or proposed for the proposed RV stalls shown on the Tentative Tract Map? Specifically the RV stalls that appear adjacent to the existing Jardine Vineyard farming operations.
- The Tentative Tract Map does not show, or make reference to the 100’ offer of dedication to the public that exists from Beacon Road to the Jardine Vineyard Property which is irrevocable pursuant to Instrument No. 1996-003492 (attached). We have not seen any proposals yet that would provide the public with an acceptable alternate access route to the Jardine Vineyard Property. How does the project intend to address this matter?
- The Tentative Tract Map notes a “Lot Line Adjustment in progress” with one of the Jardine Vineyard Parcels. While we are aware of the fencing situation there and several options have been discussed, technically there is no LLA in progress at this time, the effort has been suspended for now and it is uncertain whether or not it will be completed before the Links project is finalized.

We look forward to your response and appreciate the opportunity to provide input for the successful development of this neighboring project.

Best Regards,

---- Bryce Dilger | Pacific Coast Survey & Design Group, Inc. | (805) 238-9881 | [www.pcsdg.us](http://www.pcsdg.us) ----



**From:** Terry Dritsas  
**To:** [Darren Nash](#)  
**Subject:** Re: Cabernet links rv park  
**Date:** Tuesday, February 07, 2017 5:35:49 PM

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Mr Darren Nash good afternoon

I thank you for taking the time to reply to my concerns,  
And many more concerns associated with the Cabernet links RV park project,  
The Jardine neighborhood is up in arms about this project.  
Jardine rd does NOT belong to the city, all residents need to be contacted and have a say.  
The city is stepping on too many toes on this one. As well as the airport road hotels.  
Our wells are drying up, the city will sell water to the property from the four wells located at  
the airport? The State And the county will get involved in this one  
If we have to will get the federal government involved. I hope you relay our concerns to the  
planning commission. The spotted owl as well as the Kangaroo rat are habitat of this property,  
Both in the endangered species list. The owners and the City only see \$ signs.

Sent from Terry"s iPad

On Feb 7, 2017, at 5:08 PM, Darren Nash <[DNash@prcity.com](mailto:DNash@prcity.com)> wrote:

Mr. Dritsas,

We appreciate your comments related to the Cabernet Links RV Park. The staff report to the Planning Commission will help address some of the concerns you have raised in your message. We will include your message in the Planning Commission staff report for this project.

The Planning Commission is scheduled to hear this item on their February 28<sup>th</sup> Agenda.

Sincerely,

**Darren Nash**  
City of Paso Robles  
[dnash@PRCity.com](mailto:dnash@PRCity.com)

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**From:** Terry Dritsas [<mailto:lefdr@hotmail.com>]  
**Sent:** Monday, February 06, 2017 3:35 PM  
**To:** Planning <[planning@prcity.com](mailto:planning@prcity.com)>  
**Subject:** RE: Cabernet links rv park

Dear Paso Robles City Planning-  
I have been a resident of the Jardine rd. Area for 36 years now. We have seen a

## Attachment 5 - Public Comments

lot of change in that time frame, some of it good, some of it bad. Our neighbors and friends have told us about the plan to add a RV Park to the current Links golf course. 2 things come to mind right off the top. Roads: Have you driven out on Jardine Road lately? (the portion owned by the city). It is in terrible disrepair and needs to be repaved in the worst way. The road is substandard and is ruining vehicles, yet you want to let hundreds of Rv's come down this? There are no traffic signals nor is the 2 lane road wide enough for some of these larger pusher Rv's, especially to make the turn at dry creek off of 46 onto Jardine. It is not safe. Second is Water: Apparently you think we have enough of this precious resource even though wells are going dry and it costs between \$35 and \$45K to put in a new well. I have run out of water and have to drill a new well, At a cost of over \$40000.00 dollars, If you proceed with this project, you better be prepare to pay Miller Drilling for my well.

Along with 1000 more wells in the area, and that will be because of you. Some 15 years ago when you approved Whyricks project on the same property the stipulation was that they will not enter or exit this property on Jardine road and that Whyrick was to fix Dry Creek road, Of course the contractor went bankrupt and nothing materialized.

Again the city is trying to force down the throat to this subdivision of Jardine road. Unless action is taken a class action lawsuit is coming to the city of Paso Robles, you have a fight coming.

It is really sad to see zero accountability to the residences in our area from the city or county. I am all for growth but not when the infrastructure or water is not there. We are put to the side time and again with no one lifting a finger. All that seems to be important to the city is the almighty dollar without regard to the people who live here. and I know I am not alone here against this project. Your exhibiting bad stewardship.

Sincerely  
Terry Dritsas

February 20, 2017

Mr. Bob Rollins, Chairman  
City of El Paso de Robles Planning Commission  
1000 Spring Street  
Paso Robles, CA 93446

Subject: February 28, 2017 Hearing, Cabernet Links & RV Resort, PD 15-004, Vesting Tentative Tract Map 3088, CUP 94-005 Amendment

Dear Chairman Rollins:

After reviewing the materials for the Cabernet Links and RV Resort proposed project, policies associated with the City's Planning Commission and Community Development Planning Department purview, Airport Land Use Plan and previous conditional use permit findings associated with this and nearby properties, it is clear that the proposed development would be "disharmonious and disruptive" to the neighborhood and "contrary to public health, safety and welfare"<sup>1</sup>. A 290 space RV Resort, event and industrial center, liquor store (Lot 7) and associated tourist hub in the middle of our community's rural, agricultural and airport area would exacerbate the tenuous peace at this interface. Of particular concern is the placement of a liquor store in a rural neighborhood and high speed rural road. The combination of residential commuting, cyclists, and equestrians with cross-turning delivery vehicles, large RVs and customers would not be compatible or safe.

### Disharmonious and Disruptive



The Planning Commission's original findings for the industrial park development (PD 06-021) required the new lots to be at the furthest western area in the central part of the golf course to mitigate impacts to the neighborhood and did not allow Jardine and Beacon Road access in

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<sup>1</sup> City of El Paso de Robles Planning Commission Resolution 07-092

recognition of the traffic impacts. The new entrance on Jardine Road and associated liquor store would be inconsistent with the findings. RVs would only be buffered by one fairway, not the same distance as the original conditions for PD 06-021. Our family is not excited about a liquor store across the street, contrary to the heavily emphasized assumption presented in the project advertisement, aka description, that one would be welcomed.

Contrary to public health, safety and welfare

Transient occupation of the golf course 24/7 and a liquor store are of particular concern to a neighborhood that values a north-county lifestyle and healthy environment for raising children and is wary of visitors who may or may not respect property or the members of the community. Traffic disruption with the new operations is also of concern for residents trying to get to work or school, agricultural area seasonal operations and school bus stops.



Airport Land Use Plan Concerns

The project appears to conflict with the following policy in the ALUP and is not sufficiently addressed in the project materials.

- Extremely noise sensitive land uses – campgrounds or an expectation by occupants of a quiet or peaceful environment

Environmental Checklist Concerns

Further, the Environmental Checklist responses appear insufficiently substantiated. 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. Of concern is the piecemeal approach that has been taken with the development of this property over time and the requirement for the environmental review to consider the cumulative impacts of proposed development.

## Aesthetics:

The determination of less than significant does not address the period of November – March when leaves are not on the vines. Also, the neighborhoods generally sit higher, and therefore would be viewing up to 290 recreational vehicles year round. Operations at the liquor store, including entering and exiting customers, and delivery vehicles are also not addressed. The lighting from the liquor store, “Tin City”, listed “short-term events” and the 290 RVs are also not addressed.



## Air Quality:

The ongoing operations of the RV Resort, industrial developments and liquor store with respect to odors was not addressed. How does one mitigate fuel consumption and emissions from thousands of RVs coming and going year round? Providing alternative fuel vehicle parking spots and bicycle parking does not seem to be adequate to offset those offsite and onsite impacts.

## Biological Resources:

It is unclear if the cumulative impact from the previous destruction of natural habitat, just prior to the installation of vineyard, was taken into account. This included eliminating habitat and vegetation around the pond, dredging, and ripping and burning coyote brush throughout the property. The Project does not maintain and enhance the significant natural resources on the site since the majority of the open space that was preserved by the golf course was ripped of natural habitat and planted with irrigated vineyards and the remaining land is now proposed to be covered with RVs, breweries, wineries and a liquor store. Further, the remaining land was cleared to “open the playing area”<sup>2</sup>. It also doesn’t make sense from a safety and property damage standpoint to now fill those playing areas with RVs.

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<sup>2</sup> Biological Report, page 38



### Transportation:

The new intersection created by the liquor store entrance and secondary driveway was not evaluated. The analysis also has the following statement: "Because of this project being in a remote rural area, additional pedestrian, bicycle and public transit facilities are not warranted."<sup>3</sup> This is also precisely why RV Resort, event/industrial center and liquor store developments are not appropriate in this area.

Thank you for considering these concerns. While denying this development is justified, at a minimum, modification of the development to relocate incompatible elements away from the homes and off of impacted roads must be required. This includes removing the liquor store and the commercial designation for Lot 7 as well as the main and secondary entrances as required in PD 06-021.

Sincerely,

Jeremy, Courtney, Audrey and Emily Howard  
5490 Jardine Road (Home)  
1211 Mariah Lane (Rental)  
Paso Robles, CA 93446

CC. City of El Paso de Robles Planning Commission  
Darren Nash, Associate Planner

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<sup>3</sup> Environmental Checklist, Page 37

## Attachment 6

### DRAFT RESOLUTION A

**A RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF PASO ROBLES  
TO ADOPT A MITIGATED NEGATIVE DECLARATION  
AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE  
CABERNET LINKS RV AND GOLF RESORT (PLANNED DEVELOPMENT 15-004,  
CONDITIONAL USE PERMIT AMENDMENT 94-005,  
VESTING TENTATIVE TRACT MAP 3088, AND VARIANCE 17-001)  
5151 JARDINE ROAD, APN: 025-442-021 - 023 & 025-444-001 - 014  
APPLICANT – TOM ERSKINE**

**WHEREAS**, an application for Planned Development Amendment (PD 15-004), Conditional Use Permit Amendment (CUP 94-005), Vesting Tentative Tract Map (VTTM 3088), and Variance (VAR 17-001) have been filed by Tom Erskine for Cabernet Links Golf and RV Resort with 290 RV sites within the existing golf course 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 Business Park with a Airport Overlay (BP/AP) land use designation** – the project would provide development of "... transient occupancy uses in close proximity to golf courses and commercial recreation...and resorts, lodging and related ancillary land uses..."; and
- **Zoning District of Airport with a Planned Development Overlay and an Airport Overlay (AP/PD/AP)** – the project is a "*conditionally permitted*" use in the AP-PD district; and
- **Airport Land Use Plan** – Table 6, Land Use Compatibility Matrix, Zones 3, and 5, RV Parks, Golf Courses, and Retail Commercial; 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 January 27, 2017 through February 27, 2017. 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

## Agenda Item 1

**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: air quality; biological resources, public services; and greenhouse gas emissions. 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.



# Agenda Item 1

**PASSED AND ADOPTED** THIS 28th day of February, 2017, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

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BOB ROLLINS, CHAIRPERSON

ATTEST:

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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

Mitigation Monitoring and Reporting Plan

Project File No./Name: Cabernet Links RV Resort & Golf Course  
 Approving Resolution No.: \_\_\_\_ by:  Planning Commission  City Council

Date: February 28, 2017

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.

<p style="text-align: center;"><b>Mitigation Measure</b>                      PD 15-004, VTM 3088, CUP 94-005 Amendment                      (Cabernet Links Golf &amp; RV Resort)</p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p><b>AQ-1:</b> The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans:</p> <ul style="list-style-type: none"> <li>a. Reduce the amount of the disturbed area where possible.</li> <li>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.</li> <li>c. All dirt stock pile areas should be sprayed daily as needed.</li> <li>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;</li> </ul>	<p>Project</p>	<p>Qualified Air Quality Specialist</p>			<p>Prior to Issuance of a Grading Permit</p>

# Agenda Item 1

<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>l. The burning of vegetative material shall be prohibited.</li> <li>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</li> </ul>					

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<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p>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.</p> <p>n. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.</p> <p>o. Divert 65 percent of non-hazardous construction or demolition debris.</p>					
<p><b>AQ-2:</b> 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.</p> <p>a. 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.</p> <p>b. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.</p> <p>c. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.</p> <p>d. Provide a designated parking space for alternatively fueled vehicles.</p>	<p>Project</p>	<p>Qualified Air Quality Specialist CDD</p>			<p>Prior to issuance of grading permit</p>

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<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<ul style="list-style-type: none"> <li>e. The project site shall be designed to minimize barriers to pedestrian access, internally links all uses, and connects to all existing or planned external streets, public transit, and pedestrian facilities contiguous with the project site.</li> <li>f. 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).</li> <li>g. 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.)</li> <li>h. Install water conservation measures sufficient to meet, at a minimum, CALGreen Tier 1 standards for water efficiency and conservation.</li> <li>i. The project shall be designed to incorporate the future installation of solar photovoltaic systems to serve the proposed RV park.</li> <li>j. To the extent locally available, utilize pre-finished building materials or materials that do not require the application of architectural coatings.</li> <li>k. Install energy-efficient appliances and building components sufficient to achieve overall reductions in interior energy use beyond those required at the time of development by CalGreen standards.</li> <li>l. Install roofing material with a solar reflectance values meeting the EPA/DOE Energy Star rating to reduce summer cooling needs.</li> <li>m. Provide a minimum of one on-site level two electrical vehicle (EV) charging station with sufficient electrical capacity for future expansion to add a minimum of three additional EV stations.</li> </ul>					

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<p>n. Utilize high efficiency lights in parking lots, streets, and other public areas.</p>					
<p><b>AQ-3:</b> 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:</p> <ul style="list-style-type: none"> <li>a. Implement Mitigation Measure AQ-1.</li> <li>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: <a href="http://slocleanair.org/business/asbestos.php">http://slocleanair.org/business/asbestos.php</a>.</li> <li>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</li> </ul>	<p>Project</p>	<p>Qualified Air Quality Specialist CDD</p>			<p>Prior to issuance of grading permit</p>

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<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p>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</p> <p>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:</p> <ol style="list-style-type: none"> <li>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,</li> <li>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.</li> </ol> <p>e. Maintain all construction equipment in proper tune in accordance with manufacturer’s specifications;</p> <p>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);</p>					

# Agenda Item 1

<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<ul style="list-style-type: none"> <li>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;</li> <li>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.</li> <li>i. Electrify equipment when possible;</li> <li>j. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,</li> <li>k. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.</li> </ul>					
<p><b>BR-1.</b> Soil disturbance for the Project exceeds one acre. Prior to the onset of construction, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared. The SWPPP shall contain Best Management Practices (BMPs) to prevent pollutants from leaving the site and entering waters of the State."</p>	On-going	CDD			Prior to issuance of grading permit
<p><b>BR-2.</b> Biodegradable fiber rolls shall be installed pursuant to Caltrans Fiber Roll Detail SC-5, available at <a href="http://www.dot.ca.gov/hq/construc/stormwater/SC-05.pdf">http://www.dot.ca.gov/hq/construc/stormwater/SC-05.pdf</a>. To minimize the risk of ensnaring and strangling wildlife, coir rolls, erosion control mats or blankets, straw or fiber wattles, or similar erosion control products shall be comprised entirely of natural-fiber, biodegradable materials. No "photodegradable" or other plastic erosion control materials shall be used.</p>	On-going	CDD			Prior to issuance of grading permit



# Agenda Item 1

<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p><b>BR-3.</b> Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist or 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.</p>	On-going	CDD			Prior to issuance of grading permit
<p><b>BR-4.</b> Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the drip-line or CRZ of the tree (whichever distance is greater), and trunk damage</p>	On-going	CDD			Prior to issuance of grading permit
<p><b>BR-5.</b> If ground disturbance is proposed within the drip line or CRZ an oak tree protection plan shall be prepared and approved by the City of Paso Robles.</p>	Project	CDD			Prior to issuing Certificate of Occupancy permit
<p><b>BR-6.</b> BR-6. Impacts to oak trees shall be assessed by a licensed arborist. Mitigations for impacted trees shall comply with the City of Paso Robles tree ordinance.</p>	Project	Certified Arborist CDD			Prior to issuing grading permit
<p><b>BR-7.</b> Within one week of ground disturbance activities, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. 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. A preconstruction 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. A map of the Project site and nest locations shall be included with the report. The Project biologist conducting the nesting survey shall have the authority to reduce or increase the recommended buffer depending upon site conditions.</p>	On-going	Certified Arborist CDD		Notes shown on construction documents.	Prior to issuing grading permit.

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<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p><b>BR-8.</b> Occupied nests of special status bird species shall be mapped using GPS or survey equipment. Work shall not be allowed within a 100 foot buffer while the nest is in use. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.</p>	On-going	CDD		Notes shown on construction documents.	Prior to issuing grading permit.
<p><b>BR-9.</b> Occupied nests of special status bird species that are within 100 feet of project work areas shall be monitored at least every two weeks through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.</p>	On-going	CDD			Prior to issuing grading permit.
<p><b>BR-10.</b> A pre-construction survey shall be conducted within thirty days of beginning work on the site to identify if badgers are using the site. 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 area of disturbance, and shall examine both old and new dens. 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 1st and February 1st 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 that may include encouraging badgers to move offsite and/or trapping and relocation.</p>	Project	CDD		Notes shown on construction documents.	Prior to issuing Building Permit.

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<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p>BR-11. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles, Community Development Department (see contact information below) that states that one or a combination of the following three San Joaquin kit fox mitigation measures has been implemented:</p> <p>a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of:</p> <ul style="list-style-type: none"> <li>34.68 acres for Phase 1</li> <li>51.6 acres for Phase 2</li> <li>30.84 acres for Phase 3</li> <li>19.5 acres for Phase 4</li> <li>23.88 acres for Phase 5</li> </ul> <p style="padding-left: 40px;">160.5 acres total for all phases</p> <p>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 Wildlife and the City.</p> <p>This mitigation alternative (a.) requires that all aspects if this program must be in place before City permit issuance or initiation of any ground disturbing activities.</p> <p>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.</p> <p>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</p>	<p>Project</p>	<p>CDD</p>		<p>Notes shown on construction documents.</p>	<p>Prior to issuing Building Permit.</p>

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<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p>established in agreement between the CDFW 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:</p> <ul style="list-style-type: none"> <li>\$86,700 for Phase 1</li> <li>\$129,000 for Phase 2</li> <li>\$77,100 acres for Phase 3</li> <li>\$48,750 for Phase 4</li> <li>\$59,700 for Phase 5, or</li> <li>\$401,250 total for all phases.</li> </ul> <p>This fee is calculated based on the current cost-per-unit of \$2500 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 CDFW provides written notification about your mitigation options but prior to City permit issuance and initiation of any ground disturbing activities.</p> <p>c. Purchase credits in a CDFW-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.</p> <p>Mitigation alternative (c) above can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). 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:</p>					

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<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>\$86,700 for Phase 1 \$129,000 for Phase 2 \$77,100 acres for Phase 3 \$48,750 for Phase 4 \$59,700 for Phase 5, or \$401,250 total for all phases.</p> <p>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.</p>					
<p><b>BR-12.</b> 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:</p> <ul style="list-style-type: none"> <li>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. preconstruction) 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.</li> <li>ii. The qualified biologist shall conduct weekly site visits during site-disturbance activities (i.e. grading, diskings, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures. 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. When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the City.</li> </ul>	Project	CDD			Prior to issuing Certificate of Occupancy permit

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<p style="text-align: center;">Mitigation Measure            PD 15-004, VTM 3088, CUP 94-005 Amendment            (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>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.</p> <p>If incidental take of kit fox during project activities is possible, <b>before project activities commence</b>, 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.</p> <p>iv. In addition, the qualified biologist shall implement the following measures:</p> <ol style="list-style-type: none"> <li>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:               <ul style="list-style-type: none"> <li>▪ Potential kit fox den: 50 feet</li> <li>▪ Known or active kit fox den: 100 feet</li> </ul> </li> </ol>					

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<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<ul style="list-style-type: none"> <li>▪ Kit fox pupping den: 150 feet</li> </ul> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol>					
<p><b>BR-13.</b> 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.</p>	Project	CDD			Prior to site disturbance, grading permit issued
<p><b>BR-14.</b> 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.</p>	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of grading permit
<p><b>BR-15.</b> BR-15. 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</p>	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of building permit

# Agenda Item 1

Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
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.					
<p><b>BR-16.</b> 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.</p>	Project	Certified Arborist CDD			Prior to issuance of Final Occupancy
<p><b>BR-17.</b> 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.</p>	Project	CDD			Prior to issuance of grading permit.
<p><b>BR-18.</b> 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</p>	On- going	CDD			Prior to issuance of Grading Permit/On-



# Agenda Item 1

<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p>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.</p>					<p>going with project construction.</p>
<p><b>BR-19.</b> 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.</p>	<p>On-going</p>	<p>CDD</p>			<p>Prior to issuance of a grading permit.</p>
<p><b>BR-20.</b> 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.</p>	<p>On-going</p>	<p>CDD</p>			<p>On Going during construction.</p>
<p><b>BR-21.</b> 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:</p> <ul style="list-style-type: none"> <li>i. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12 inches.</li> </ul>	<p>On-going</p>	<p>CDD</p>			<p>Prior to issuance of a grading permit.</p>

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<p style="text-align: center;">Mitigation Measure            PD 15-004, VTM 3088, CUP 94-005 Amendment            (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>ii. If a more solid wire mesh fence is used, 8 by 12 inch openings near the ground shall be provided every 100 yards</p> <p>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.</p>					
<p><b>FIRE – 1:</b> Provide minimum 60,000 gallon water storage tank and any necessary infrastructure. Plans to be reviewed and approved by the Emergency Services Department. The applicant may choose to work with the City to provide an additional looped water line connection to the City’s water system that satisfies the fire flow requirements. If this looped water system satisfies the fire flow requirement as determined by the City, the 60,000 gallon water storage tank would not be required.</p>	Project	ES			With site improvement plans.
<p><b>HYD-1:</b> Ground Water. The project shall be redesigned so that there will be no more demand on ground water pumping than the projects historic rate.</p>	Project	CDD/PW			Prior to recordation of Tract Map.
<p><b>HYD-2:</b> Well Metering. All on- and off-site wells permitted for use with this project shall have well meters installed per Public Works standards prior to recordation of the first subdivision map.</p>	Project	PW			On-going.

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(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 7

## Draft Resolution B

**A RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF EL PASO DE ROBLES APPROVING  
VARIANCE 17-001 – OVERHEAD UTILITIES  
5151 JARDINE ROAD  
(CABERNET LINKS RV & GOLF - ERSKINE)  
APNs: 025-442-021 - 023 & 025-444-001 - 014**

WHEREAS, an application for Planned Development 15-004 and Conditional Use Permit 94-005 Amendment has been filed by Tom Erskine for development of a 290 space Recreational Vehicle (RV) resort within the existing Links Golf Course, and ancillary site improvements, as shown in the proposed Site Plan in Exhibit B; and

WHEREAS, in conjunction with PD 15-004 and CUP 94-005 Amendment, Vesting Tentative Tract Map 3088 has been submitted requesting to eliminate 39 existing lots created Tract 2716, and resubdivide the property into 19 lots, that would include the golf course, RV resort, vineyards, and future new resort compatible commercial uses; and

WHEREAS, the project site is located at 5151 Jardine Road; and

WHEREAS, since the approval of the Links Golf Course in 1994 via CUP 94-005, there has been a requirement to underground the existing overhead utility line that enters the site from the east at Jardine Road and continues west along the entry road on to the site; and

WHEREAS, the City Subdivision Ordinance Section 22.24.190. requires that above ground utility lines in conjunction with a subdivisions; and

WHEREAS, since there are multiple utility lines along Jardine and Beacon Roads that are located above ground, and since the construction related to underground the utility line will impact existing vineyard, driveway and parking lot improvements the applicant has submitted an application for Variance 17-001 requesting that a portion of the utility lines that extends through the project site be allowed to stay above ground; 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 public hearing was conducted by the Planning Commission on February 28, 2017, to consider facts as presented in the staff report prepared for the development plan amendment, and to accept public testimony regarding the application; and

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**WHEREAS**, based upon facts and analysis presented in the staff report and the attachments thereto, the public testimony received and subject to the Conditions of Approval listed in Res. 17-\_\_\_\_, approving PD 15-004, Res. 17-\_\_\_\_ approving CUP 94-005 Amendment, and Res. 17-\_\_\_\_ approving Vesting Tentative Tract 3098, the Planning Commission makes the following finding:

1. That the situation is a special circumstance, since the Cabernet Links and RV Resort, is located on the outside edge of the City limits adjacent to County properties where there is not the requirement by the County to underground overhead utility lines, therefore by approving Variance 17-001 allowing the existing overhead utility lines to remain overhead, would be consistent with the other overhead utility lines in the Jardine Road area.
2. That the situation is not a grant of special privilege, since the utility line would be consistent with other above ground utilities adjacent to this project site.

**NOW, THEREFORE, BE IT RESOLVED**, that the Planning Commission of the City of El Paso de Robles does hereby approve Variance 17-001, allowing the existing overhead utility line that extends on to the site from Jardine Road, along the project entrance line and ends at the boundary of the site at the adjacent Paso Robles Vineyard property to remain above ground, as shown on Exhibit A attached to this resolution.

PASSED AND ADOPTED THIS 28<sup>th</sup> day of February 2017 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

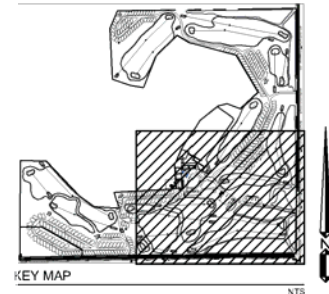
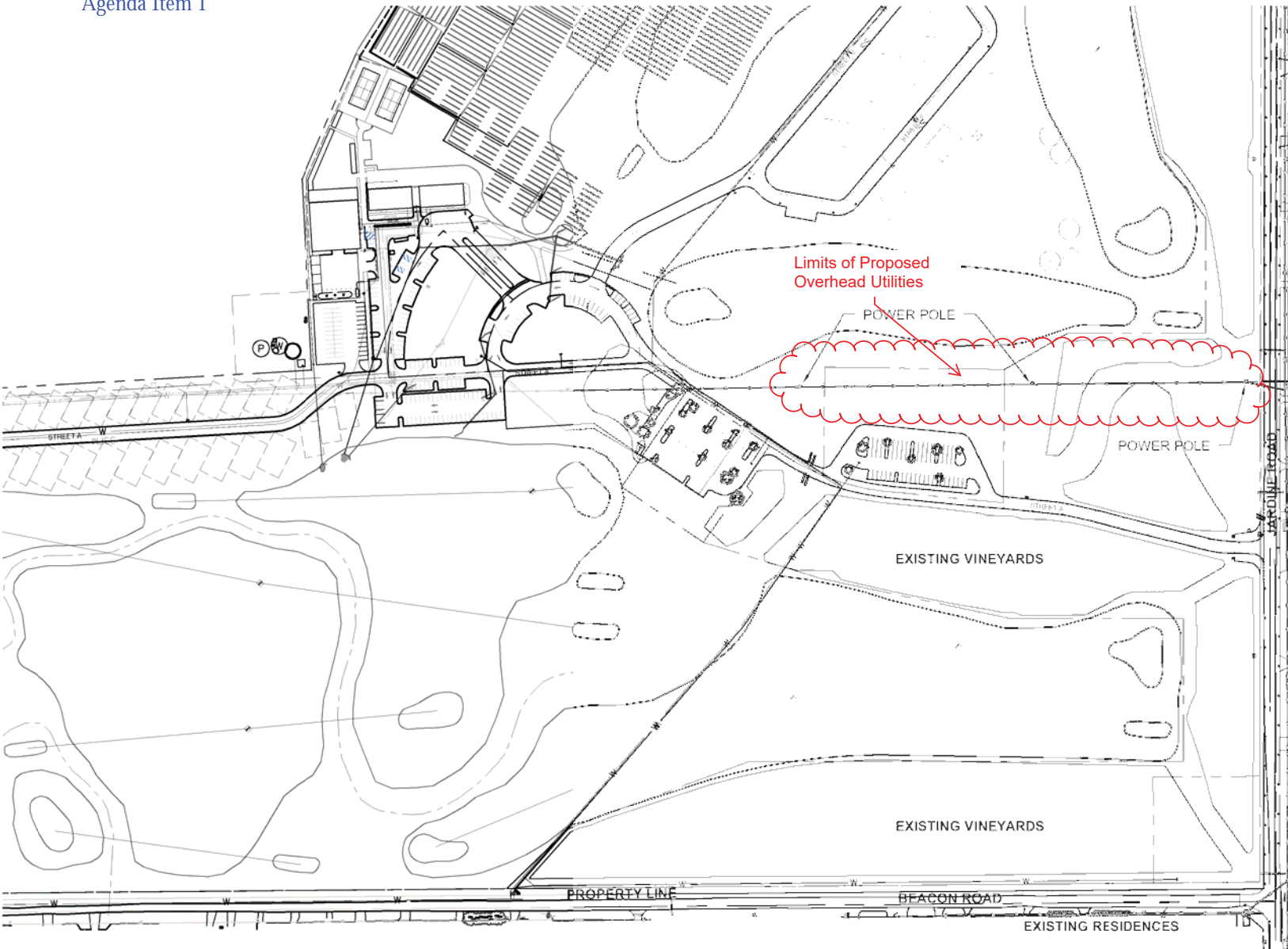
ATTEST:

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Bob Rollins, Chairperson

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Warren Frace, Planning Commission Secretary



DRAFT RESOLUTION 17-xxx

**A RESOLUTION OF  
THE PLANNING COMMISSION  
OF THE CITY OF EL PASO DE ROBLES  
APPROVING PLANNED DEVELOPMENT AMENDMENT (PD 15-004),  
FOR CABERNET LINKS RV RESORT  
5151 JARDINE ROAD, APN: 025-442-021 - 023 & 025-444-001 - 014**

WHEREAS, an application for Planned Development 15-004 and Conditional Use Permit 94-005 Amendment has been filed by Tom Erskine for development of a 290 space Recreational Vehicle (RV) resort within the existing Links Golf Course, and ancillary site improvements, as shown in the proposed Site Plan in Exhibit B; and

WHEREAS, in conjunction with PD 15-004 and CUP 94-005 Amendment, Vesting Tentative Tract Map 3088 has been submitted requesting to eliminate 39 existing lots created Tract 2716, and resubdivide the property into 19 lots, that would include the golf course, RV resort, vineyards, and future new resort compatible commercial uses; and

WHEREAS, the subject property is designated in the General Plan, Land Use Element as Business Park with Planned Development /Airport Overlays (BP/PD/AP), and the proposed project is consistent with the intent of the land use designation since the project would provide development of "... transient occupancy uses 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 Airport zoning district with Planned Development /Airport Overlays (AP/PD/AP), and the proposed RV Resort 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 two (2) different Airport Safety Zones, including Zones 3, and 5, 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 existing golf course, with minimal site disturbance preserving the majority of the property in its existing golf course setting, as shown in Exhibits D1 & D2; 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 February 28, 2017, on this project to accept public testimony on the Mitigated Negative Declaration and the proposed project. Comments were received from Native American Heritage Commission regarding noticing related to AB-52,

# Agenda Item 1

and the Cultural Resource Study for the project. The cultural resource mitigation measures were modified, and incorporated into the Mitigation Monitoring and Reporting Program and incorporated into the in compliance with CEQA; 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 transient lodging 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 AP/PD district conditionally permits hotels, and the site will maintain a significant portion of the site with the existing golf course while minimizing disturbance of the 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 “Winery/Agrarian” 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, the golf course, and the existing rural residential in the vicinity.



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NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby approve of Planned Development 15-004, 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 (Refer to Ex. A of Reso. B – Tract Res.)
B.	Cover Sheet
C1-C2.	Vesting Tentative Tract 3088
D.	RV Resort Phasing Plan
E1-E2.	Site Plan
F1-F7.	Conceptual Grading
G1-G7.	Utility Plans
H1-H7.	Lighting Plans
I1-I8.	Landscape Plans
J1-J3.	Building 1 & 2 Floor Plans & Elevations
K1-K2.	Building 3 Floor Plans & Elevations
L1-L3	Club House Floor Plans and Elevations
M1-M2	Shower Room Floor Plans and Elevations

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 construction permits have been issued and site work has begun, the approval of Planned Development 15-004 and Conditional Use Permit Amendment 94-005 shall expire on February 28, 2019. 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. Once the entitlements for Phase I have been exercised by the issuance of construction permits, phases II – IV would become vested and would not require time extension requests.
5. The project is proposed to be developed in 5 phases as shown on Exhibit D. In the event that the applicant wishes to change the phasing order, after verification from the City Engineer that there are no concerns, the DRC may approve the phasing changer request.

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6. Recreational vehicle parks are regulated by the State Department of Housing and Community Development. The City will not be issuing grading or building permits. In order to insure that the project mitigation measures and conditions of approval are satisfied in a timely manner (i.e. prior to the issuance of a grading permit, encroachment permit, or occupancy) an agreement shall be entered into between the applicants and the City outlining timing of project mitigation and condition completion. The agreement shall be subject to approval by the City Attorney and be executed prior to the State’s issuance of a grading or any building permit. City Attorney time and materials shall be paid by the applicants prior to execution of the Agreement.
7. Uses of Lots 1-12 of Vesting Tentative Tract 3088 shall be limited to the uses as outlined in the following Cabernet Links Permitted Use Table:

<b>Cabernet Links and RV Resort – Permitted Use Table</b>		
<b>Lot</b>	<b>Permitted Use</b>	<b>Development Review Process</b>
1	Links Golf Course and Cabernet Links RV Resort	Allowed use under PD 15-004 and CUP 94-005 Amendment, subject to conditions and mitigations outlined in Resolutions _____.  Special Events with more than 450 attendees shall obtain a City Temporary Use Permit to ensure compatibility with the Airport Land Use Plan and neighborhood compatibility.
2, 3	Vineyard Lot Use: <ul style="list-style-type: none"> <li>• Landscaping</li> <li>• Vineyards</li> <li>• Trails</li> <li>• Passive Recreation</li> </ul>	
4 – 9*	Winery / Wine Tasting	The development of Lots 4-8 are subject to the submittal of a Major Site Plan Review to be reviewed and approved by the DRC, unless the proposed building(s) are 10,000 or more square feet, then a development plan (PD) will be required.  The design of buildings for these lots shall utilize similar architecture, colors and materials as the buildings approved for the Cabernet Links and RV Resort.  *The development of Lot 9 will require approval of a development plan (PD).
	Brewery / Beer Tasting	
	Retail Commercial	
	Restaurants	
<p>Note: Any use besides the uses listed in this table is not permitted. If in the future a use is proposed that is listed as ‘Permitted’ or ‘Conditionally Permitted’ in Table 21.16.200 of the Zoning Code for the AP zone, an amendment to this table would be required to be approved by the Planning Commission as an amendment to PD 15-004 in order to establish the use.</p>		

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8. With the adoption of this Resolution, Resolutions 07-091, 07-092, and 07-093 for the Vista Del Hombre project shall be superseded.
9. Vesting Tentative Tract 3088 shall be recorded prior to the issuance of construction permits for Phase I of the development plan for the project.
10. 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.
11. The maximum length of stay for any RV space is 30 consecutive days.
12. Prior to the issuance of a building permit, the Development Review Committee (DRC) shall review the following items to insure substantial compliance with the above listed Exhibits:
  - Final site details such as landscaping, decorative paving, benches, exterior lighting and any other site planning details;
  - Architectural elevations, including final materials, colors and details;
  - Equipment such as back flow devices, transformers, a/c condensers and appropriate screening methods for both views and noise;
  - Final grading and drainage plans.
  - Signage
13. Prior to the issuance of a grading permit, an archeological survey shall be conducted.
14. If human remains are encountered during project activities, work within 25 feet of the discovery should be redirected and the San Luis Obispo County Coroner notified immediately. At the same time, an archaeologist should be contacted to assess the situation and consult with agencies as appropriate. The project proponent should also be notified. Project personnel should not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the NAHC within 24 hours of this identification. The NAHC will identify a Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.
15. 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.
16. No underground or aboveground storage of hazardous materials shall be allowed on-site without first obtaining City approval.
17. 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.
18. 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).
19. The project shall be revised to provide a 25-foot buffer between the RV sites that back up to the neighboring vineyard property boundary/fence. As part of the rules and regulations, RV guests shall be made aware that the resort is adjacent to vineyard land, where farming activities will take place.

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20. The use and occupancy of the RV Resort and golf course shall conform to the floor plans as shown in Exhibits I and J. Occupancy of the buildings shall comply with density limitation of the Airport Land Use Plan, Zones 3 and 5 as follows:

Zone 3: No development shall be permitted.

Zone 5: The use intensity of this activity shall not exceed an average of 150 persons per gross acre, maximum 450 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 RV resort density will be calculated on an average of 1.8 persons per recreational vehicle to be occupied as a suite; plus one person per 60 sq. ft. floor area of any restaurants, club house; plus one person per 10 sq. ft. of floor area of meeting rooms shall be permitted.

### Engineering Division Conditions:

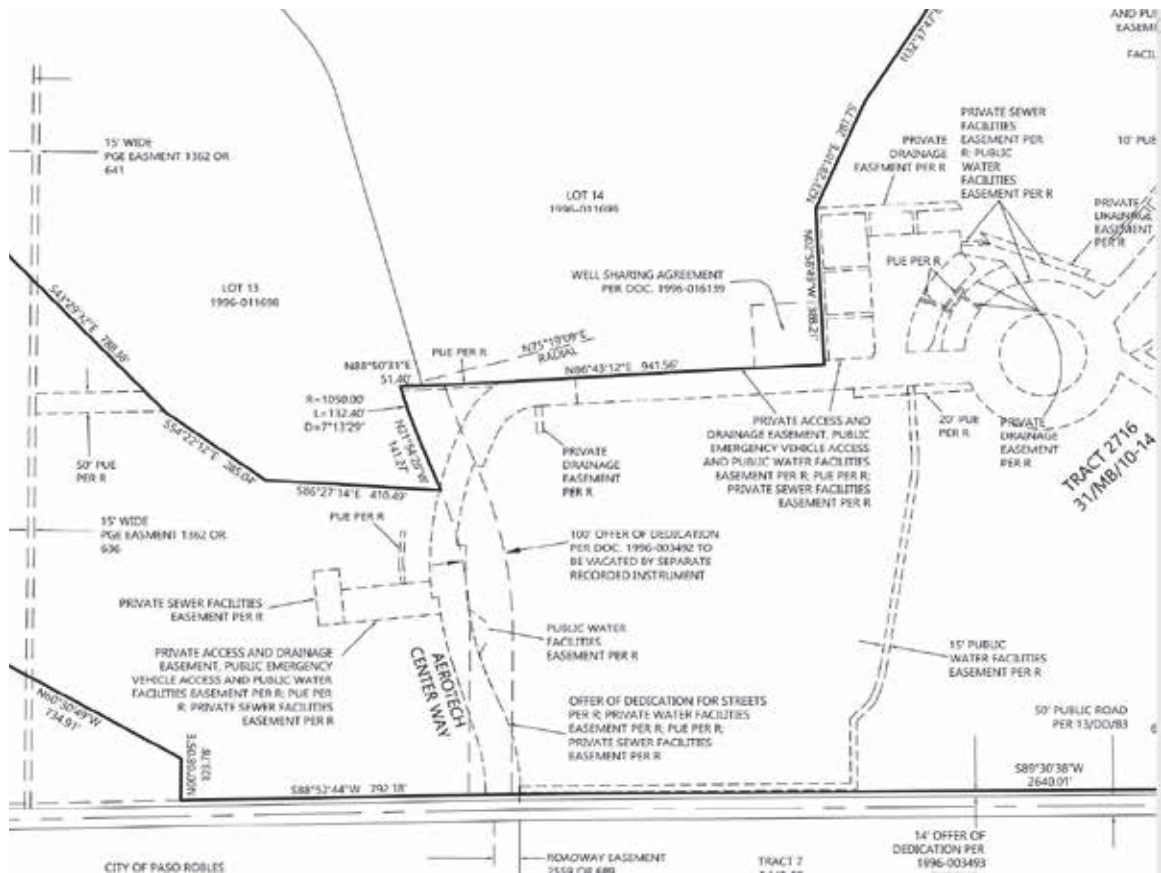
21. The Jardine Road frontage shall be improved as follows:

- a) The full width of Jardine Road paving shall be rehabilitated from Beacon Road to the project entrance in accordance with plans approved by the City Engineer prior to occupancy of Phase I.
- b) The full width of Jardine Road paving shall be rehabilitated from the south project entrance to the north project entrance in accordance with plans approved by the City Engineer prior to occupancy of Phase III. The applicant will be responsible for the cost of the paving west of centerline on this portion of the project.
- c) The full width of Jardine Road paving shall be rehabilitated from the north project entrance to the north boundary of the project in accordance with plans approved by the City Engineer prior to occupancy of Phase IV. The applicant will be responsible for the cost of the paving west of centerline on this portion of the project.

22. The request for the use of an on-site septic system shall be approved by the City Council. The septic system shall be designed in a manner to be approved by the Regional Board. The applicant may choose to work with the City to provide an alternative waste water system that would connect to the City's sanitary sewer system, thereby eliminated the need for an on-site septic system.

23. Prior to recordation of the final map, interest in private easements (Aerotech Center Way extension) encumbering the property must be resolved as well as alternative access to land-locked parcels within the adjacent vineyards. If the easement cannot be adjusted, the project master plan shall be redesigned to accommodate the existing easement alignment, subject to approval by the Development Review Committee.

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## Mitigation Mesures:

- FIRE - 1: Provide minimum 60,000 gallon water storage tank and any necessary infrastructure. Plans to be reviewed and approved by the Emergency Services Department. The applicant may choose to work with the City to provide an additional looped water line connection to the City's water system that satisfies the fire flow requirements. If this looped water system satisfies the fire flow requirement as determined by the City, the 60,000 gallon water storage tank would not be required.
- HYD-1: Ground Water. The project shall be redesigned so that there will be no more demand on ground water pumping than the projects historic rate.
- HYD-2: Well Metering. All on- and off-site wells permitted for use with this project shall have well meters installed per Public Works standards prior to recordation of the first subdivision map.

## Agenda Item 1

- 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.
  - c. Reclaimed (non-potable) water should be used whenever possible.
  - d. All dirt stock pile areas should be sprayed daily as needed.
  - e. 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;
  - f. 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.
  - g. 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.
  - h. 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.
  - i. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
  - j. 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.
  - k. 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.
  - l. 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.
  - m. The burning of vegetative material shall be prohibited.
  - n. 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.
  - o. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.
  - p. Divert 65 percent of non-hazardous construction or demolition debris.

# Agenda Item 1

- AQ-2: To reduce operational emissions, the proposed project shall implement the following measures.
- a. 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.
  - 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. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.
  - d. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.
  - e. Provide a designated parking space for alternatively fueled vehicles.
  - f. The project site shall be designed to minimize barriers to pedestrian access, internally links all uses, and connects to all existing or planned external streets, public transit, and pedestrian facilities contiguous with the project site.
  - g. 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).
  - h. 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.)
  - i. Install water conservation measures sufficient to meet, at a minimum, CALGreen Tier 1 standards for water efficiency and conservation.
  - j. The project shall be designed to incorporate the future installation of solar photovoltaic systems to serve the proposed RV park.
  - k. To the extent locally available, utilize pre-finished building materials or materials that do not require the application of architectural coatings.
  - l. Install energy-efficient appliances and building components sufficient to achieve overall reductions in interior energy use beyond those required at the time of development by CalGreen standards.
  - m. Install roofing material with a solar reflectance values meeting the EPA/DOE Energy Star rating to reduce summer cooling needs.
  - n. Provide a minimum of one on-site level two electrical vehicle (EV) charging station with sufficient electrical capacity for future expansion to add a minimum of three additional EV stations.
  - o. Utilize high efficiency lights in parking lots, streets, and other public areas.

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

- a. Implement Mitigation Measure AQ-1.
- 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>.

## Agenda Item 1

- 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 in accordance with 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.
- BR-1. Soil disturbance for the Project exceeds one acre. Prior to the onset of construction, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared. The SWPPP shall contain Best Management Practices (BMPs) to prevent pollutants from leaving the site and entering waters of the State."
- BR-2. Biodegradable fiber rolls shall be installed pursuant to Caltrans Fiber Roll Detail SC-5, available at <http://www.dot.ca.gov/hq/construc/stormwater/SC-05.pdf>. To minimize the risk of ensnaring and strangling wildlife, coir rolls, erosion control mats or blankets, straw or fiber wattles, or similar erosion control products shall be comprised entirely of natural-fiber, biodegradable materials. No "photodegradable" or other plastic erosion control materials shall be used.



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- BR-3. Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist or 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-4. Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the drip-line or CRZ of the tree (whichever distance is greater), and trunk damage
- BR-5. If ground disturbance is proposed within the drip line or CRZ an oak tree protection plan shall be prepared and approved by the City of Paso Robles.
- BR-6. Impacts to oak trees shall be assessed by a licensed arborist. Mitigations for impacted trees shall comply with the City of Paso Robles tree ordinance.
- BR-7. Within one week of ground disturbance activities, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. 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. A preconstruction 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. A map of the Project site and nest locations shall be included with the report. The Project biologist conducting the nesting survey shall have the authority to reduce or increase the recommended buffer depending upon site conditions.
- BR-8. Occupied nests of special status bird species shall be mapped using GPS or survey equipment. Work shall not be allowed within a 100 foot buffer while the nest is in use. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.
- BR-9. Occupied nests of special status bird species that are within 100 feet of project work areas shall be monitored at least every two weeks through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.
- BR-10. A pre-construction survey shall be conducted within thirty days of beginning work on the site to identify if badgers are using the site. 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 area of disturbance, and shall examine both old and new dens. 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 1st and February 1st 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

# Agenda Item 1

wildlife biologist for the area shall be contacted to review current allowable management practices that may include encouraging badgers to move offsite and/or trapping and relocation.

BR-11. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles, Community Development Department (see contact information below) 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:

- 34.68 acres for Phase 1
- 51.6 acres for Phase 2
- 30.84 acres for Phase 3
- 19.5 acres for Phase 4
- 23.88 acres for Phase 5

160.5 acres total for all phases 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 Wildlife and the City. This mitigation alternative 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 CDFW 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:

- \$86,700 for Phase 1
- \$129,000 for Phase 2
- \$77,100 for Phase 3
- \$48,750 for Phase 4
- \$59,700 for Phase 5, or
- \$401,250 total for all phases.

This fee is calculated based on the current cost-per-unit of \$2500 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 CDFW provides written notification about your mitigation options but prior to City permit issuance and initiation of any ground disturbing activities.

## Agenda Item 1

- c. Purchase credits in a CDFW-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 (see contact information below). 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:

\$86,700 for Phase 1  
\$129,000 for Phase 2  
\$77,100 acres for Phase 3  
\$48,750 for Phase 4  
\$59,700 for Phase 5, or  
\$401,250 total for all phases.

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-12. 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. preconstruction) 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, diking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures. 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. 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.

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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-13. 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-14. 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-15. 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.

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- BR-16. 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-17. 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-18. 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-19. 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-20. 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-21. 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.

# Agenda Item 1

PASSED AND ADOPTED THIS 28<sup>th</sup> day of February, 2017 by the following Roll Call Vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Bob Rollins, Chairperson

ATTEST:

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Warren Frace, Secretary of the Planning Commission

**APPLICANT**

VINA VISTA, LLC.  
 P.O. BOX 510, PASO ROBLES, CA 93447  
 (805) 239-5111

**CONSULTANT TEAM**

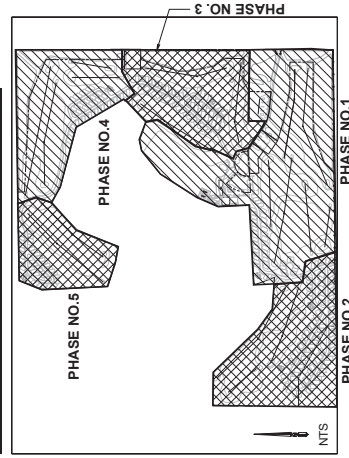
**DEVELOPMENT PLANNING CONSULTANT**  
 LANDSITE, INCORPORATED  
 P.O. BOX 378, CAYUCOS, CA 93430  
 (805) 995-1618

**CIVIL ENGINEER / LANDSCAPE ARCHITECT**  
 WALLACE GROUP  
 612 CLARION COURT, SAN LUIS OBISPO, CA 93401  
 (805) 544-4011

**ARCHITECT**  
 KEN W. NAGAHARA  
 610 10TH STREET, SUITE A, PASO ROBLES, CA 93446  
 (805) 610-7006

**LAND SURVEYOR**  
 DAKOS LAND SURVEYS  
 7600 MORRO ROAD, ATASCADERO, CA 93442  
 (805) 486-2445

**PHASING PLAN**



# THE CABERNET LINKS & RV RESORT

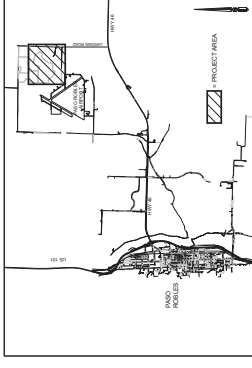
## PASO ROBLES, CALIFORNIA

**CONCEPT SITE PLAN**

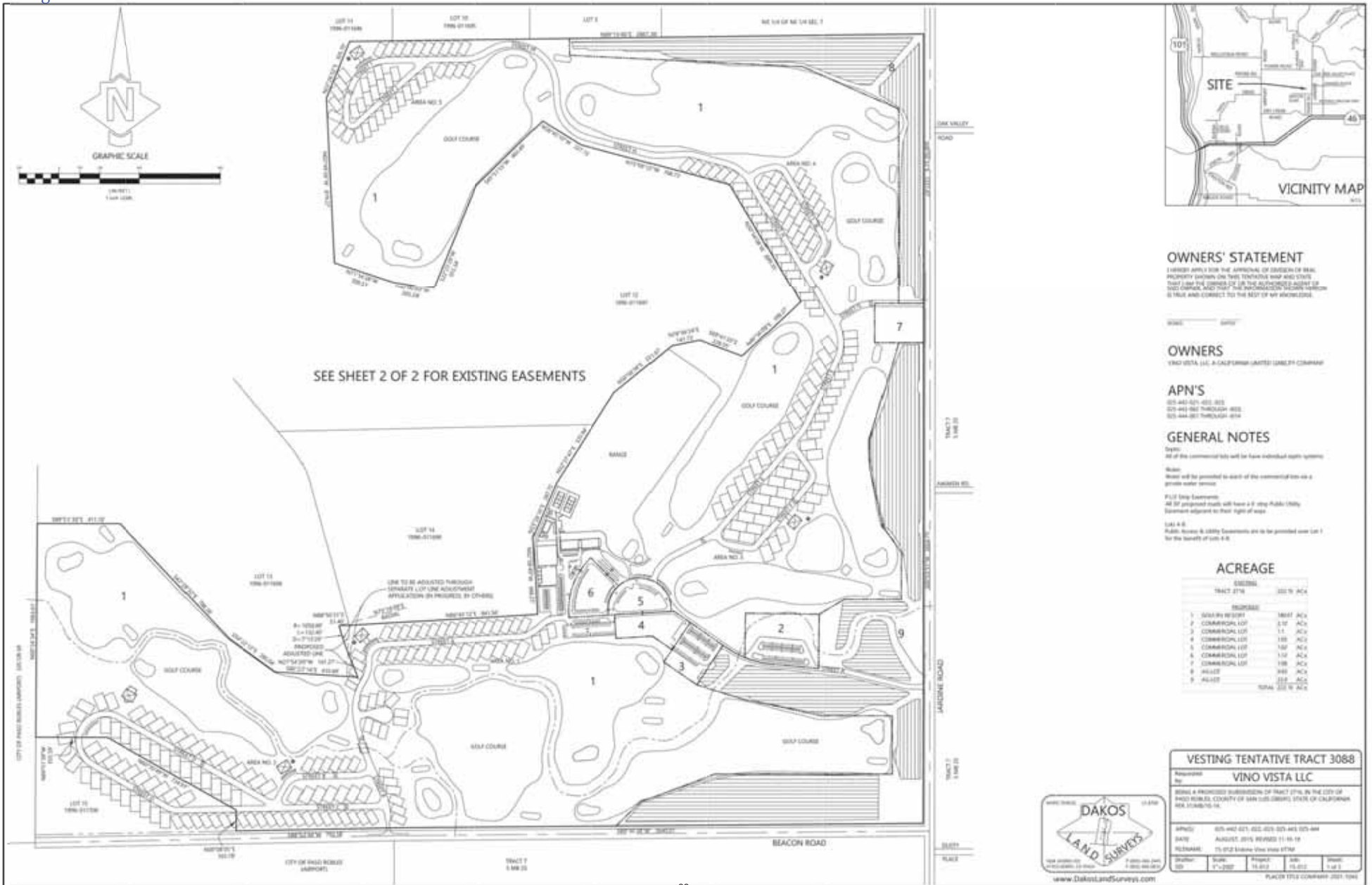


Exhibit B

**VICINITY MAP**



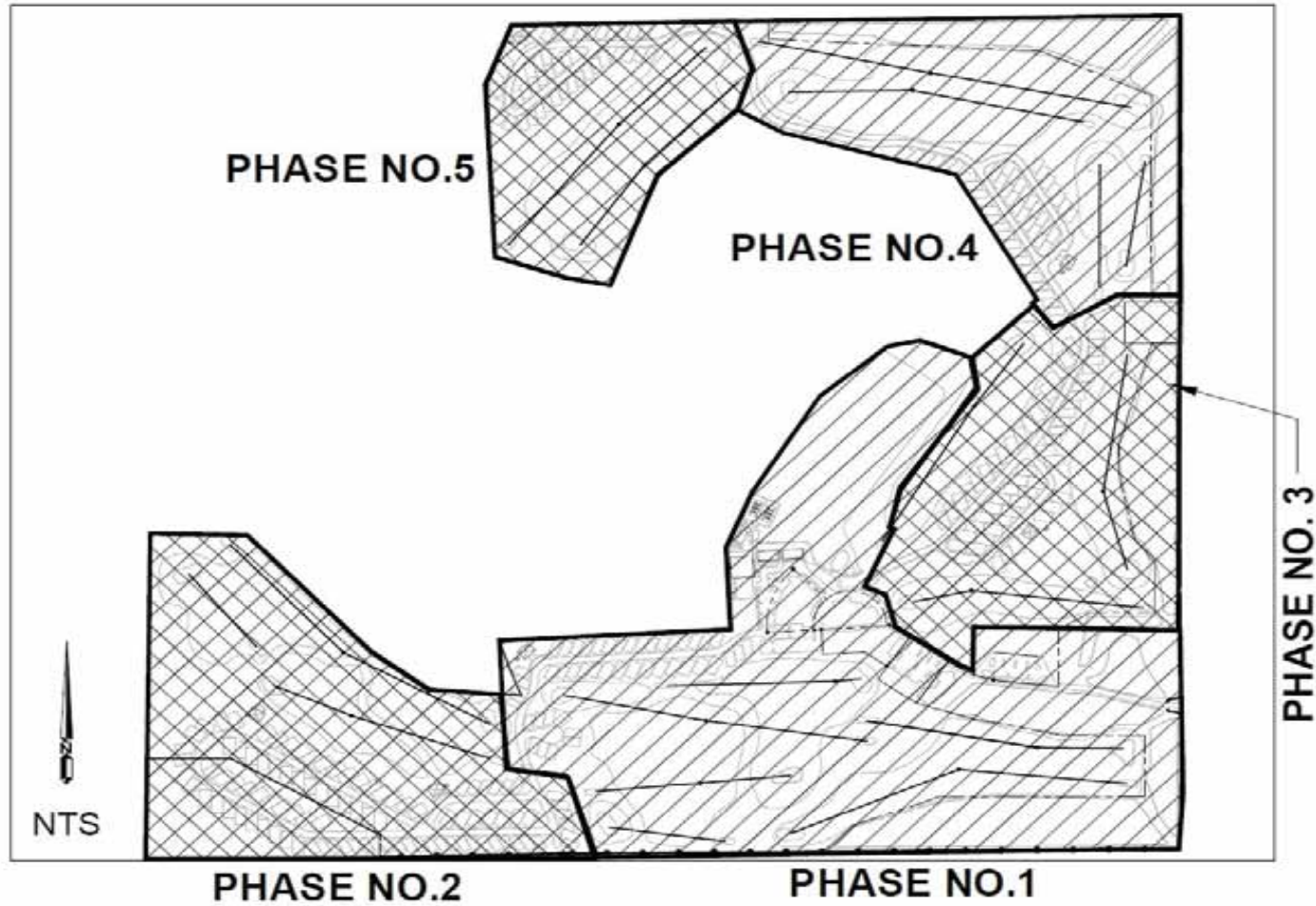
Sheet Number	Sheet Title
Cover	Cover Sheet
CS1.0	Terminative Map
VI.0	Visiting Tentative Map
VI.1	Visiting Tentative Map
Site Map	Site Map
C2.0	Concept Site Plan
C2.1	Utilities & Parking Site Plan
Grading Plan	Grading Plan
C3.1	Conceptual Grading
C3.2	Conceptual Grading
C3.3	Conceptual Grading
C3.4	Conceptual Grading
C3.5	Conceptual Grading
C3.6	Conceptual Grading
C3.7	Conceptual Grading
Utility Plan	Utility Plan
C4.1	Conceptual Utilities
C4.2	Conceptual Utilities
C4.3	Conceptual Utilities
C4.4	Conceptual Utilities
C4.5	Conceptual Utilities
C4.6	Conceptual Utilities
C4.7	Conceptual Utilities
Lighting Plan	Lighting Plan
E1.1	LIGHTING PLAN
E1.2	LIGHTING PLAN
E1.3	LIGHTING PLAN
E1.4	LIGHTING PLAN
E1.5	LIGHTING PLAN
E1.6	LIGHTING PLAN
E1.7	LIGHTING PLAN
Landscape	Landscape
L1.1	Planting Plan
L1.2	Planting Plan
L1.3	Planting Plan
L1.4	Planting Plan
L1.5	Planting Plan
L1.6	Planting Plan
L1.7	Planting Plan
L1.8	Details
Architectures	Architectures
A1.1	BELOS 1 & 2 - FLOOR PLAN
A2	BELOS 1 & 2 - UPPER LEVEL ELEVATIONS
A3	BELOS 1 & 2 - ELEVATIONS
A4	BELOS 3 - FLOOR PLAN
A5	BELOS 3 - ELEVATIONS
A6	CLUB HOUSE - FLOOR PLAN
A7	CLUB HOUSE - ELEVATIONS
A8	SHOWERS & LAUNDRY - FLOOR PLAN
A9	SHOWERS & LAUNDRY - ELEVATIONS
A10	SHOWERS & LAUNDRY - ELEVATIONS

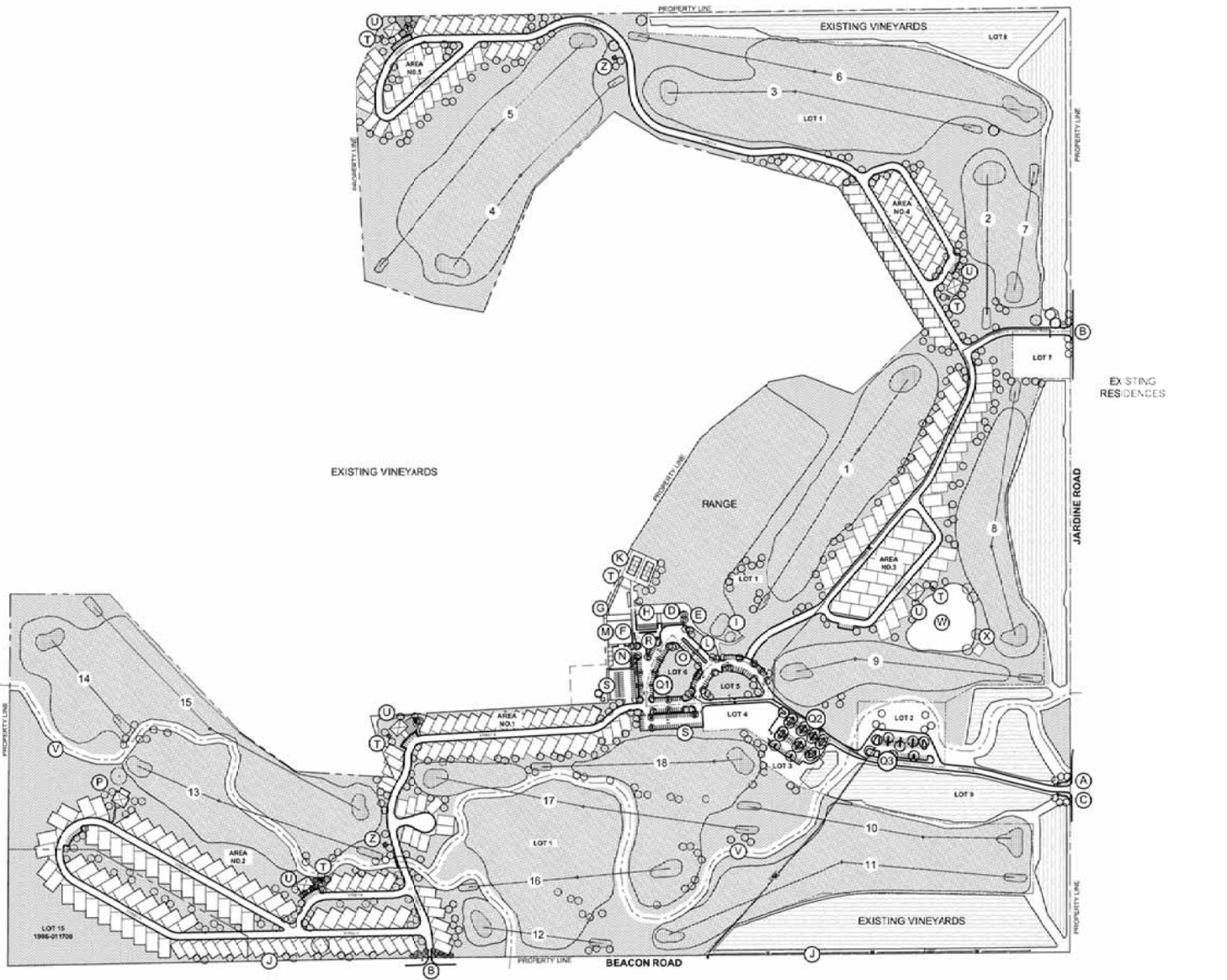






# PHASING PLAN





LEGEND

- LARGE TREE
- SMALL TREE
- EXISTING VINEYARD
- OVERFLOW PARKING
- PROJECT ENTRANCE
- EMERGENCY INGRESS / EGRESS (JARDINE RD ENTRANCE OPEN TO PUB. USE FOR LOT 7)
- ENTRY MONUMENT
- PRO SHOP / CLUBHOUSE / RESTAURANT
- RV & GOLF CHECK-IN / CLUBHOUSE
- RESORT RECREATION FACILITY (SHOWERS, TENTS AND RESTROOMS)
- RESORT POOL AREA
- BANQUET ROOM
- GOLF PRACTICE FACILITY
- DEER FENCE ALONG BEACON RD. - 8' MIN. HIGH
- TENNIS COURTS / PICKLE BALL
- CART STAGING
- INDOOR CART STORAGE
- MAINTENANCE YARD
- PARKING AREA INGRESS - EGRESS
- W/P CLUBHOUSE
- PARKING LOTS (SEE TABLE BELOW)
- HANDICAP PARKING
- OVERFLOW PARKING
- RESORT SPA TUB
- RV RESTROOM / SHOWER / LAUNDRY FACILITY
- EXISTING DRAINAGE WAY
- EXISTING POND
- EXISTING PUMP HOUSE
- GOLF RESTROOMS

PARCEL ACREAGE CHART

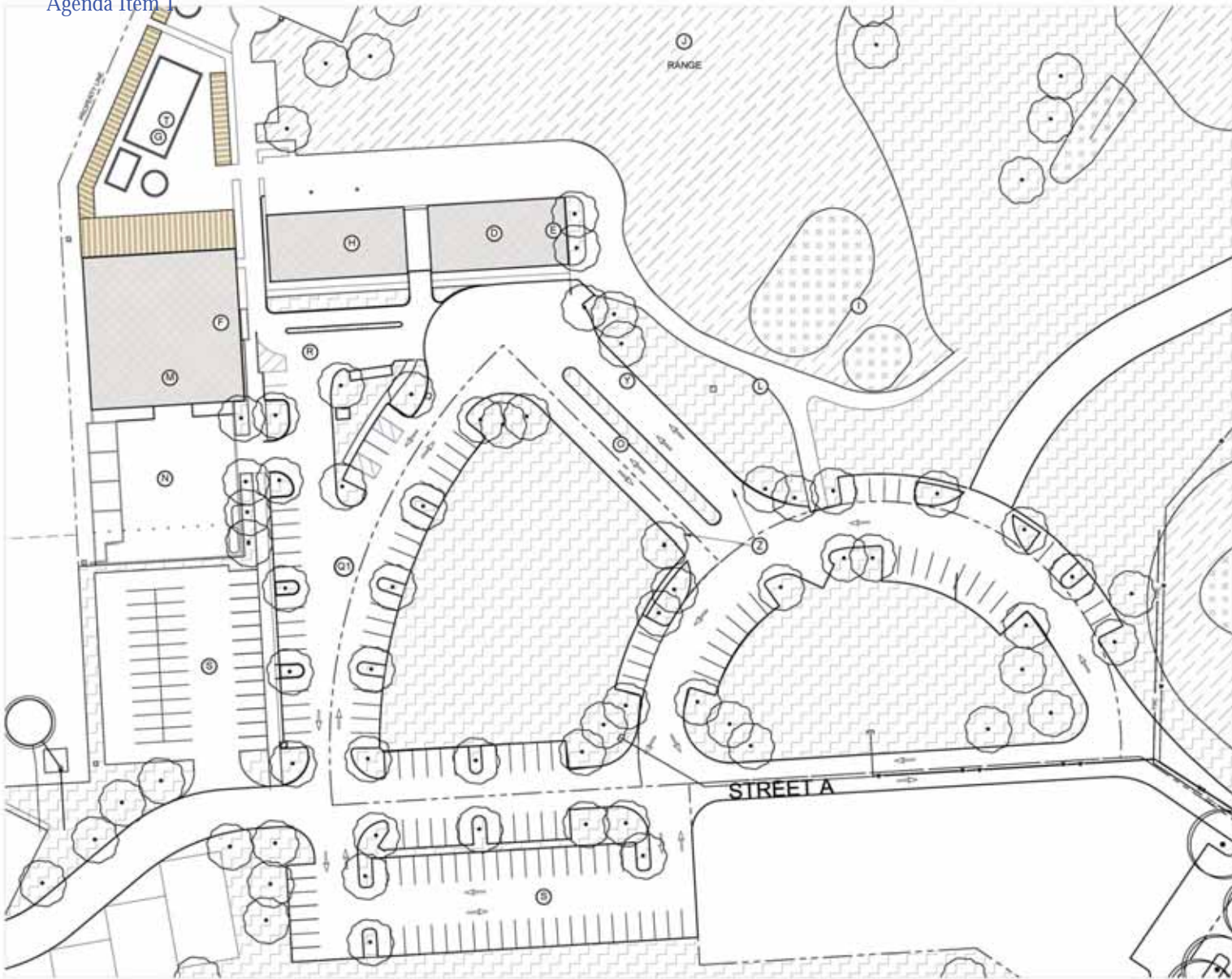
ORIGINAL ACREAGE		TRACT 2716 222.19 AC±	
PROPOSED ACREAGE			
1	180.66 AC±	GOLFPRY & CLUBHOUSE	
2	2.12 AC±	COMMERCIAL	
3	1.10 AC±	COMMERCIAL	
4	1.05 AC±	COMMERCIAL	
5	1.02 AC±	COMMERCIAL	
6	1.12 AC±	COMMERCIAL	
7	1.08 AC±	COMMERCIAL	
8	9.93 AC±	AGRICULTURAL	
9	23.91 AC±	AGRICULTURAL	
TOTAL	222.19 AC±		

PHASE SCHEDULE

PHASE	AREA	UNITS	RV UNIT COUNT
PHASE 1	AREA NO. 1	47 UNITS	30' X 60' 2 UNITS
	LOT 2, 3, 4, 5, 6		40' X 70' 174 UNITS
PHASE 2	AREA NO. 2	96 UNITS	50' X 80' 114 UNITS
	TOTAL		290 UNITS
PHASE 3	AREA NO. 3	56 UNITS	
PHASE 4	LOT 7		
	AREA NO. 4	49 UNITS	
PHASE 5	AREA NO. 5	42 UNITS	
	TOTAL	290 UNITS	

PARKING COUNT

PARKING (Q1)	101 SPACES
PARKING (Q2)	75 SPACES
PARKING (Q3)	57 SPACES
HANDICAP PARKING	5 SPACES
OVERFLOW PARKING	84 SPACES
PARK (RESTROOM/GUEST)	52 SPACES
TOTAL	374 SPACES



LEGEND



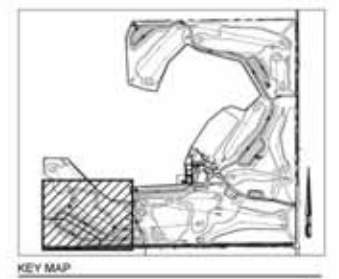
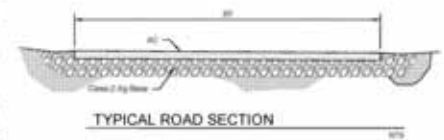
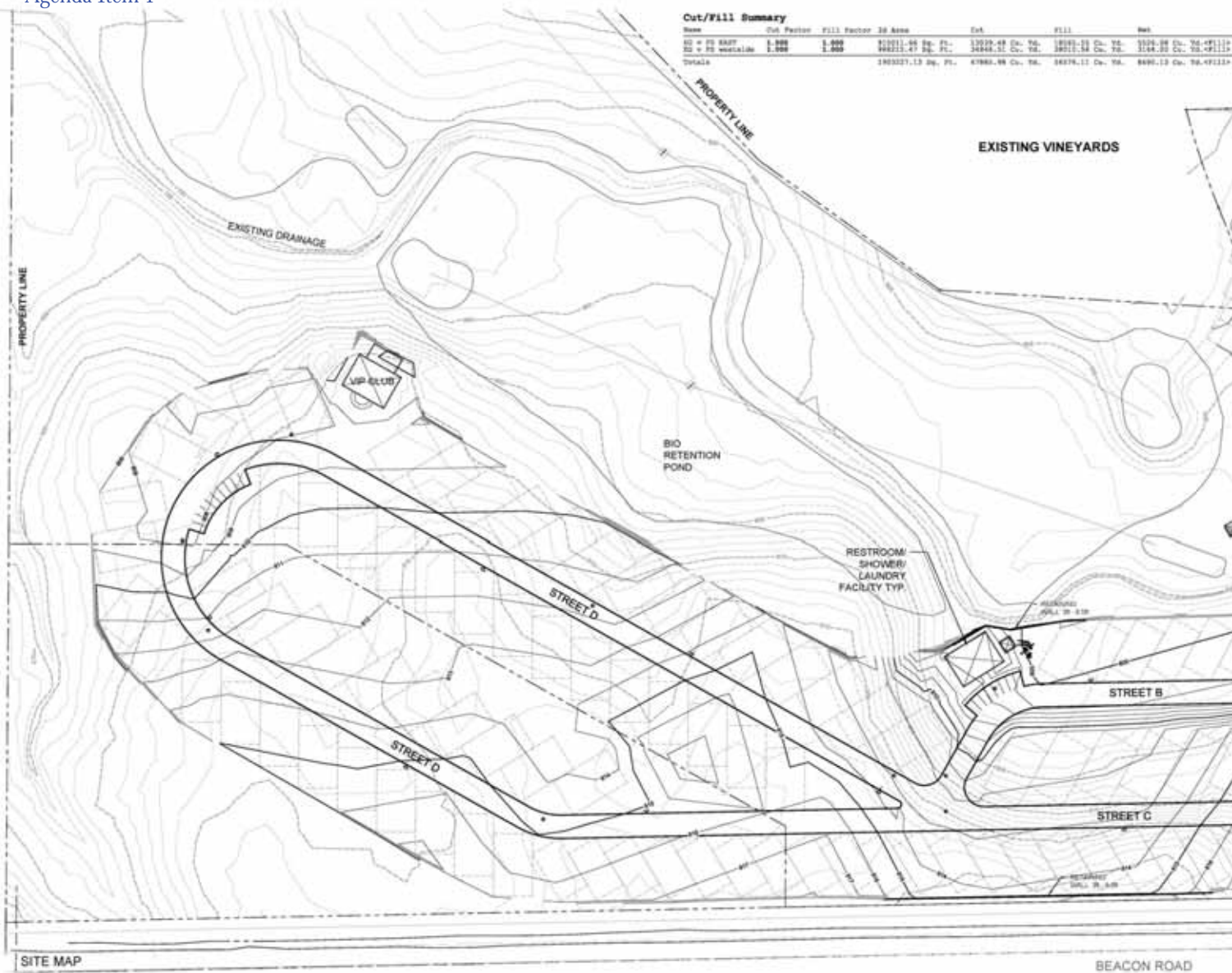
- A PROJECT ENTRANCE
- B 15' EMERGENCY INGRESS / EGRESS, BEACON ROAD
- C ENTRY MONUMENT
- D PRO SHOP / CLUBHOUSE / RESTAURANT LOUNGE
- E RV & GOLF CHECK-IN / CLUBHOUSE
- F RESORT RECREATION FACILITY (SHOWERS, LOCKERS, AND RESTROOMS)
- G RESORT POOL AREA
- H BANQUET ROOM
- I GOLF PRACTICE GREENS
- J GOLF DRIVING RANGE
- K TENNIS COURTS / PICKLE BALL
- L CART STAGING
- M INDOOR CART STORAGE
- N MAINTENANCE YARD
- O PARKING AREA INGRESS - EGRESS
- P VIP CLUBHOUSE
- Q PARKING LOTS (SEE TABLE SHEET C2-D)
- R HANDICAP PARKING
- S OVERFLOW PARKING
- T RESORT SPA TUB
- U RV RESTROOM / SHOWER / LAUNDRY FACILITIES
- V EXISTING DRAINAGE WAY
- W EXISTING POND
- X EXISTING PUMP HOUSE
- Y TEMPORARY RV CHECK IN STAGING AREA
- Z GUEST INGRESS / EGRESS

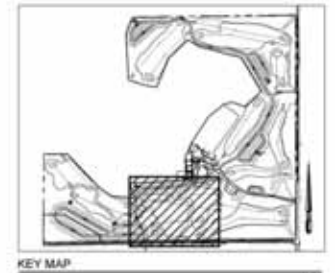
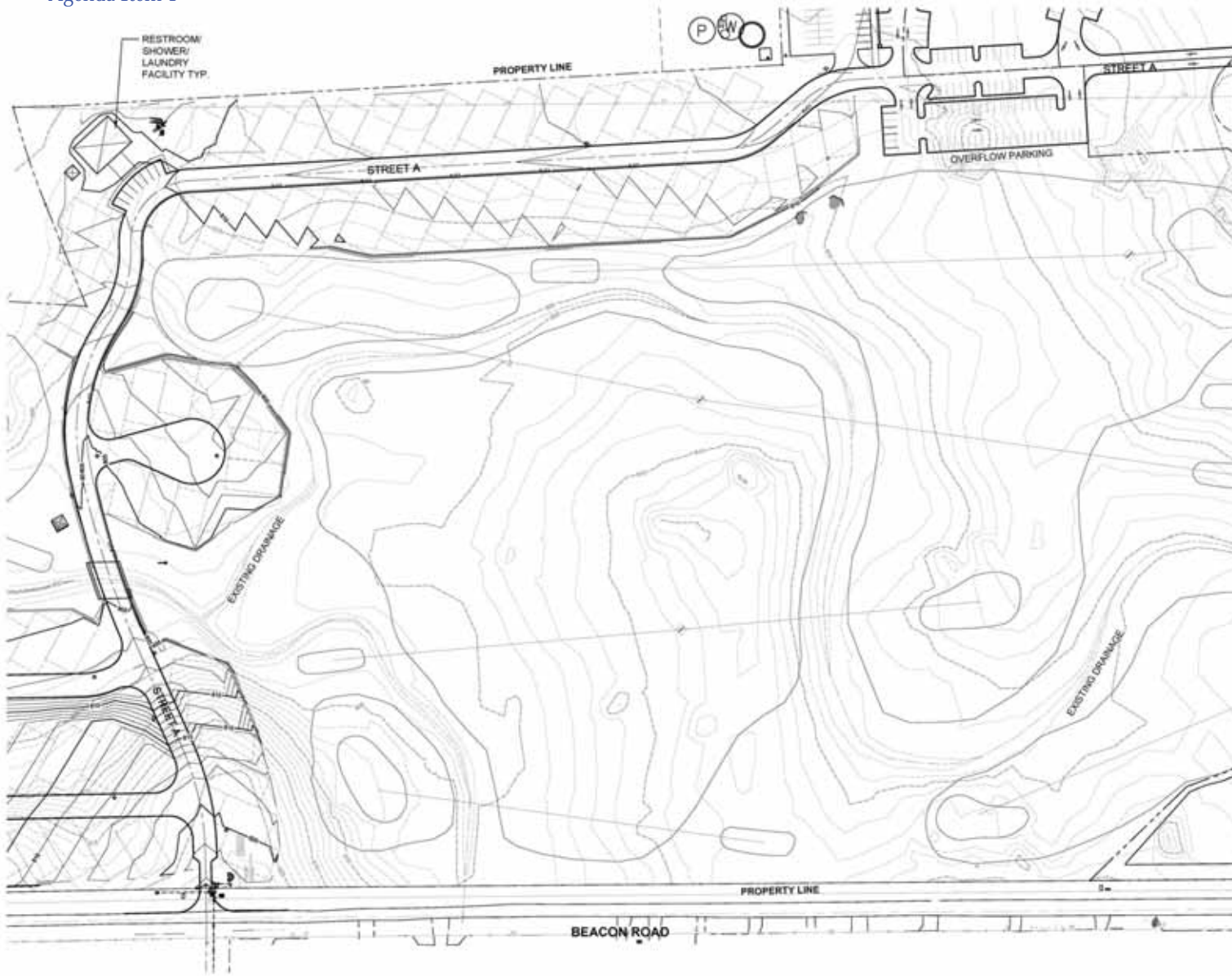


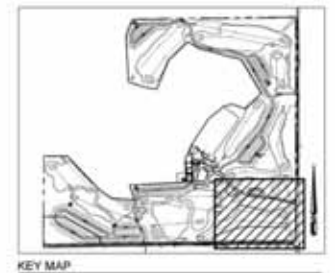
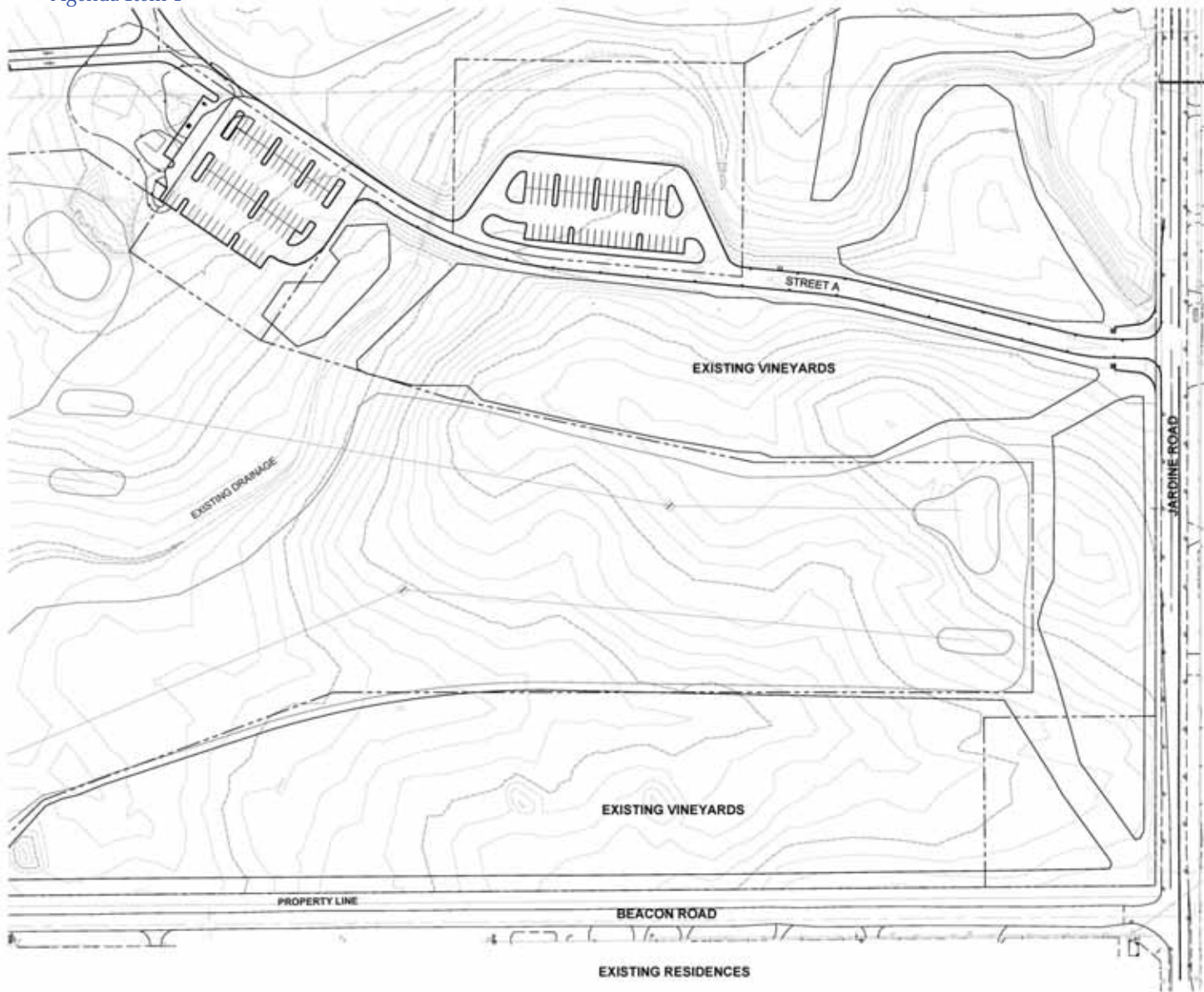
KEY MAP

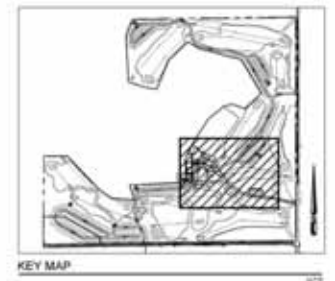
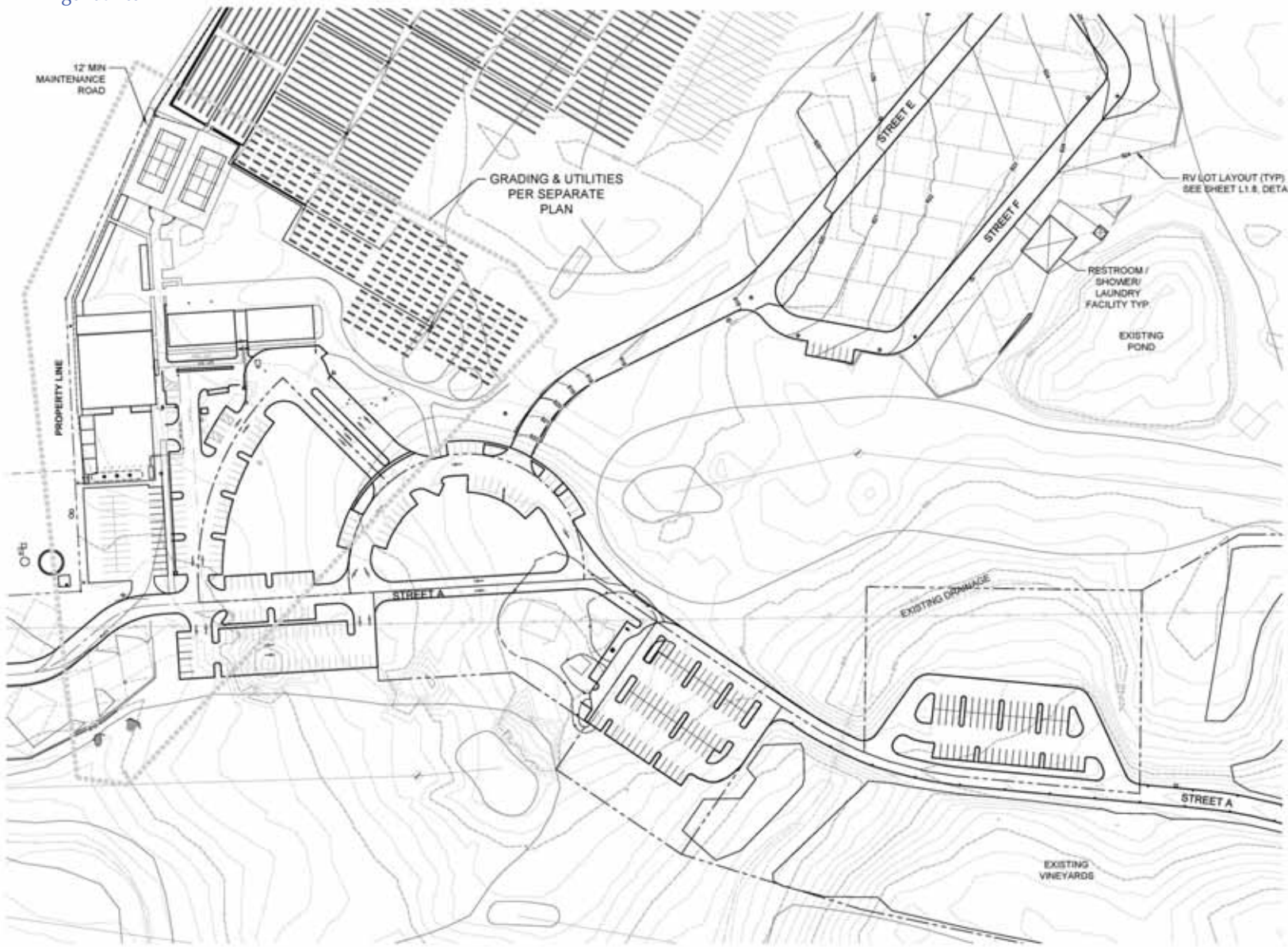
**Cut/Fill Summary**

Name	Cut Factor	Fill Factor	SS Area	Est.	Fill	Vol.
RD - 20 EAST	1.000	1.000	820211.45 Sq. Ft.	12029.48 Cu. Yd.	18289.23 Cu. Yd.	15274.28 Cu. Yd. (4511)A
RD - 20 Westside	1.000	1.000	862211.47 Sq. Ft.	24944.21 Cu. Yd.	28511.84 Cu. Yd.	1144.63 Cu. Yd. (4511)A
<b>Totals</b>			<b>1682422.92 Sq. Ft.</b>	<b>47983.69 Cu. Yd.</b>	<b>46801.07 Cu. Yd.</b>	<b>4000.65 Cu. Yd. (4511)A</b>

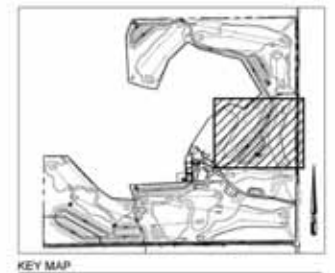
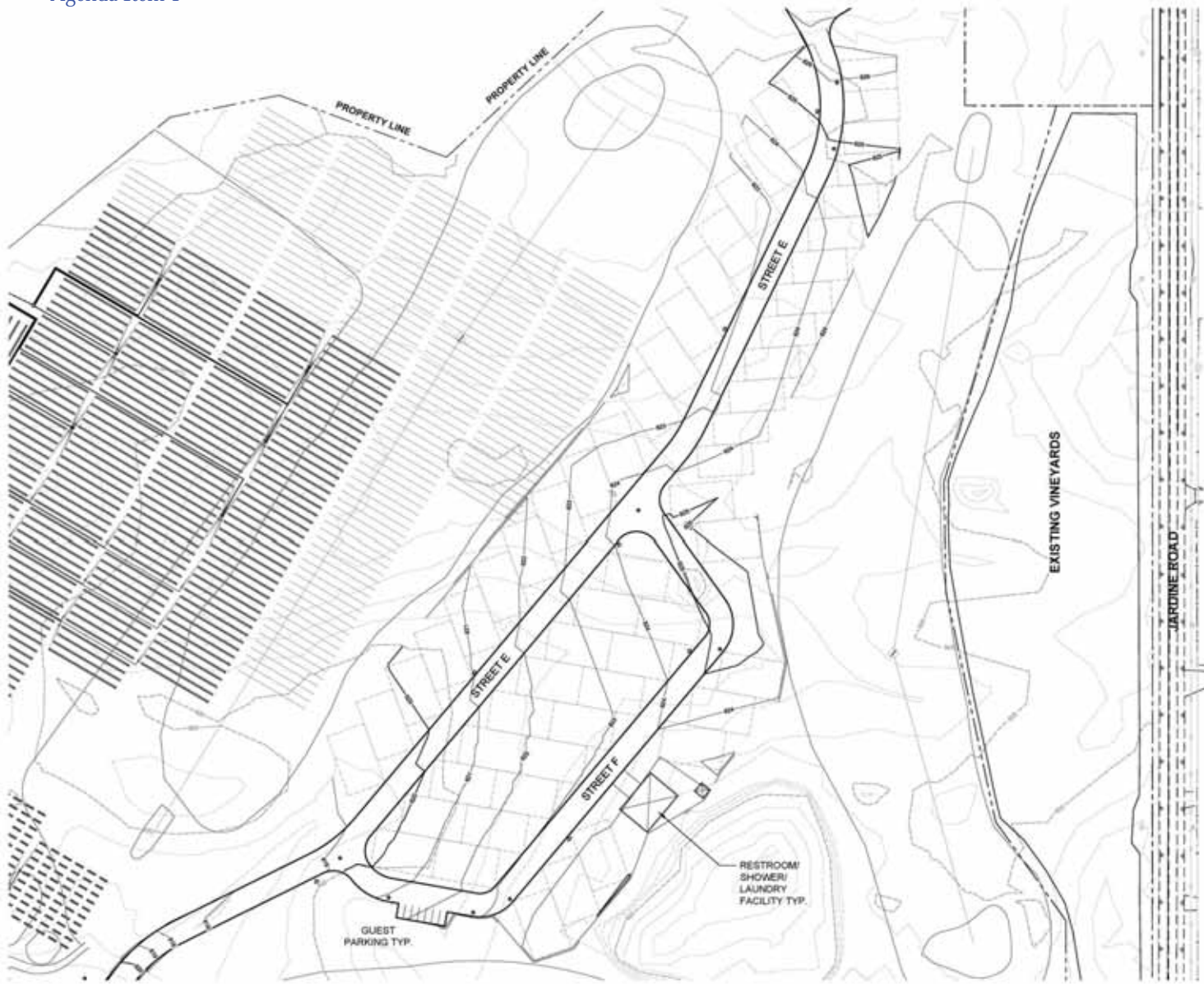


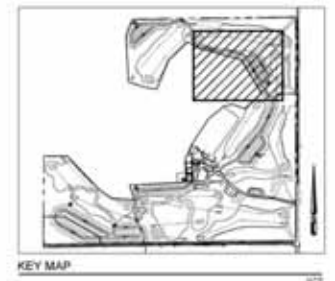


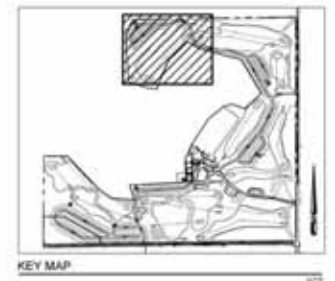
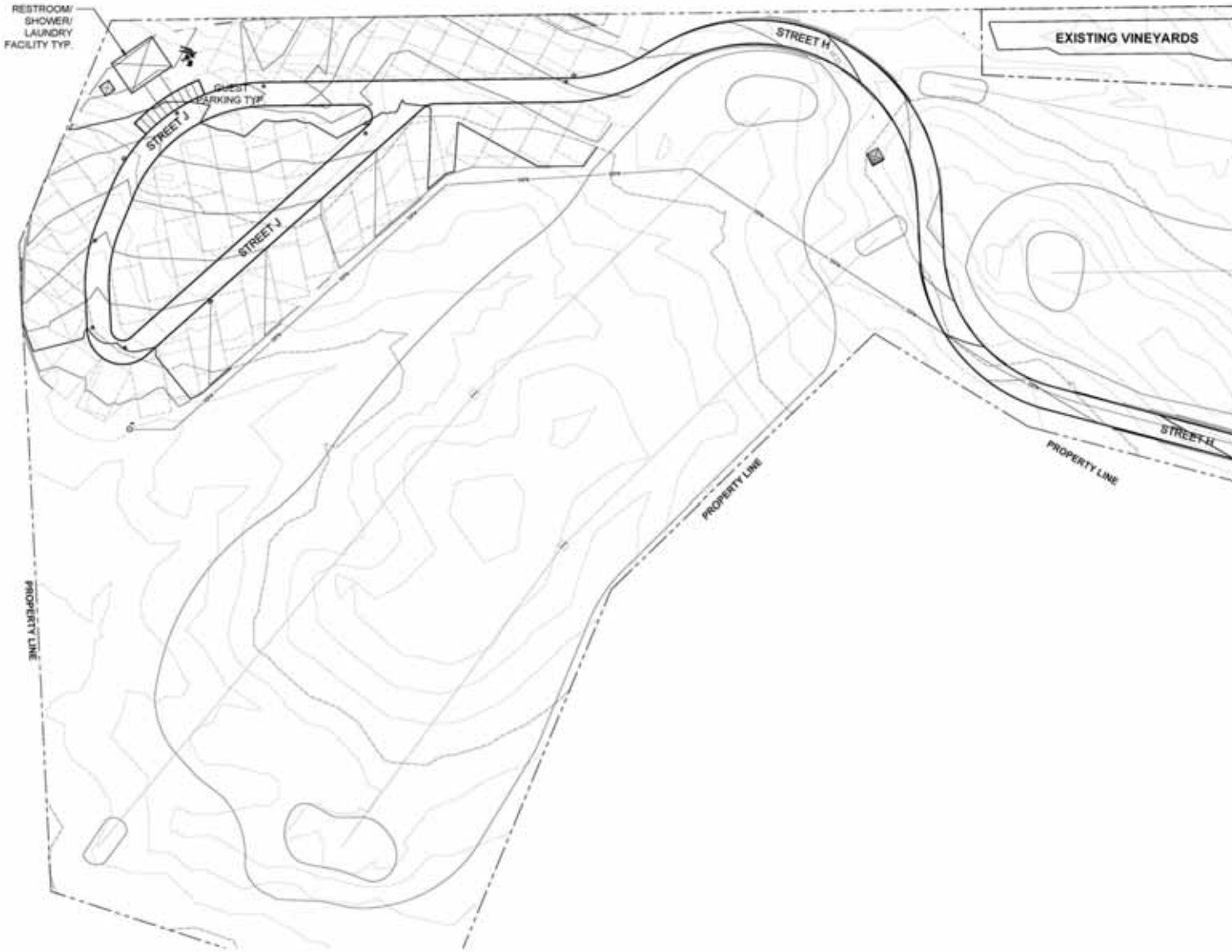


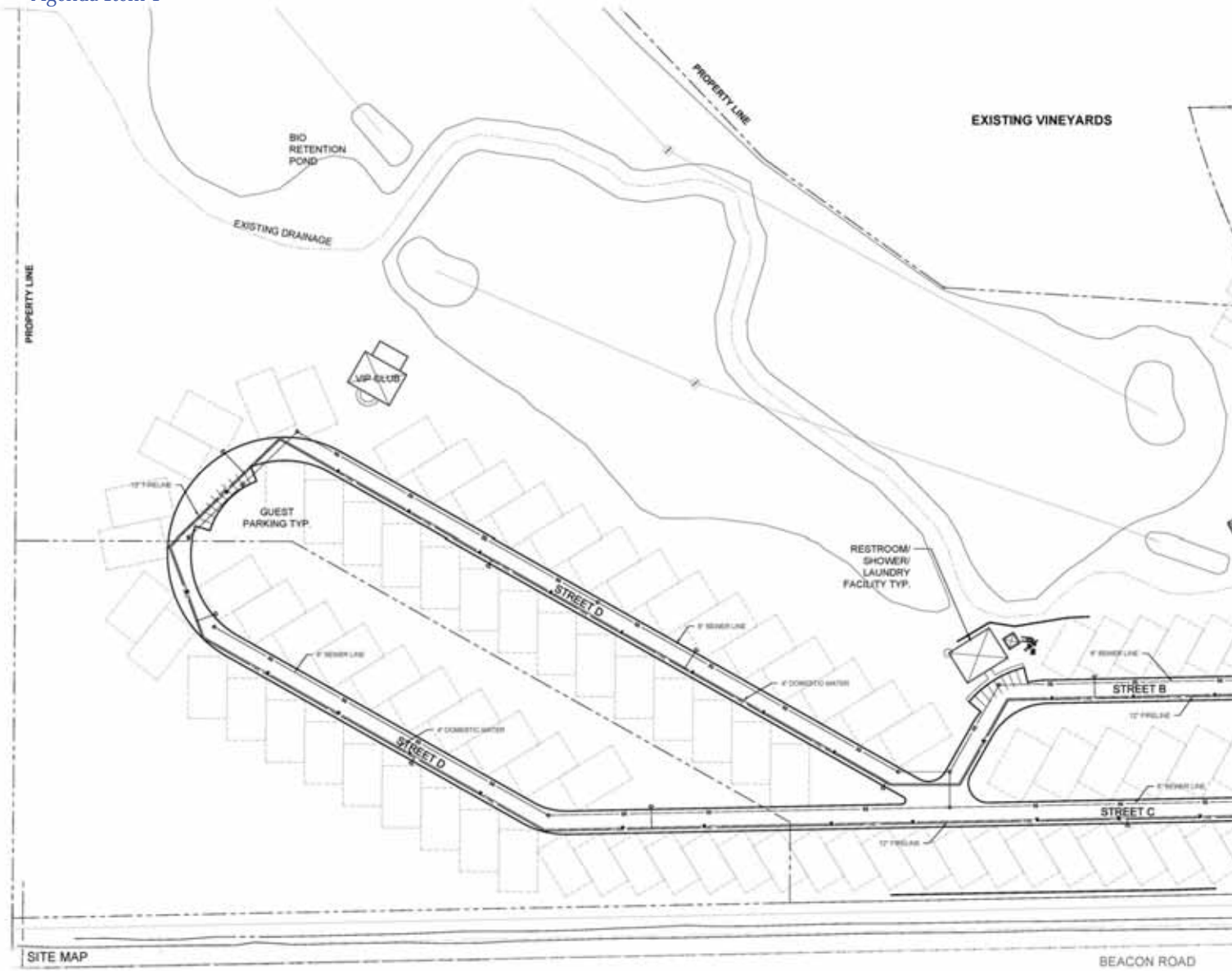








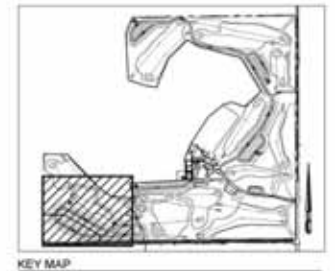


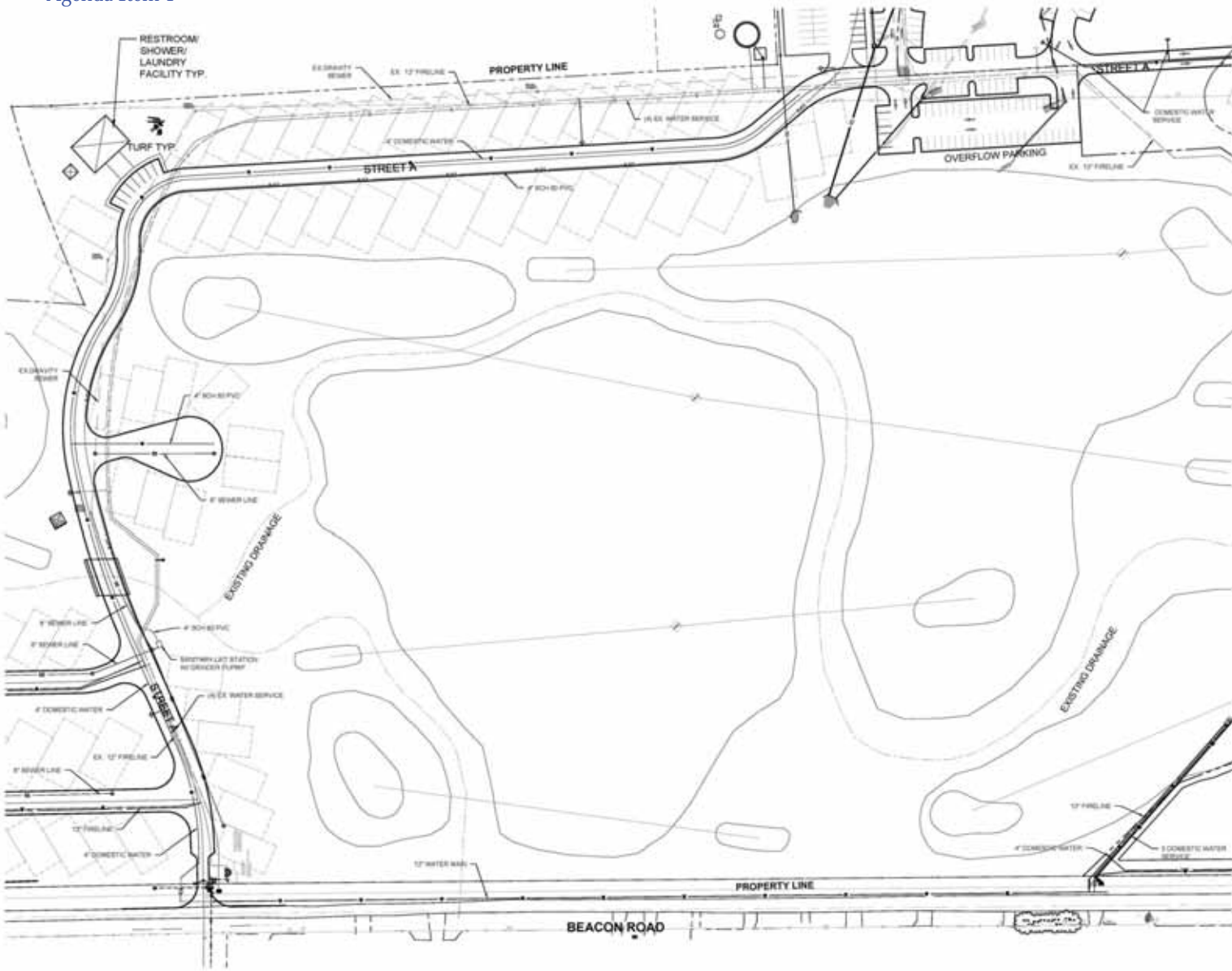


**Legend**

	Waterline
	Fireline
	Sewer
	Storm Drain Pipe
	Sanitary Force Main
	Fire Hydrant
	Manhole

NOTE:  
UTILITY SIZE AND ROUTING ARE  
CONCEPTUAL. FINAL SIZES AND ROUTING TO  
BE DETERMINED DURING DESIGN FOR  
INDIVIDUAL COMMERCIAL LOTS TO BE  
DEVELOPED AT THE TIME OF PERMITTING  
AND DEVELOPMENT.

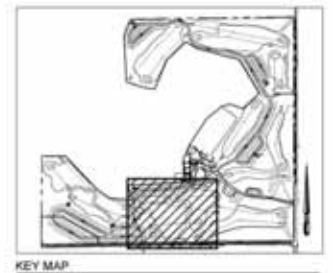


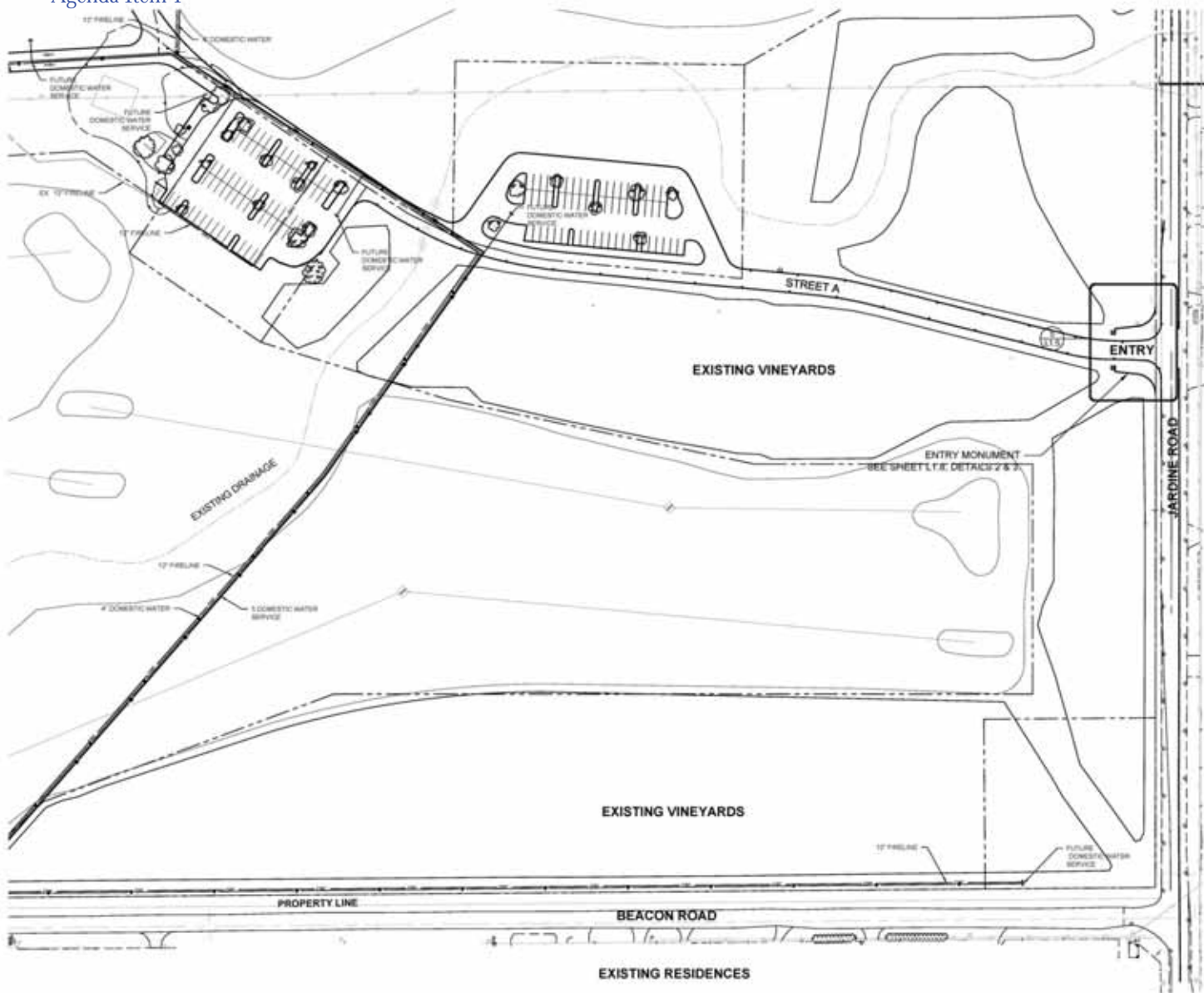


**Legend**

	Waterline
	Fireline
	Sewer
	Storm Drain Pipe
	Sanitary Force Main
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	Manhole

NOTE:  
UTILITY SIZE AND ROUTING ARE  
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INDIVIDUAL COMMERCIAL LOTS TO BE  
PERFORMED AT THE TIME OF PERMITTING  
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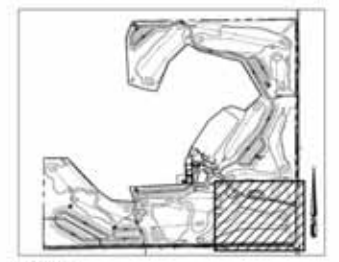




**Legend**

	Waterline
	Fireline
	Sewer
	Storm Drain Pipe
	Sanitary Force Main
	Fire Hydrant
	Manhole

NOTE:  
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AND DEVELOPMENT.



KEY MAP

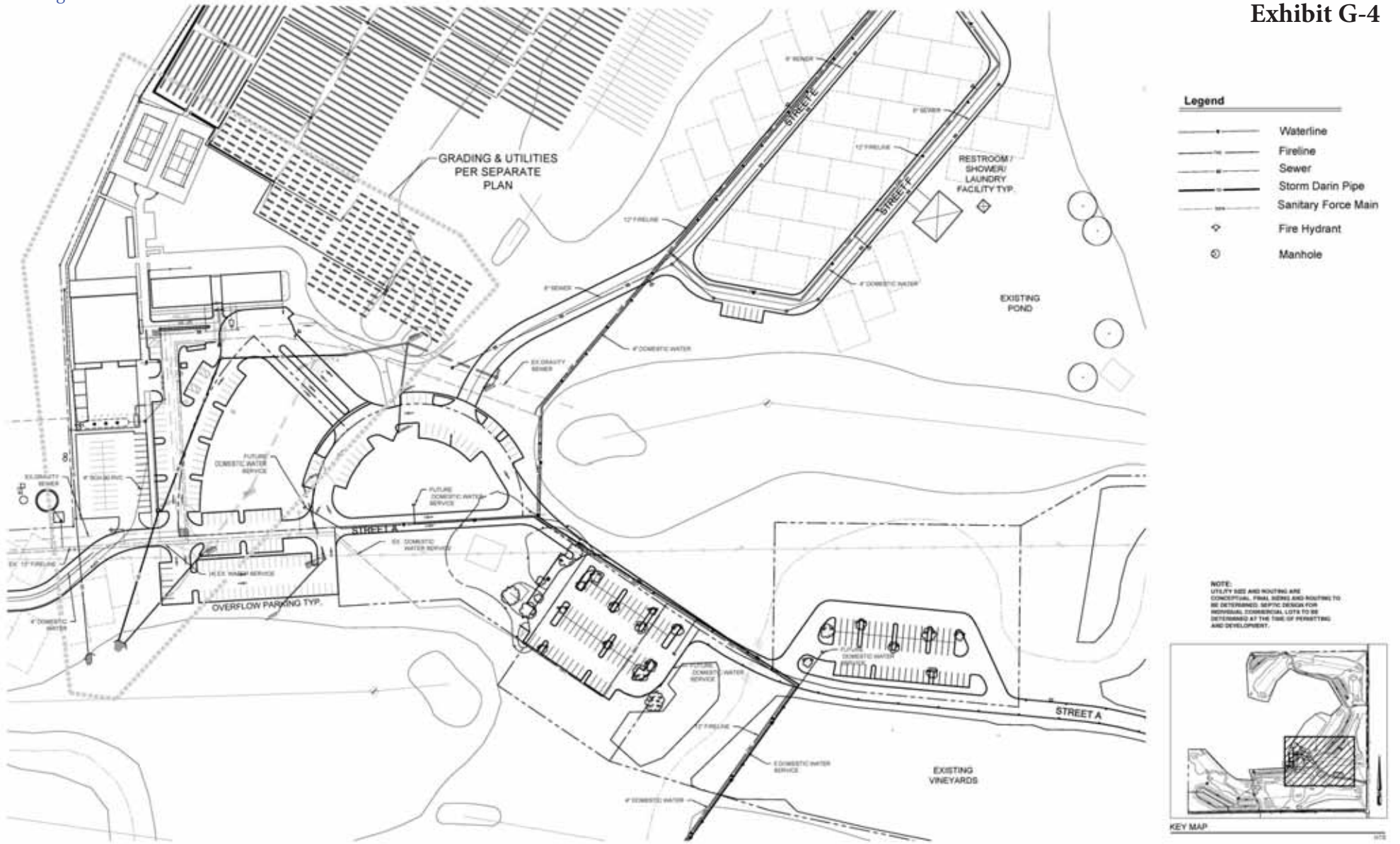


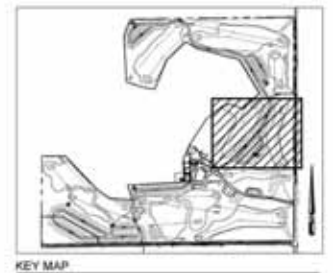
Exhibit G-5



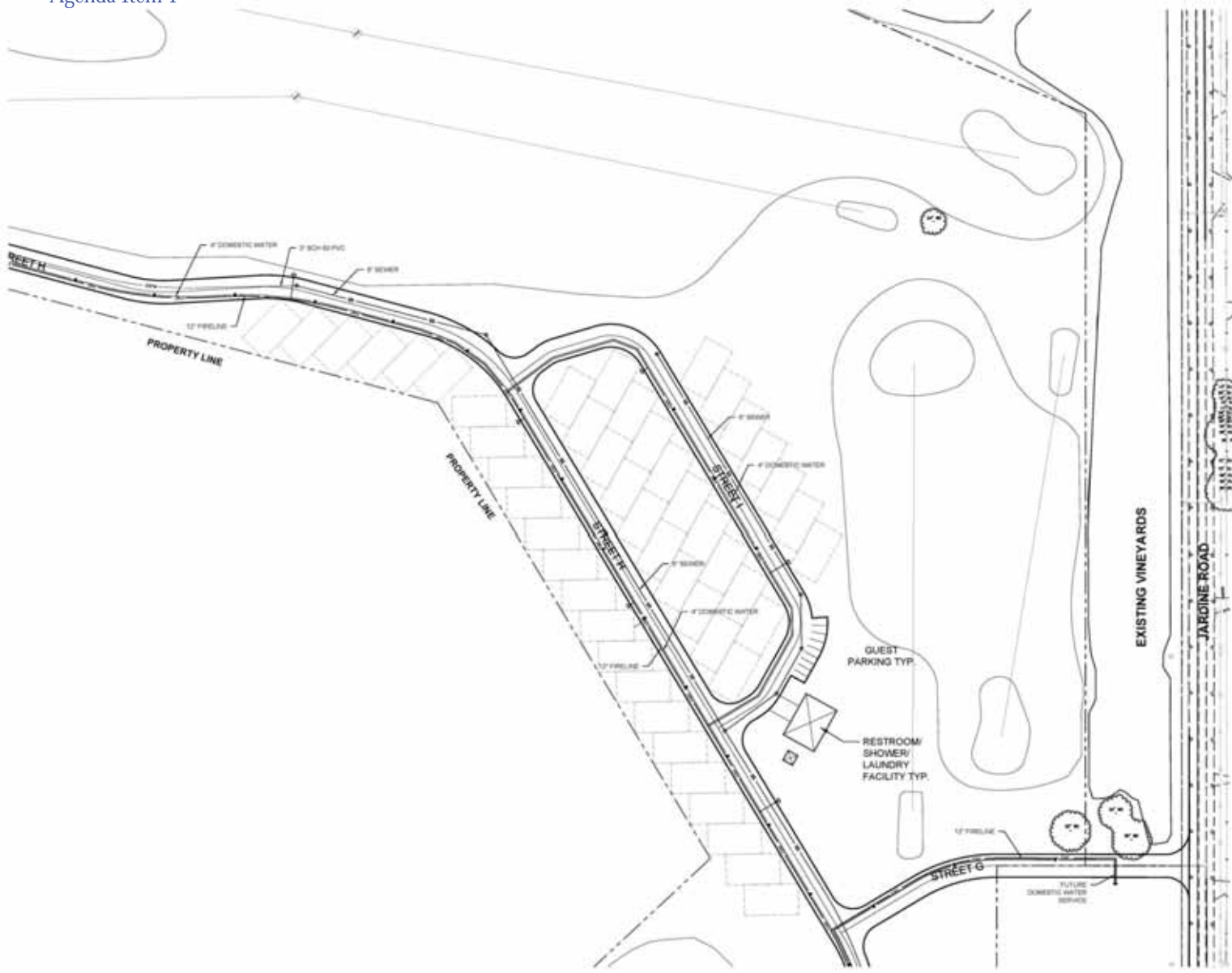
**Legend**

	Waterline
	Fireline
	Sewer
	Storm Drain Pipe
	Sanitary Force Main
	Fire Hydrant
	Manhole

NOTE:  
UTILITY SIZE AND ROUTING ARE  
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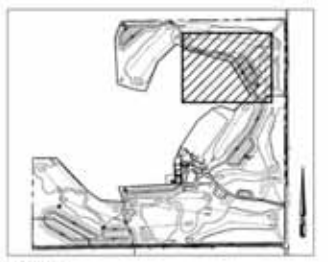


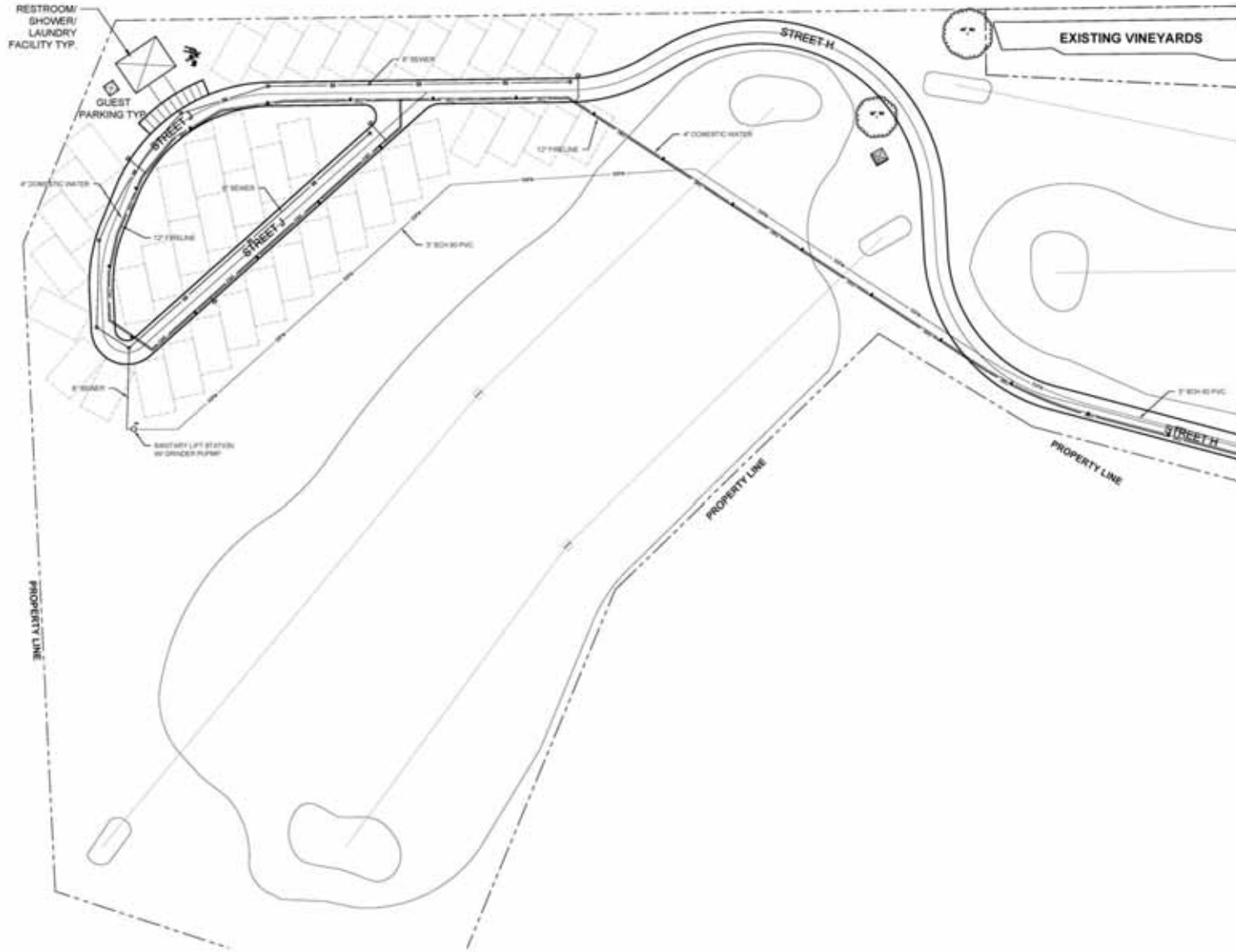




- Legend**
- Waterline
  - - - - - Fireline
  - +— Sewer
  - +— Storm Drain Pipe
  - +— Sanitary Force Main
  - ◇ Fire Hydrant
  - ⊗ Manhole

NOTE:  
UTILITY SIZE AND ROUTING ARE  
CONCEPTUAL. FINAL SIZES AND ROUTING TO  
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AND DEVELOPMENT.

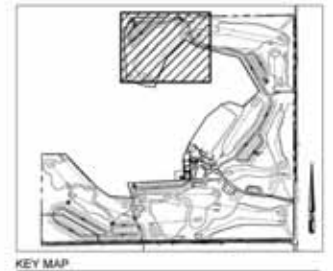


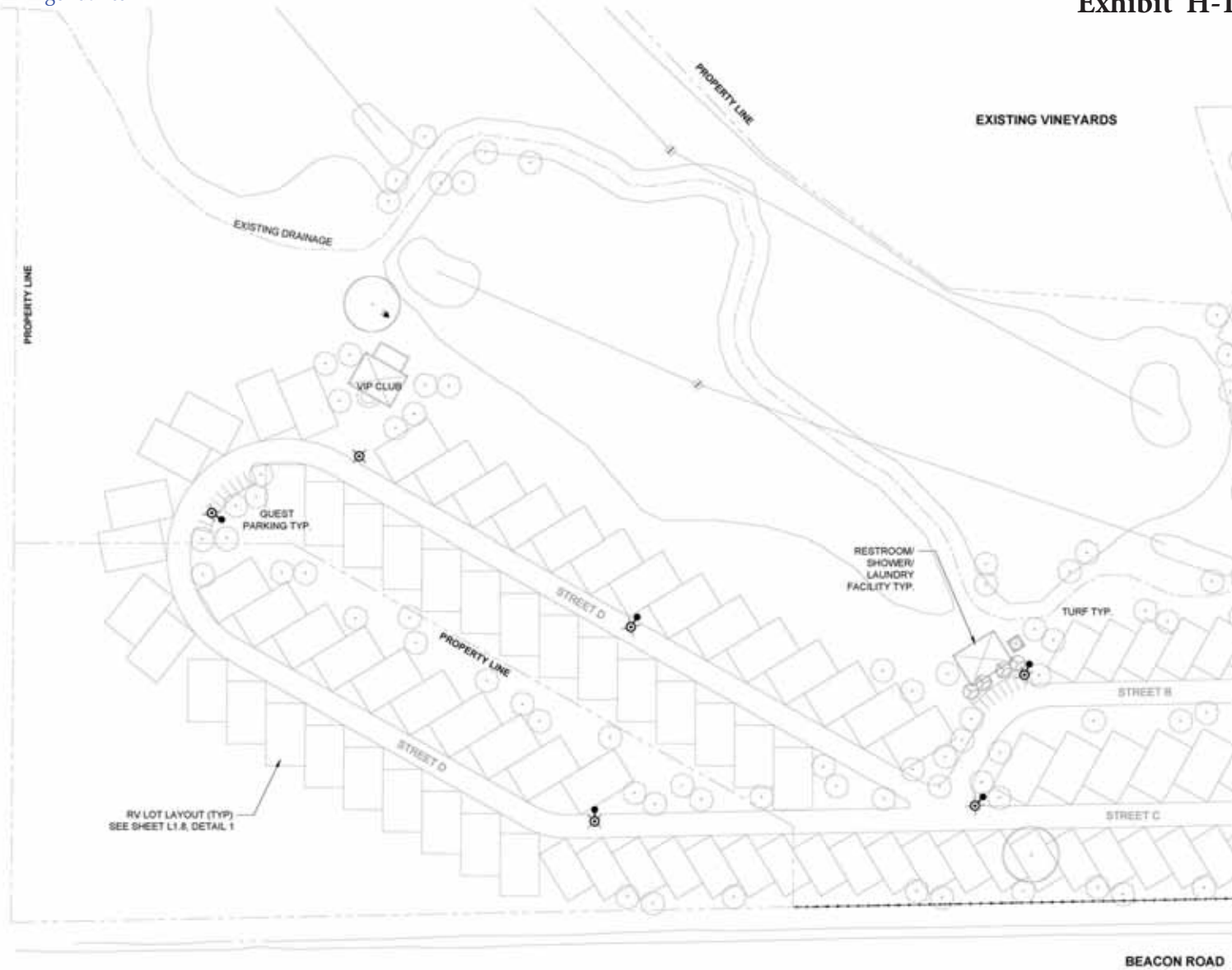


**Legend**

	Waterline
	Fireline
	Sewer
	Storm Drain Pipe
	Sanitary Force Main
	Fire Hydrant
	Manhole

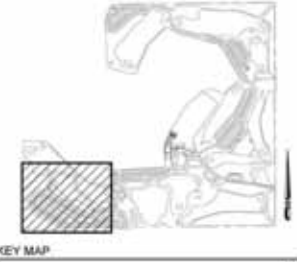
NOTE:  
UTILITY SIZE AND ROUTING ARE  
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INDIVIDUAL COMMERCIAL LOTS TO BE  
PERFORMED AT THE TIME OF PERMITTING  
AND DEVELOPMENT.





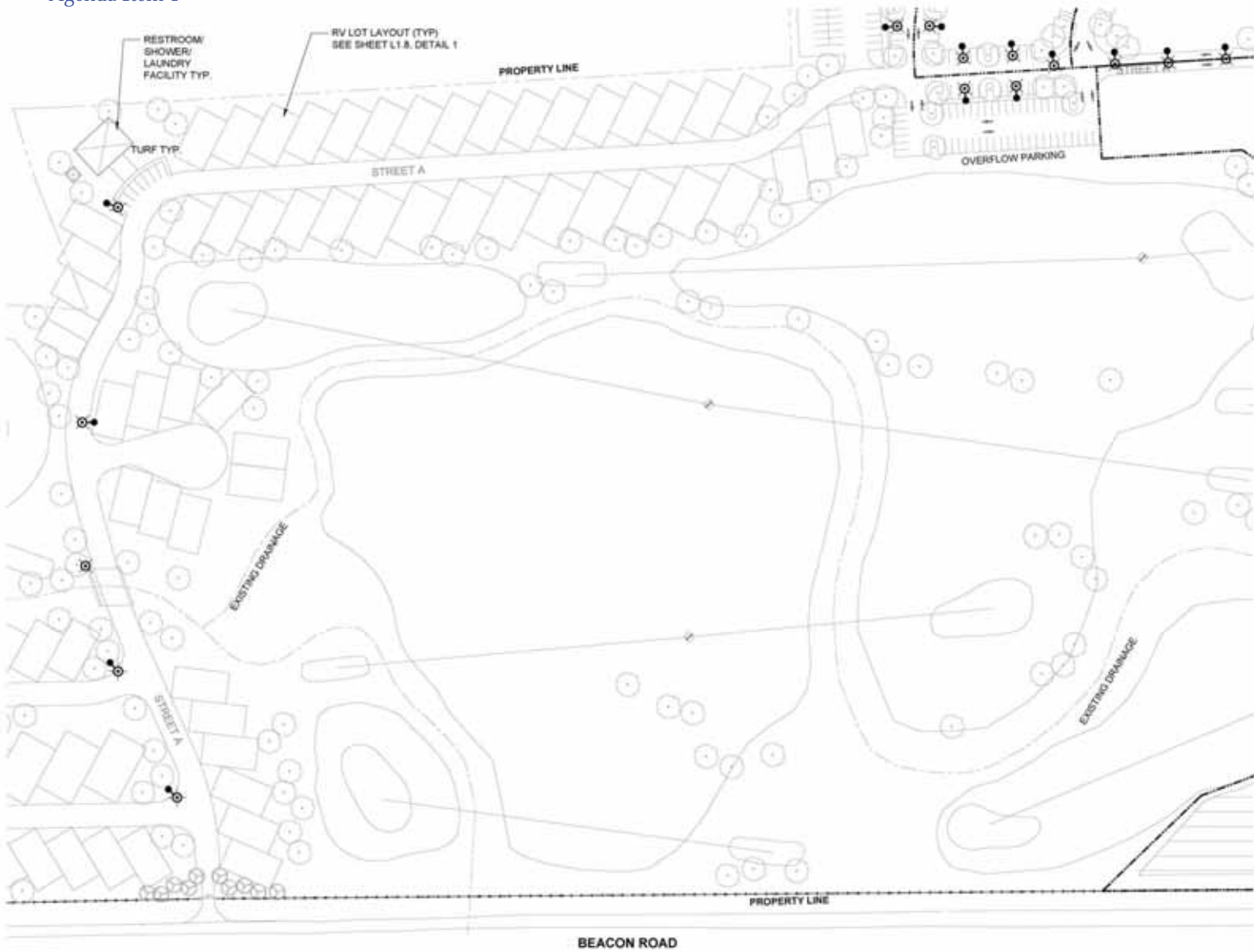
**LIGHTING SCHEDULE**

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
⊗	Bobcat Light	2	
●	Street Light	50	
⊕	Clear Street Light	4	
◀	12v Lighting	7	

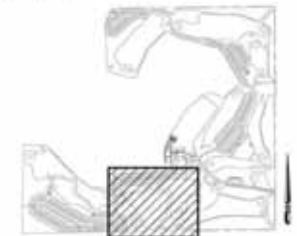


Agenda Item 1

Exhibit H-2

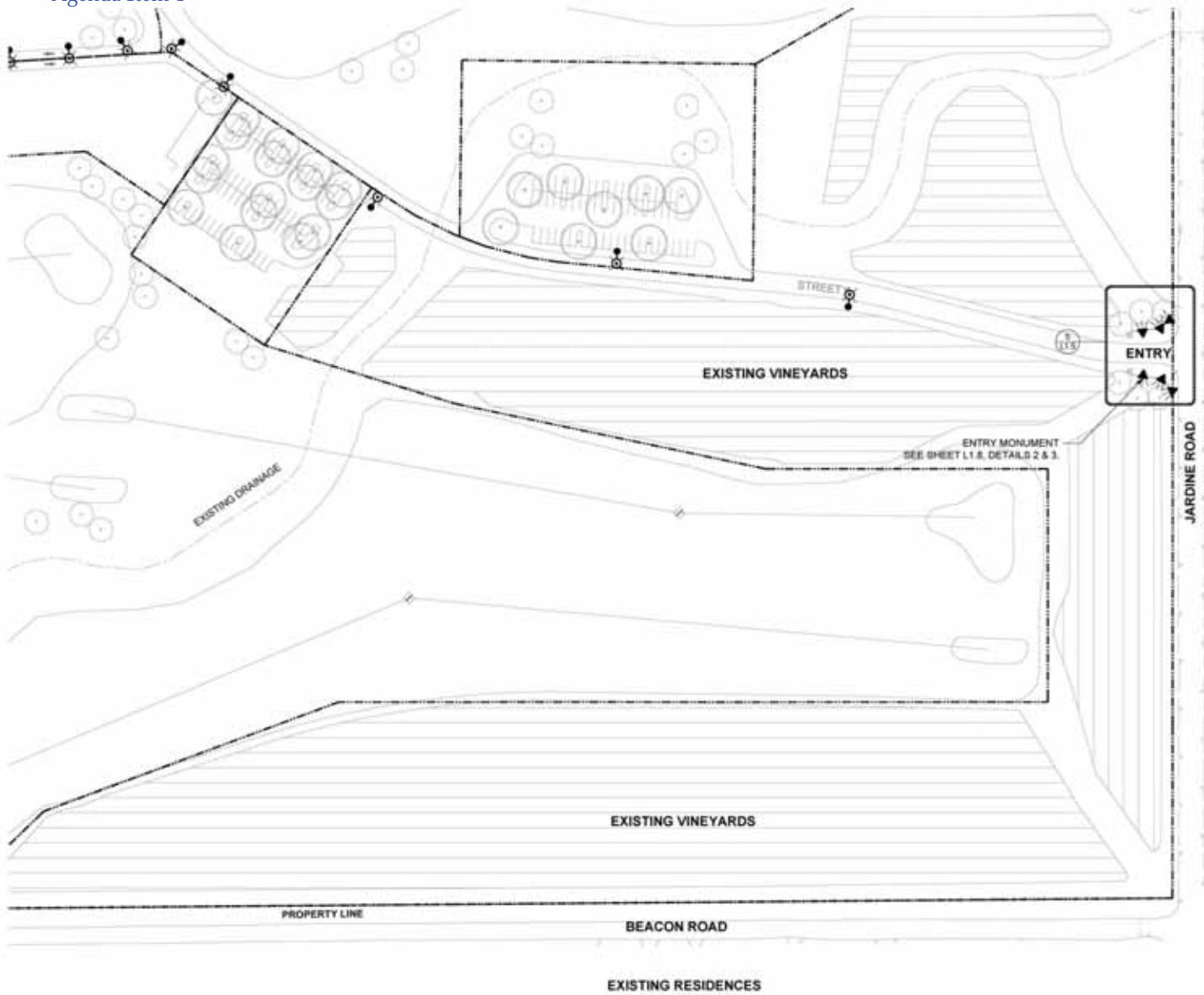


\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES



KEY MAP



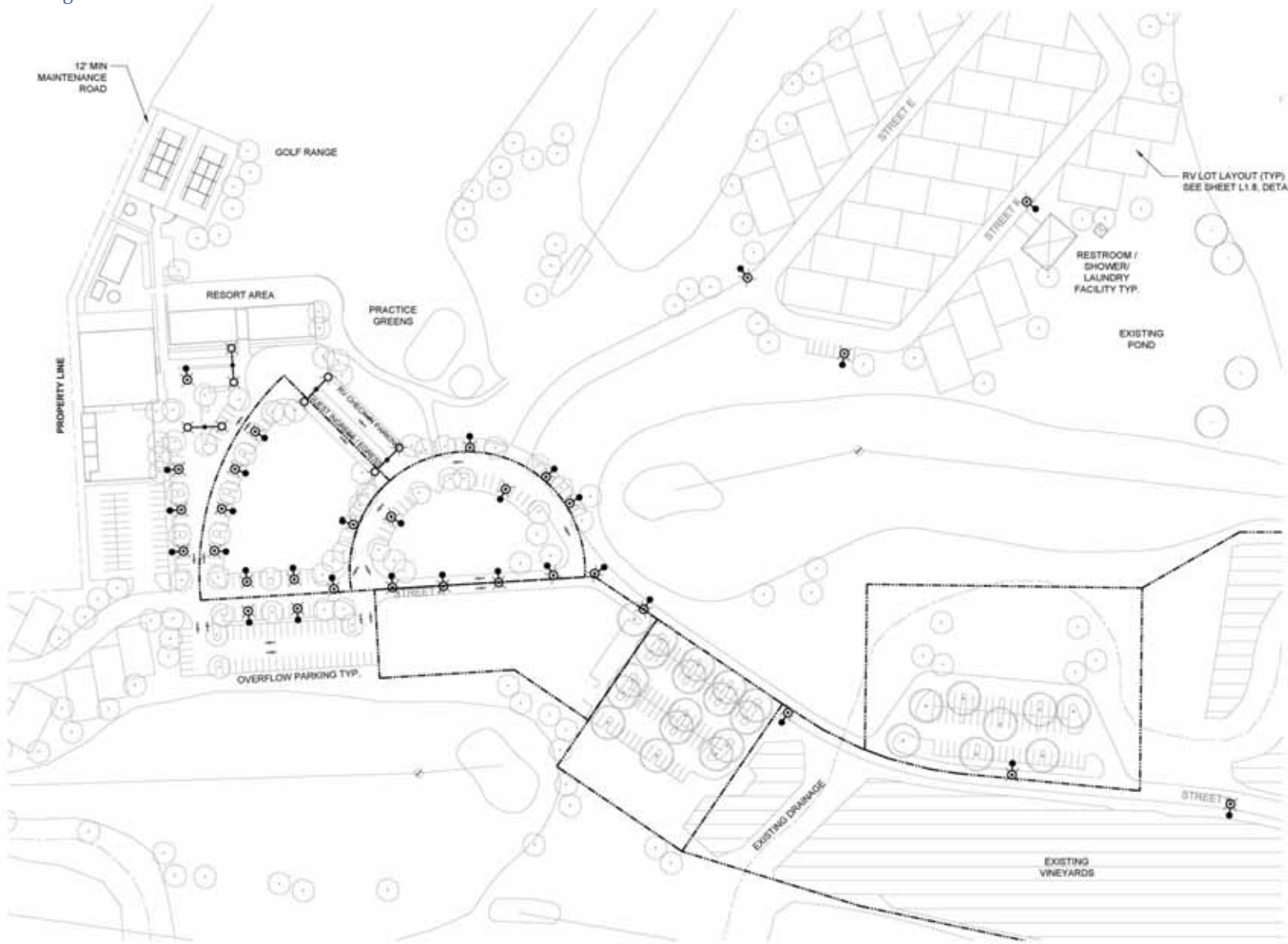


\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES



KEY MAP



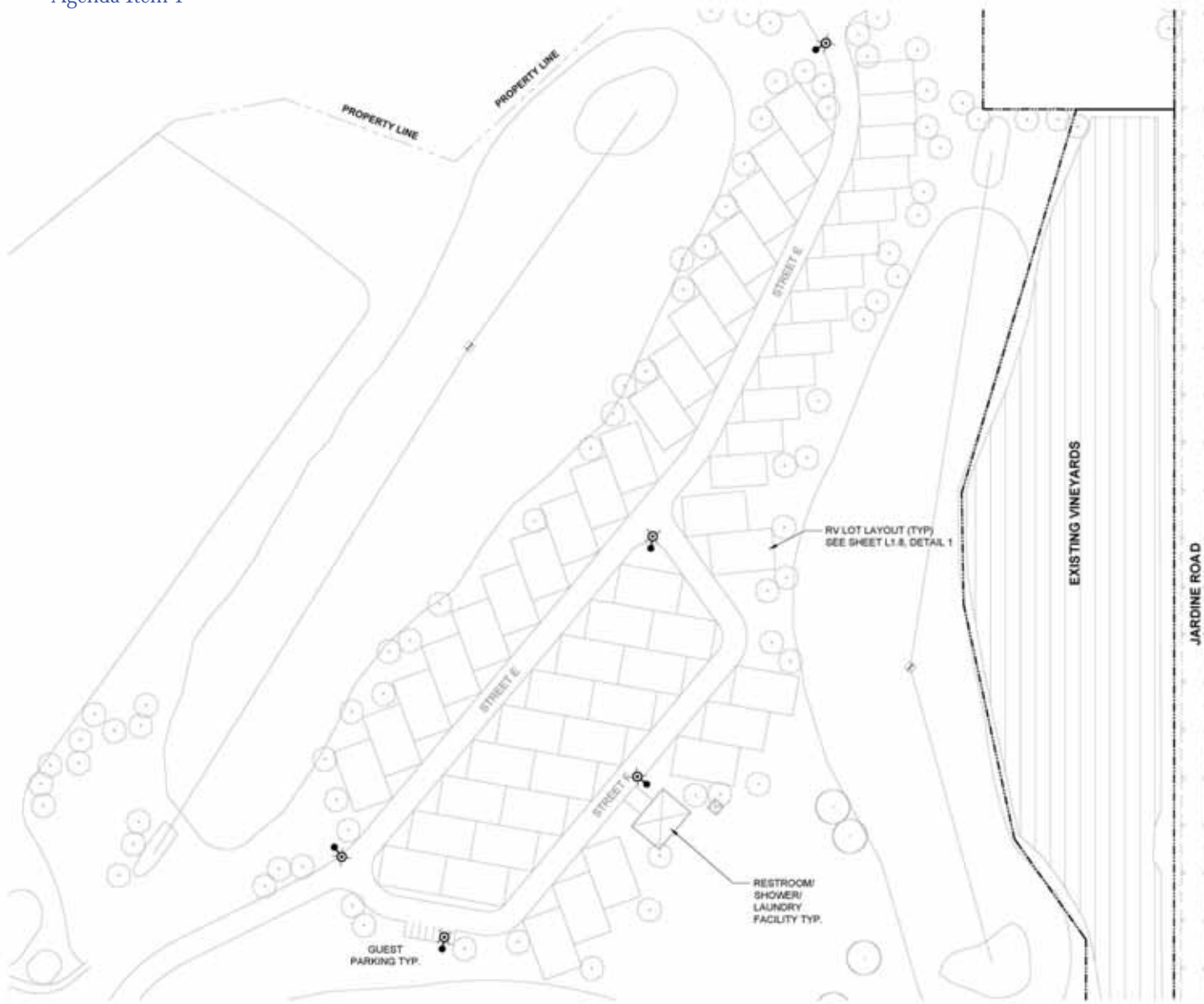


\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES.

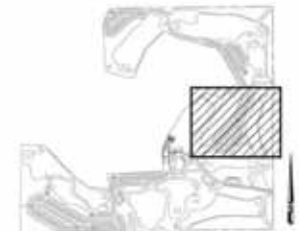


KEY MAP



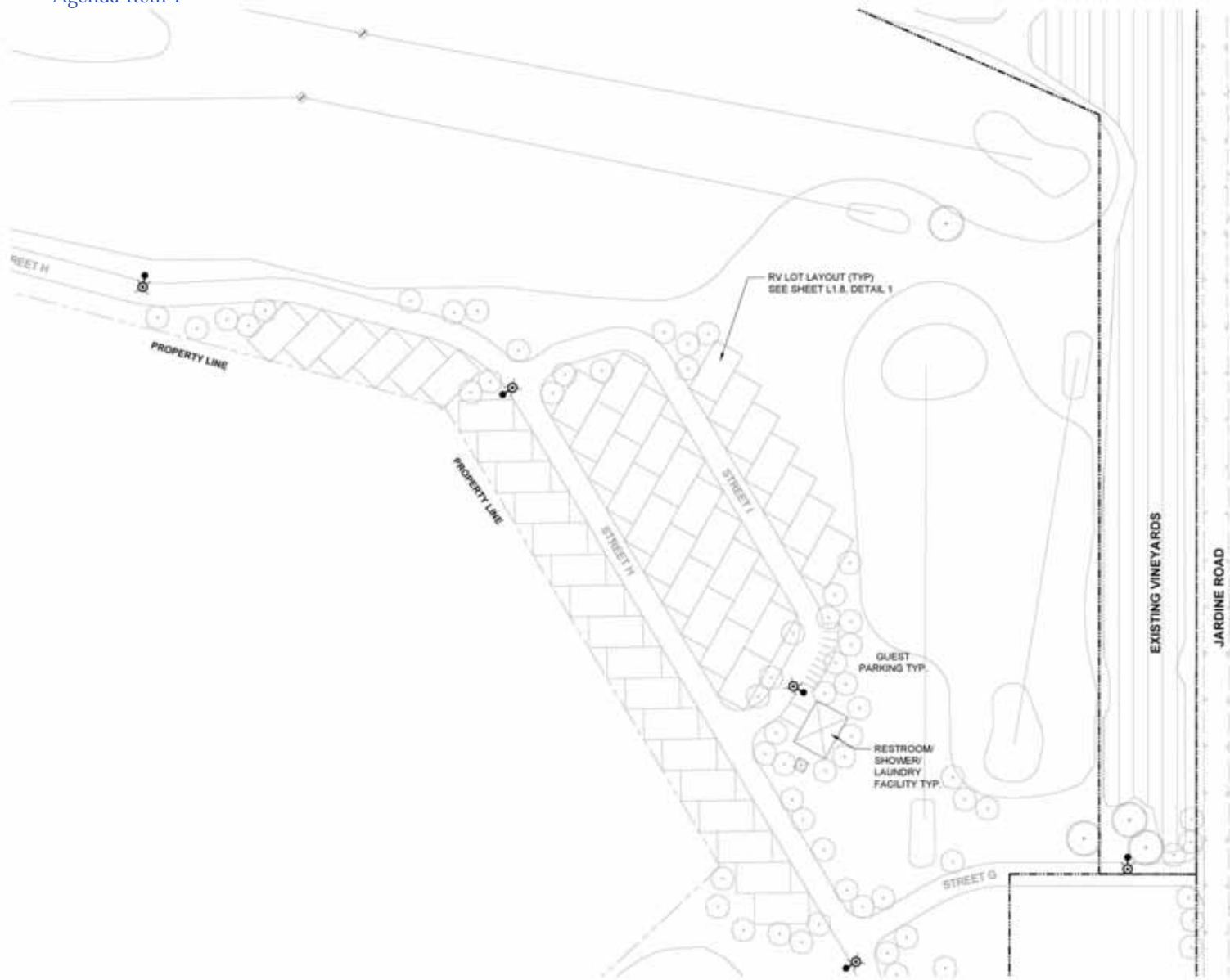


\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES

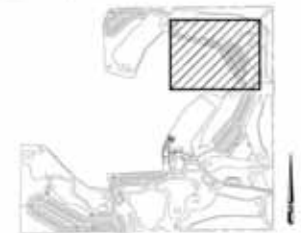


KEY MAP





\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES



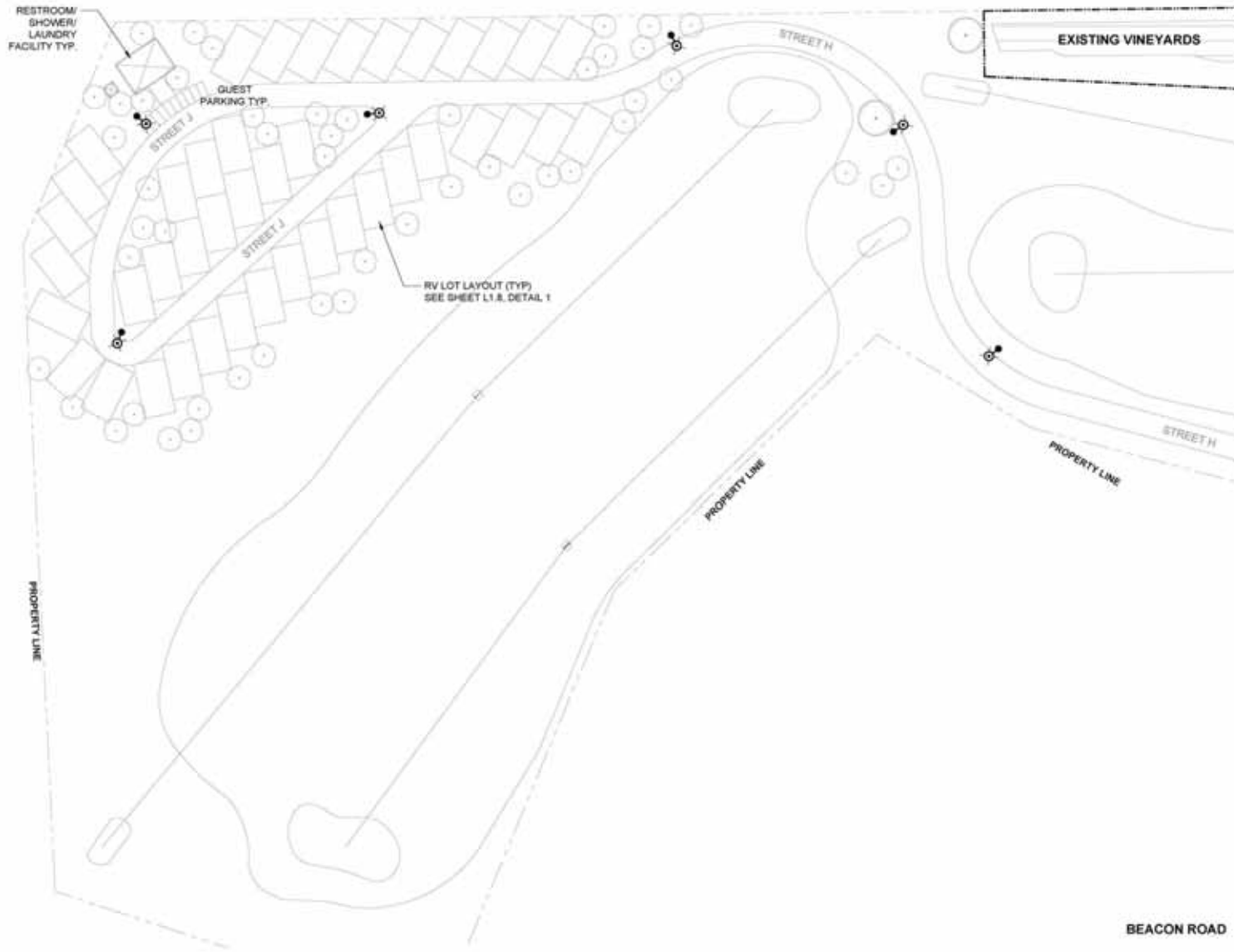
KEY MAP



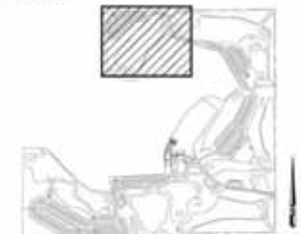


Agenda Item 1

Exhibit H-6



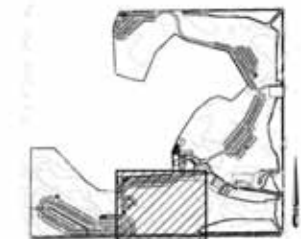
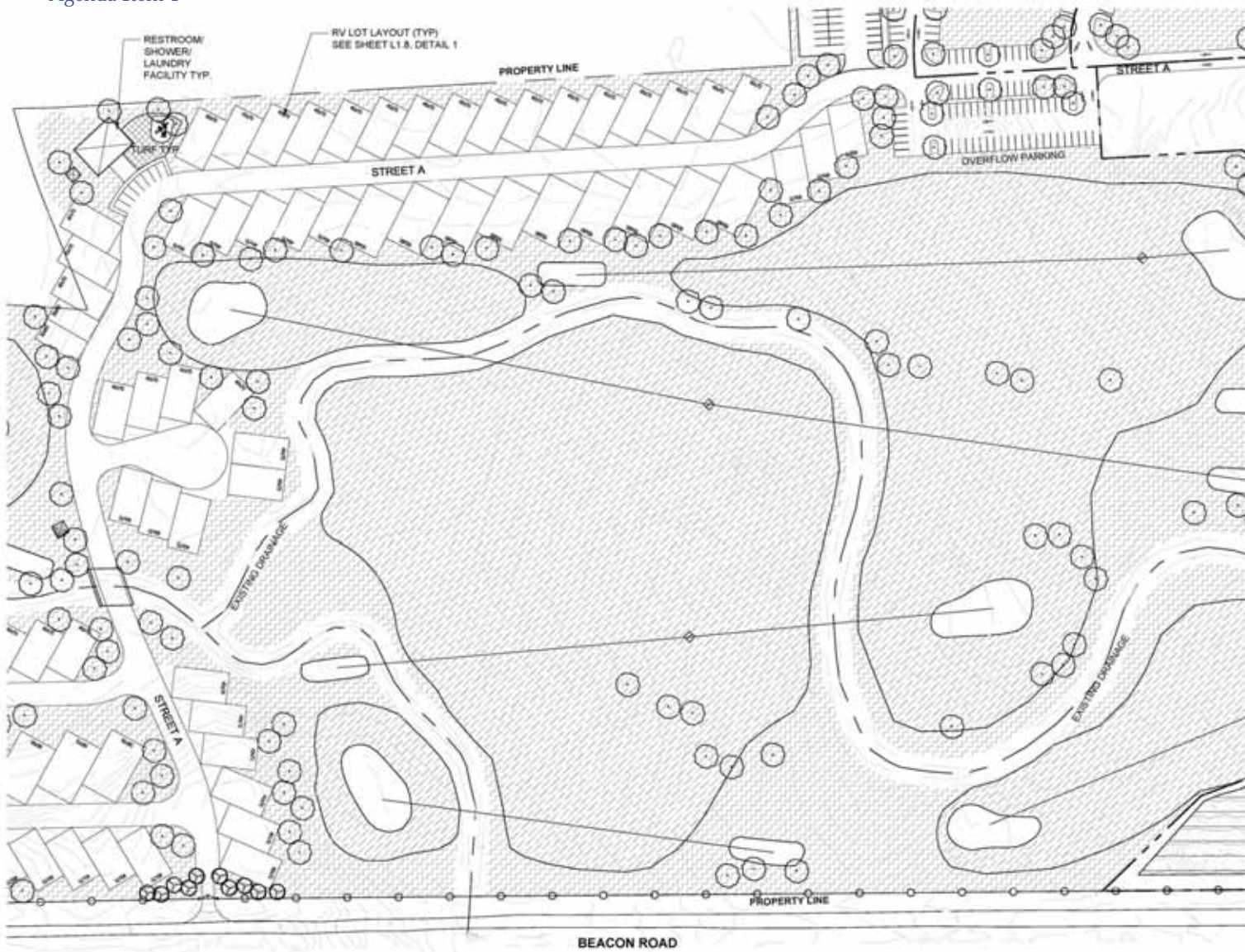
\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES



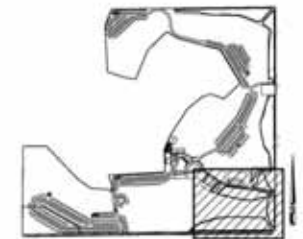
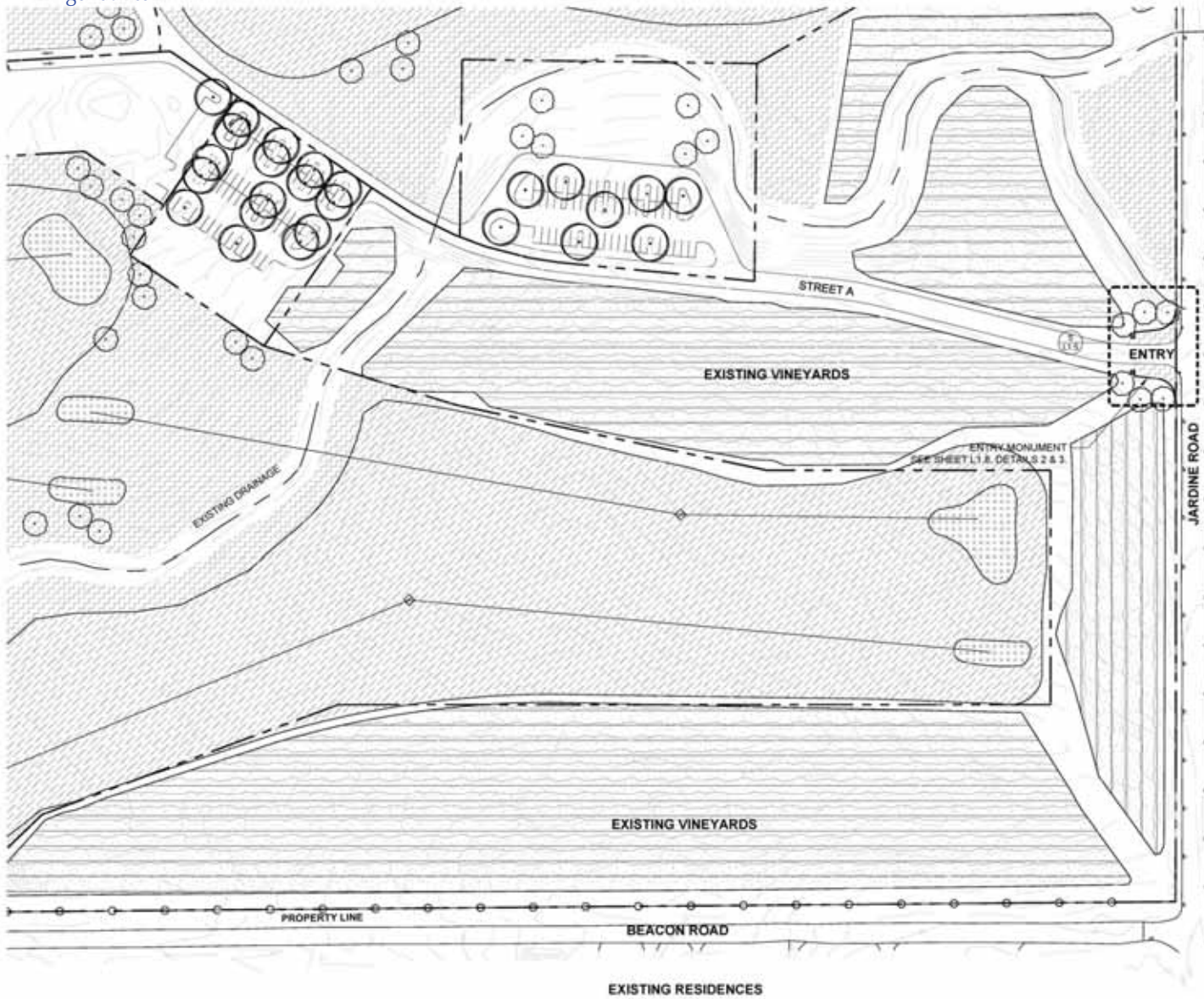
KEY MAP





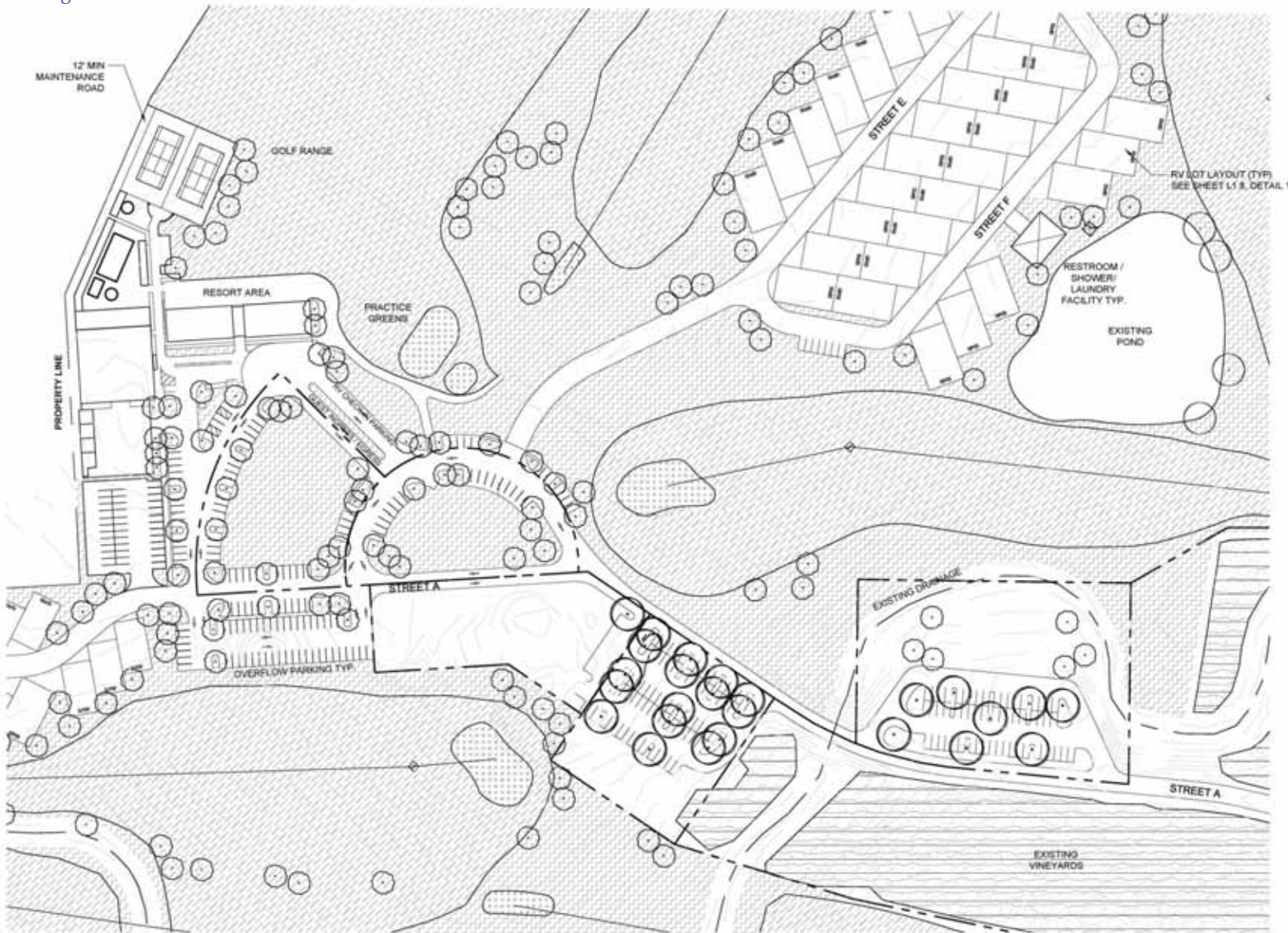


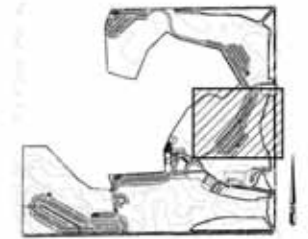
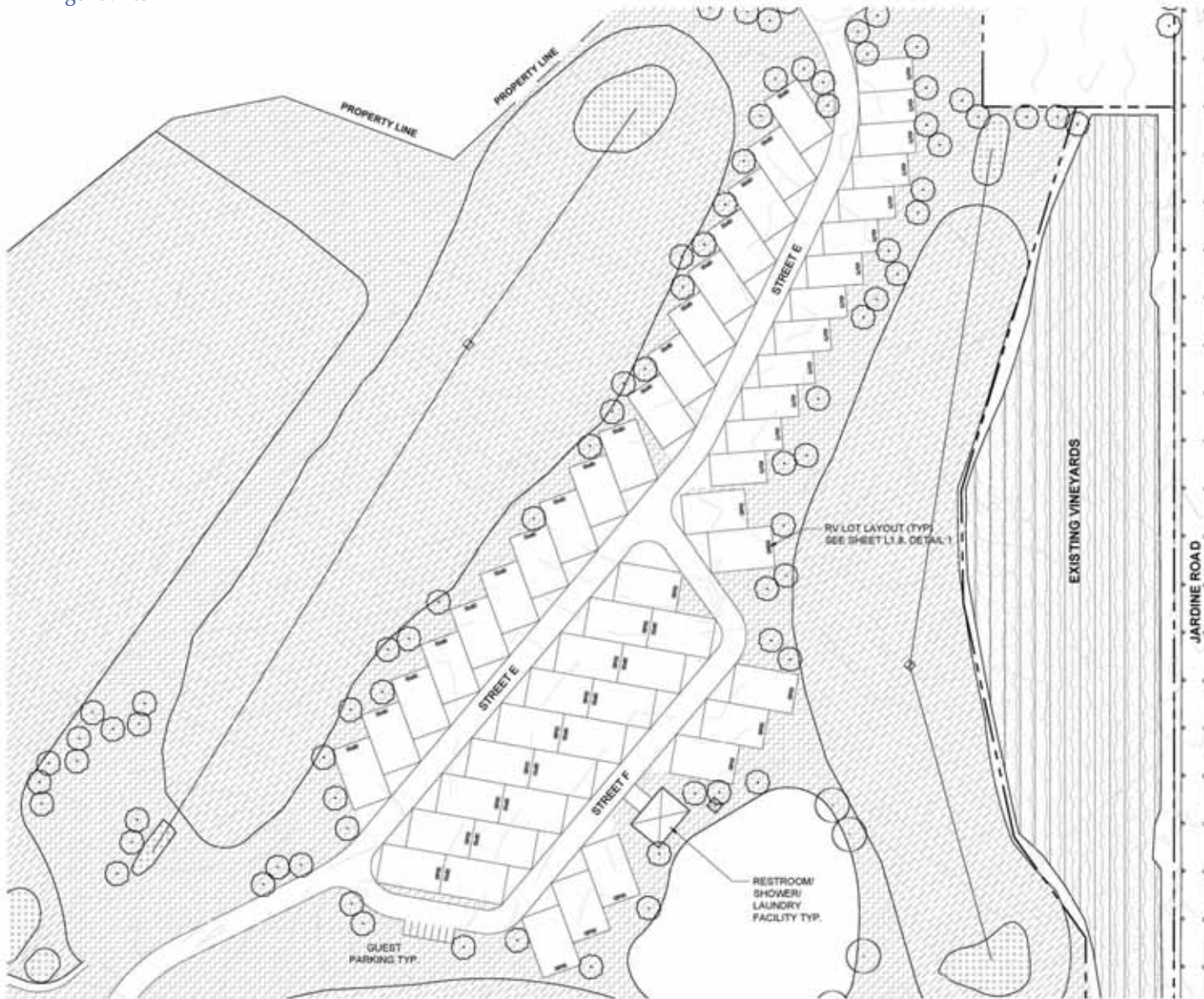
KEY MAP



KEY MAP

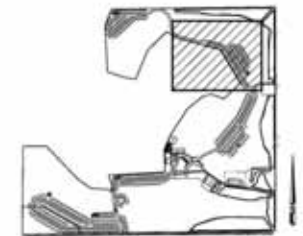
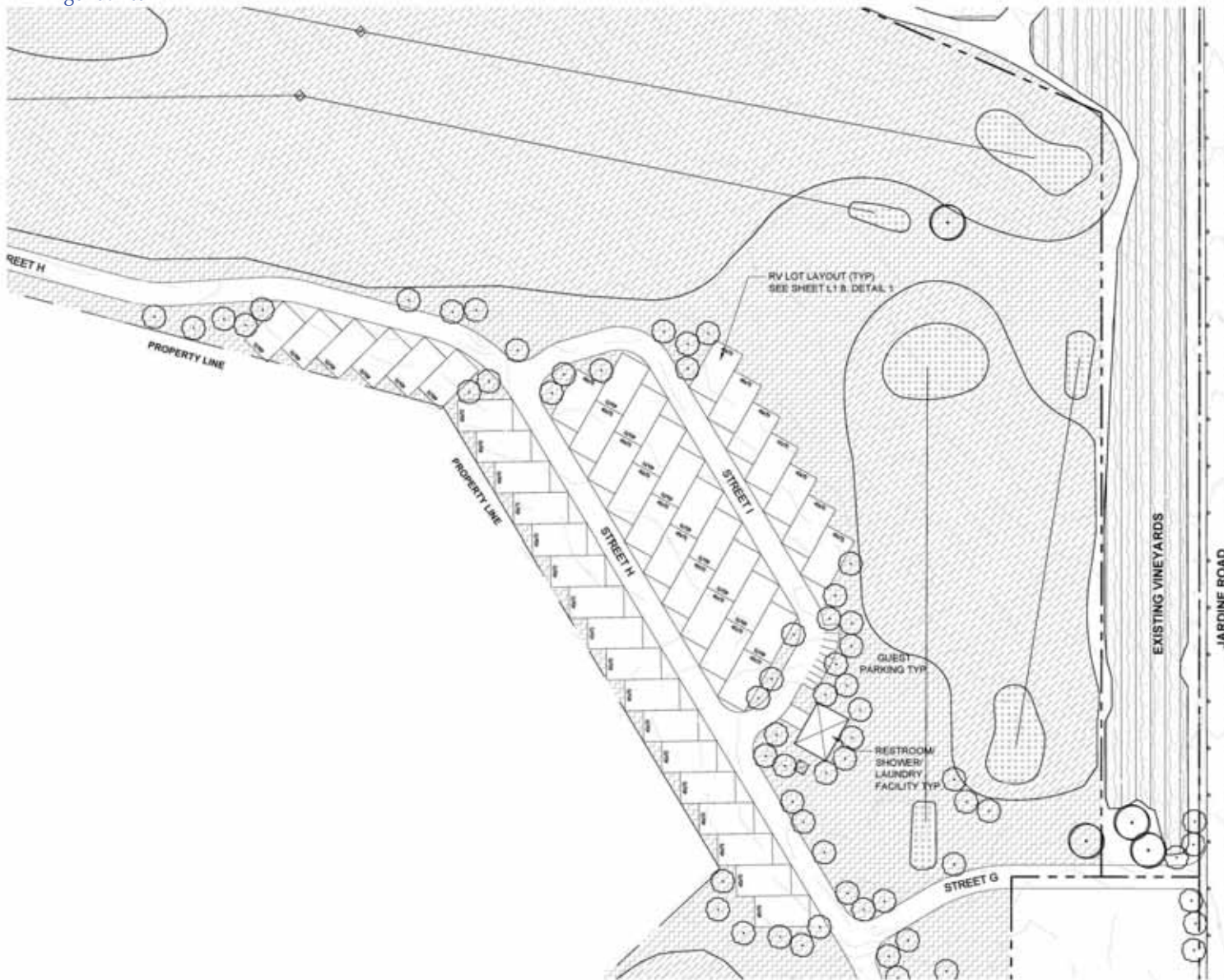






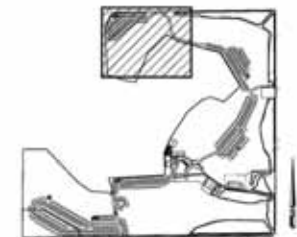
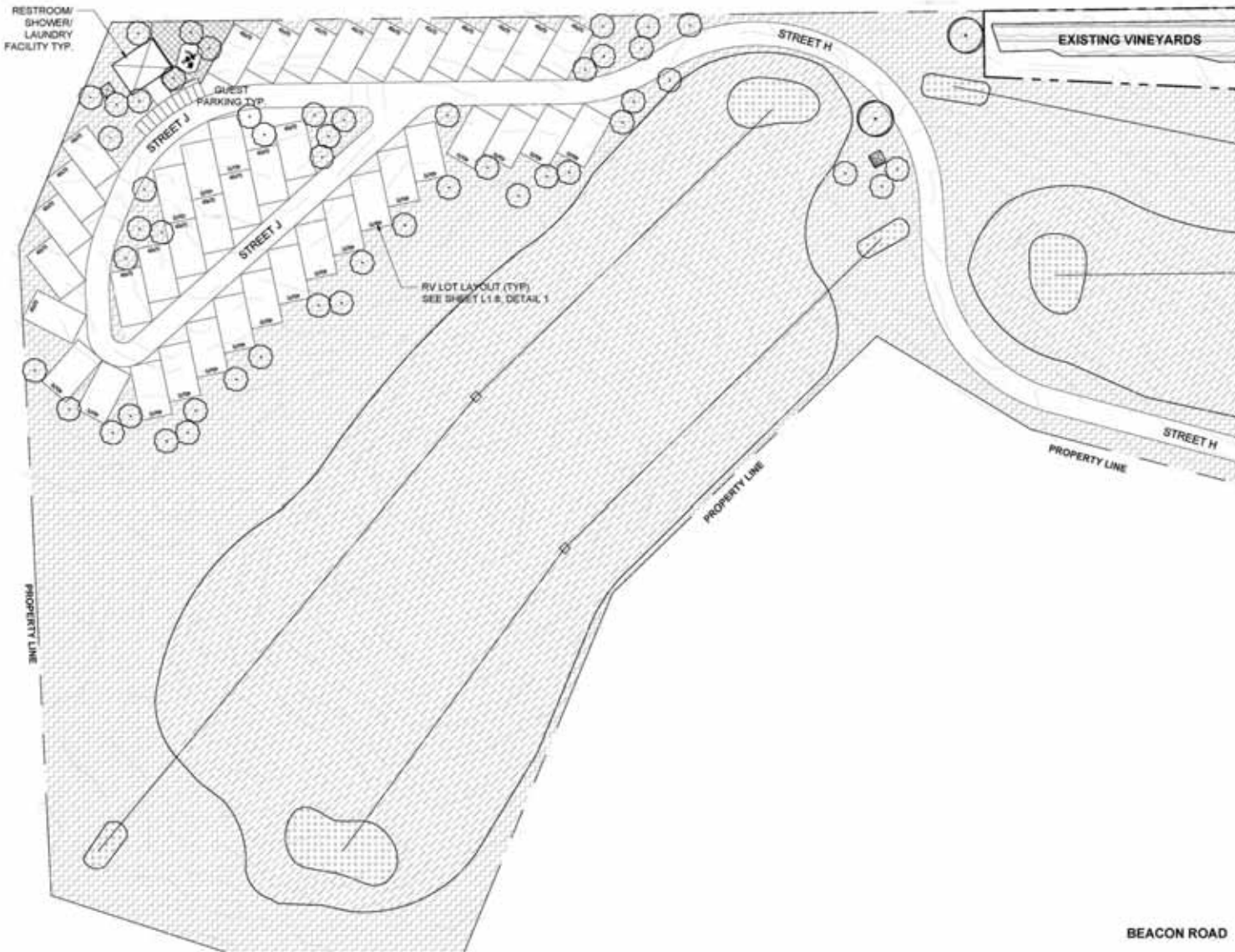
KEY MAP





KEY MAP

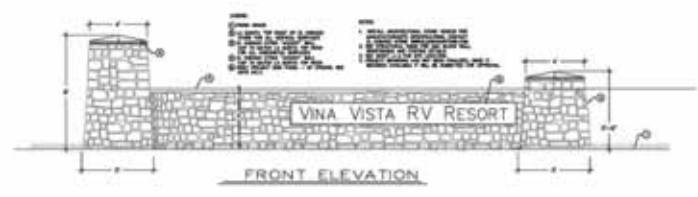
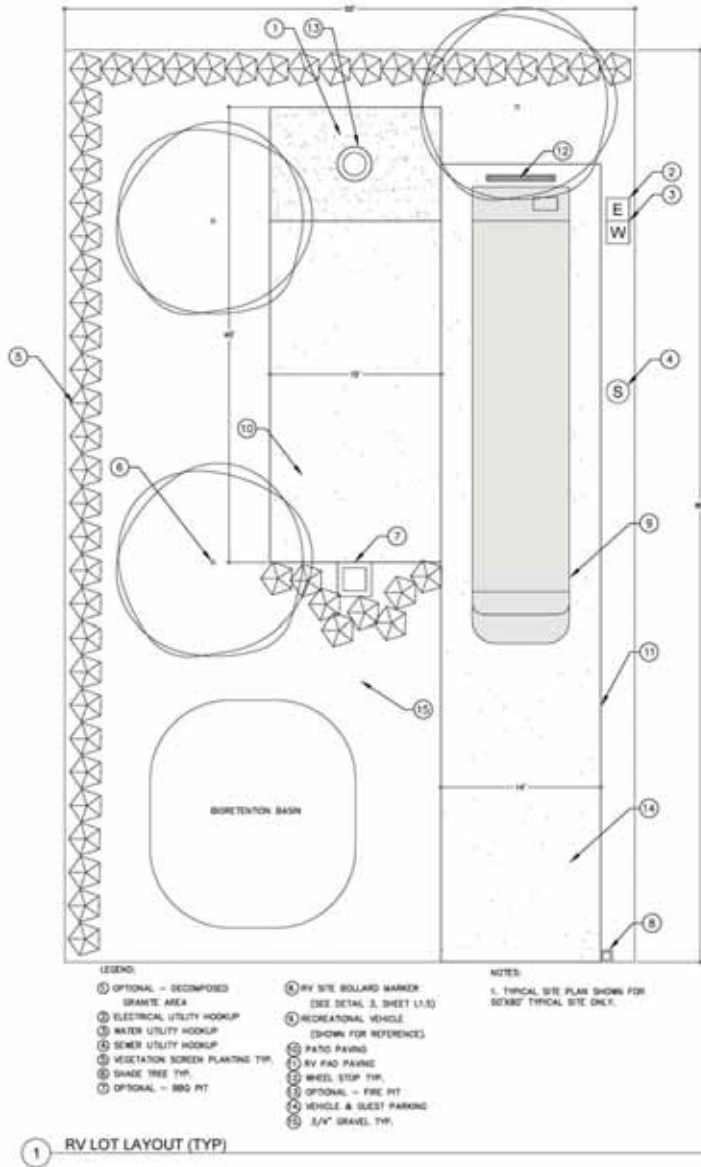




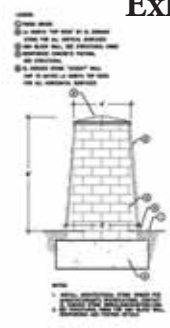
KEY MAP



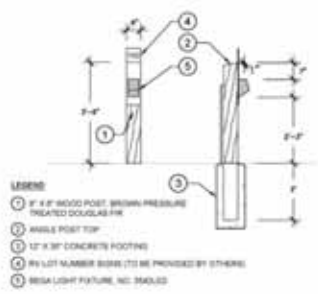




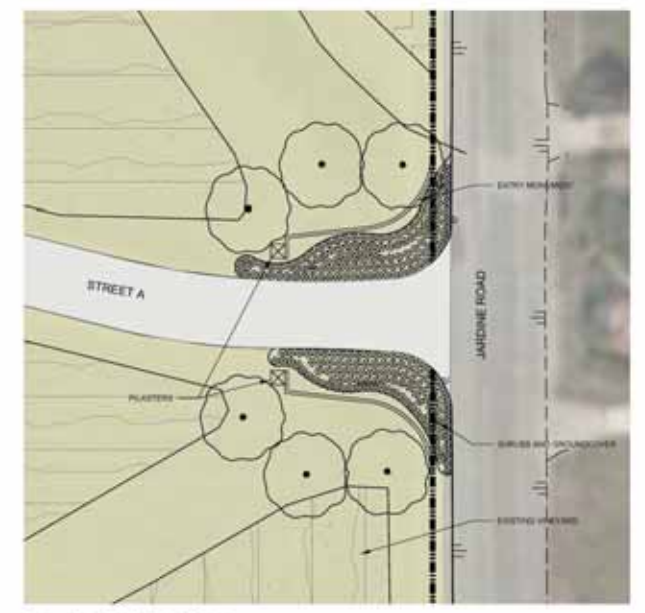
**2 ENTRY MONUMENT** Scale 1:4

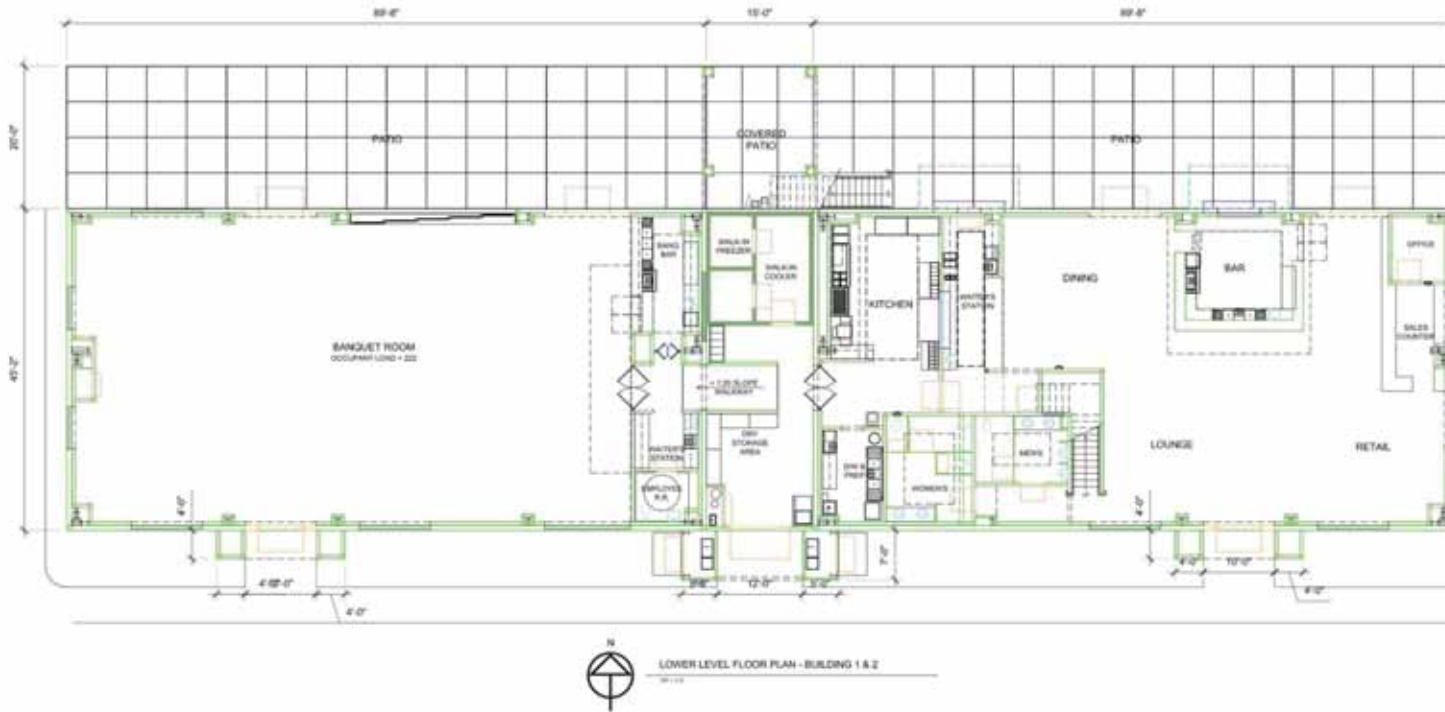


**3 ENTRY MONUMENT PILASTER** Scale 1:4



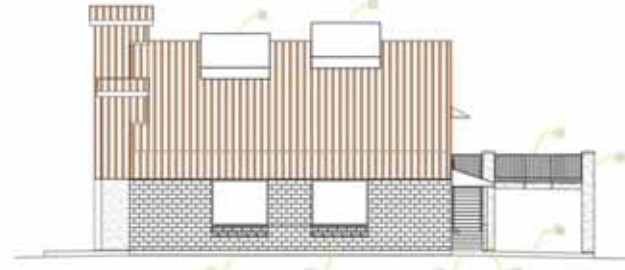
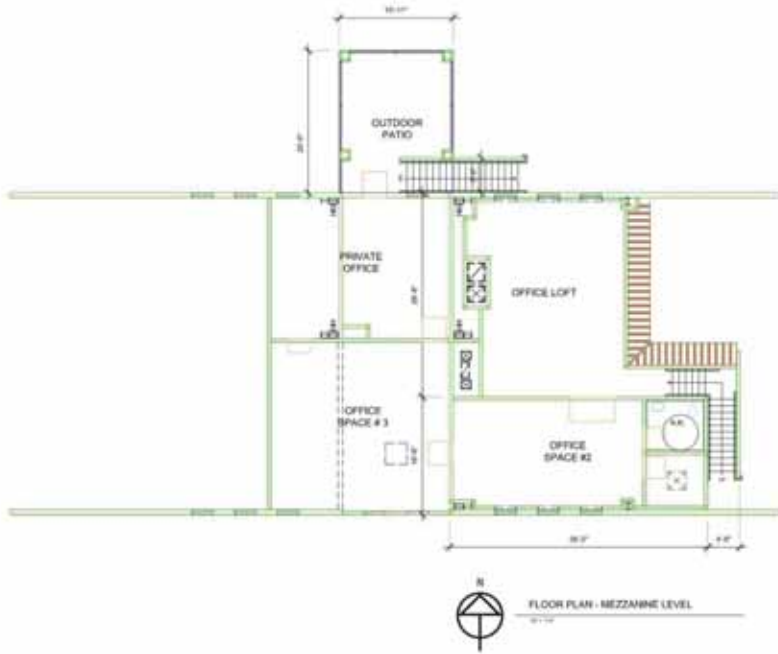
**4 RV SITE BOLLARD MARKER & LIGHT** Scale 1:3





PROJECT DATA	
PROJECT NAME:	VINO VISTA, THE LINKS AT PASO ROBLES - TENANT IMPROVEMENTS AND ADDITION
OWNER:	VINO VISTA, LLC
PROJECT LOCATION:	P.O. BOX 510 PASO ROBLES, CA 93247
A.P.N.:	310 JARDINE ROAD, PASO ROBLES, CA 93246
LEGAL DESCRIPTION:	SE - NE - SW - E1/4 - S1/4
LOT 100:	LOTS 10, 11 & 12 OF TRACT 2714, CITY OF PASO ROBLES, S.B. 38 ACRES
PROJECT DESCRIPTION:	TENANT IMPROVEMENT TO THE EXISTING BUILDING, BUILDING 1, 2 & 3 AND A SET OF ADDITION AND 240 SF COVERED SERVICE AREA TO CONNECT BUILDING #1 AND BUILDING #2. SEE ATTACHED VINO VISTA TENANT IMPROVEMENT PROJECT DESCRIPTION.
PROJECT STATISTICS	
CONSTRUCTION TYPE:	SB
BUILDING HEIGHT:	22' 4" A.F.F.
ALLOWABLE BUILDING HEIGHT (CBC TABLE 1601):	22' 0"
ALLOWABLE BUILDING AREA (CBC TABLE 1601):	8000 SF
SPRINKLES:	YES
OCCUPANCY (CBC CHAPTER 5):	M
BUILDING 1:	
• LOWER FLOOR - GOLF RETAIL SHOP	A-2
• RESTAURANT/BAR	A-2
• WOODENDEEP AREA/WAIVER'S STATION	S-1
• ADDITION - DRY/COLD STORAGE AREA	A-2
BUILDING 2:	
• BANQUET ROOM/BAR	B
BUILDING 3:	
• OFFICE SPACE	A-2
• RESTROOM/SHOWER	S-1
• CART BARN/MAINTENANCE	S-1
BUILDING AREA - BUILDING 1 & 2 (ACTUAL AREA):	6000 SQ. FT.
• BUILDING 1 (GOLF RETAIL, SHOP, RESTAURANT/BAR):	4800 SQ. FT.
• ADDITION - LOWER LEVEL DRY/COLD STORAGE AREA	4800 SQ. FT.
• BUILDING 2 (BANQUET ROOM)	4000 SQ. FT.
• TOTAL LOWER LEVEL AREA:	4700 SQ. FT.
BUILDING 1 - UPPER LEVEL OFFICE SPACES:	1500 SQ. FT.
• ADDITION BUILDING 1 - OFFICE SPACES:	400 SQ. FT.
• ADDITION - UPPER LEVEL BALCONY:	200 SQ. FT.
• TOTAL UPPER FLOOR AREA:	2100 SQ. FT.
• TOTAL BUILDING AREA (BUILDING 1 & 2):	11000 SQ. FT.
• EXTERIOR PATIO AREA:	1800 SQ. FT.
BUILDING AREA - BUILDING 3 (ACTUAL AREA):	600 SQ. FT.
• OFFICE SPACE:	400 SQ. FT.
• RESTROOM/SHOWER/LOCKER:	1400 SQ. FT.
• CART BARN/MAINTENANCE:	700 SQ. FT.
• TOTAL LOWER LEVEL AREA:	10100 SQ. FT.
TOTAL BUILDING AREA FOR ENTIRE PROJECT:	21000 SQ. FT.
BUILDING AREA PER ALLOWABLE AREA CALCULATION PER CBC TABLE 1601, LOWER FLOOR:	8000 SQ. FT.
DRIVING/LOADING/STORAGE SPACE (A-2) (B-1)(A)	8000 SQ. FT.
PER SECTION 506 1/2a + 2b + 3(a)(4) + 3(a)(5)	22000 SQ. FT.
A <sub>2</sub> + 2000 + 2000 + 800 + 2000 + 20	
TOTAL LOWER FLOOR AREA (A-2) (B-1) (A):	21000 SQ. FT. + 20000 SQ. FT. (A)
BUILDING AREA (OCCUPANCY AREA)	
BUILDING 1 (ADDITION - LOWER FLOOR)	
• RETAIL OFFICE	400 SQ. FT.
• OFFICE AREA	75 SQ. FT.
• DINING/LOUNGE AREA	1000 SQ. FT.
• WOODENDEEP STATION AREA	100 SQ. FT.
• FLOOR PREP/STORAGE	140 SQ. FT.
• BAR SERVICE AREA	200 SQ. FT.
• RESTROOM	200 SQ. FT.
• DRY/COLD STORAGE (ADDITION)	200 SQ. FT.
• EXTERIOR PATIO AREA	2000 SQ. FT.
BUILDING 1 (ADDITION - UPPER FLOOR)	
• OFFICE SPACE	1400 SQ. FT.
BUILDING 2	
• BANQUET ROOM	3400 SQ. FT.
• SERVICE AREA	400 SQ. FT.
BUILDING 3	
• OFFICE SPACE	400 SQ. FT.
• RESTROOM/SHOWER/LOCKER	1400 SQ. FT.
• CART BARN/MAINTENANCE	700 SQ. FT.
PARKING REQUIREMENTS	
PARKING SPACES REQUIRED FOR TENANT IMPROVEMENT BUILDING 1, BUILDING 1 & 2 (11000 SF + 4,510 SQ. FT.)	
SF 21 SPACES	
BUILDING 1	
• OFFICE & RESTROOM/SHOWER (200 SF x 3) = 600	0.30 SPACES
• CART BARN/MAINTENANCE (700 SF x 1000)	1.01 SPACES
TOTAL MINIMUM PARKING REQUIRED:	
TRAIL SPACES	
PARKING REQUIREMENTS FOR THE GOLF COURSE ARE EXISTING. NO CHANGES ARE BEING MADE TO THE NUMBER OF PARKING FOR THE GOLF COURSE.	

Exhibit J-2



**EAST ELEVATION**  
18' x 1' 0"



**WEST ELEVATION**  
18' x 1' 0"

**ELEVATION CALLOUTS - BUILDING 1 & 2**

1. EXISTING METAL ROOFING SHALL REMAIN.
2. EXISTING METAL SIDING SHALL REMAIN.
3. EXISTING CONCRETE SHALL BE REPAIR.
4. EXISTING SLOPE SHALL SLOPE AWAY FROM BUILDING FOR 10' 0" OR MORE AWAY FROM BUILDING TO ON SOLID SURFACE (CONCRETE/PAVEMENT).
5. NEW 2" CONCRETE PLASTER SHALL BE INSTALLED OVER APPROVED ANGLE LATH AND BUILDING PAPER WITH COLOR WITH EXISTING CONCRETE SHALL BE ON HORIZONTAL SURFACE USE 1/2" CONCRETE PLASTER OVER APPROVED ANGLE LATH ATTACHED TO FRAMING MEMBER IN AN APPROVED MANNER.
6. CUT OUT AND REMOVE EXISTING METAL SIDING AND FRAMING AS REQUIRED FOR INSTALLATION OF NEW WINDOWS FOR THE UPPER FLOOR LEVEL. OPENING SHALL BE FINISHED WITH APPROVED METAL STUDS AS REQUIRED FOR PROPER INSTALLATION.
7. PROVIDE DECORATIVE CANOPY OVER NEW WINDOWS AND OVER EXISTING CANOPY OVER EXTERIOR FACE OF SERVICE AREAS. BOTTOM OF CANOPY SHALL BE SET AT 7' 0" ABOVE FINISH FLOOR AND SHALL EXTEND 12" MINIMUM BEYOND THE EDGE OF THE SERVICE COUNTER.
8. NEW CONCRETE METAL ROOF CLASH SHALL MATCH EXISTING METAL PANELS AND SHALL BE INSTALLED OVER AN APPROVED 3/4" ROOFING FELT NEW WITH 3/8" SLOPE AT PARAPET SHALL BE OVER 1/8" THICK INSULATION BARRIER AND SHALL MATCH EXISTING METAL SIDING OF ADJACENT BUILDINGS NEW 24-GA. (1) PARAPET CAP WITH DRAIN SHALL BE MANUFACTURED BY METAL BUILDING COMPANY.
9. NEW ROOF MOUNTED HVAC UNITS SHALL BE INSTALLED ON AN APPROVED CURB INSTALLED PER MANUFACTURER'S SPECIFICATIONS. PROVIDE APPROVED FLASHING/COUNTER FLASHING AT ROOF CONNECTIONS. SEE STRUCTURAL DRAWINGS FOR SUPPORT OF NEW EQUIPMENT.
10. FINISH EXISTING STONEFRONT DOOR, WINDOWS, AND FRAME AND REPLACE WITH NEW 10' 0" WIDE x 8' 0" HIGH STONEFRONT WINDOW. PROVIDE NEW CONCRETE CURB TO 24" ABOVE FINISH FLOOR TO MATCH ADJACENT CONCRETE WALL IN THICKNESS AND FINISH. SEE STRUCTURAL DRAWINGS FOR DETAILS ON CONSTRUCTION AND CONNECTION TO EXISTING BUILDING.
11. DEPENDENT METAL GUARD SHALL BE 1/2" MINIMUM HIGH ABOVE FINISH FLOOR OF BUILDING UPPER FLOOR. GUARD SHALL BE IN ACCORDANCE WITH CBC 705. HEIGHT OF GUARD SHALL BE 42" MINIMUM AND SHALL HAVE METAL OPENINGS WHICH ALLOW PASSAGE OF A SPHERE 4 INCHES IN DIAMETER. USE 2" SQUARE WITH PLATE ATTACHED TO FRAMING MEMBER. TOP OF GUARD SHALL BE LEVEL WITH BOTTOM RAIL OF GUARD SHALL SLOPE TO MATCH FINISH FLOOR SLOPE. GUARD SHALL BE CONSTRUCTED OF 2" 30 MMB POST, 1/2" x 2" TOP AND BOTTOM RAILS, 1/2" x 2" SIDE POST CONNECTED TO THE PLASTERING AND WALL. RAILING SHALL BE 3/4" SQUARE SET AT 4' ONCE.
12. PLASTER ON PATIO SHALL BE 1/2" SQUARE AND 40' ABOVE FINISH FLOOR OF BUILDING UPPER FLOOR. PLASTER SHALL HAVE DECORATIVE 3/4" SQUARE CAP.
13. EXTERIOR CONCRETE SLAB COUNTERTOP AT BEVERAGE AND FOOD SERVICE AREAS SHALL BE SET AT 24" MINIMUM ABOVE FINISH FLOOR AND SHALL EXTEND TO SERVICE WINDOW. COUNTERTOP SHALL BE 10' 0" WIDE AND EXTEND BEYOND EXISTING EXTERIOR WALL 12". COORDINATE COLOR AND FINISH AND COLOR WITH LOWER FLOOR TO CONSTRUCTION OF COUNTERTOP.
14. CUT NEW OPENING IN EXISTING CONCRETE WALL FOR EXTERIOR BEVERAGE AND FOOD SERVICE WINDOW. OPENING SHALL EXTEND TO EDGE OF SERVICE WINDOW IN WIDTH AND HEIGHT AND SHALL INCLUDE THE THICKNESS OF THE EXTERIOR SERVICE COUNTER.
15. STONEFRONT GUARD SHALL BE CONCRETE PLASTER FINISHED 1/8" WALL TO SLAB WITH 4" HIGH MINIMUM ABOVE THE NOSE OF STAIR. PROVIDE FLASHING, COUNTER FLASHING AND WEEP SCREED AS REQUIRED ON STAIR SIDE OF WALL.
16. EXTERIOR STAIRS SHALL BE SOLID SURFACE WITH NON-SLIP TREADS. RISERS SHALL NOT BE LESS THAN 4" NOR SHALL GREATER THAN 7" IN HEIGHT WITH THE GREATEST RISE HEIGHT WITHIN ANY FLIGHT OF STAIRS NOT EXCEED THE SHALLEST BY MORE THAN 1/4". MINIMUM TREAD WIDTH SHALL NOT BE LESS THAN 17" IN WIDTH. ON BOTH THE UPPER APPROACH AND LOWER TREAD OF EACH STAIR, A TWO-INCH WIDE STRIP OF CONTRASTING COLOR SHALL BE PLACED PARALLEL TO AND NOT MORE THAN 1 INCH FROM THE STEP NOSE (CBC 708.6). SEE DETAIL S-102A.
17. REMOVE EXISTING STONEFRONT WINDOWS AT EAST WALL AND PROVIDE NEW IF CONCRETE SHALL BE 10' 0" x 4' 0" AND INSTALL NEW 10' 0" STONEFRONT WINDOW TO MATCH EXISTING STYLE AND MATERIALS.
18. CUT NEW OPENING FOR BUILDING ETALAGE DOOR AND FRAME. NEW BUILDING ETALAGE DOOR SHALL BE MARRON CLASH WITH WHITE BALTU BLUE DOOR MEETS 25-00-10 (V) OR AN APPROVED EQUAL. PROVIDE REQUIRED INSULATION PER MANUFACTURER'S SPECIFICATIONS.
19. NEW CONCRETE PATIO SHALL HAVE A DECORATIVE SURFACE FINISH.

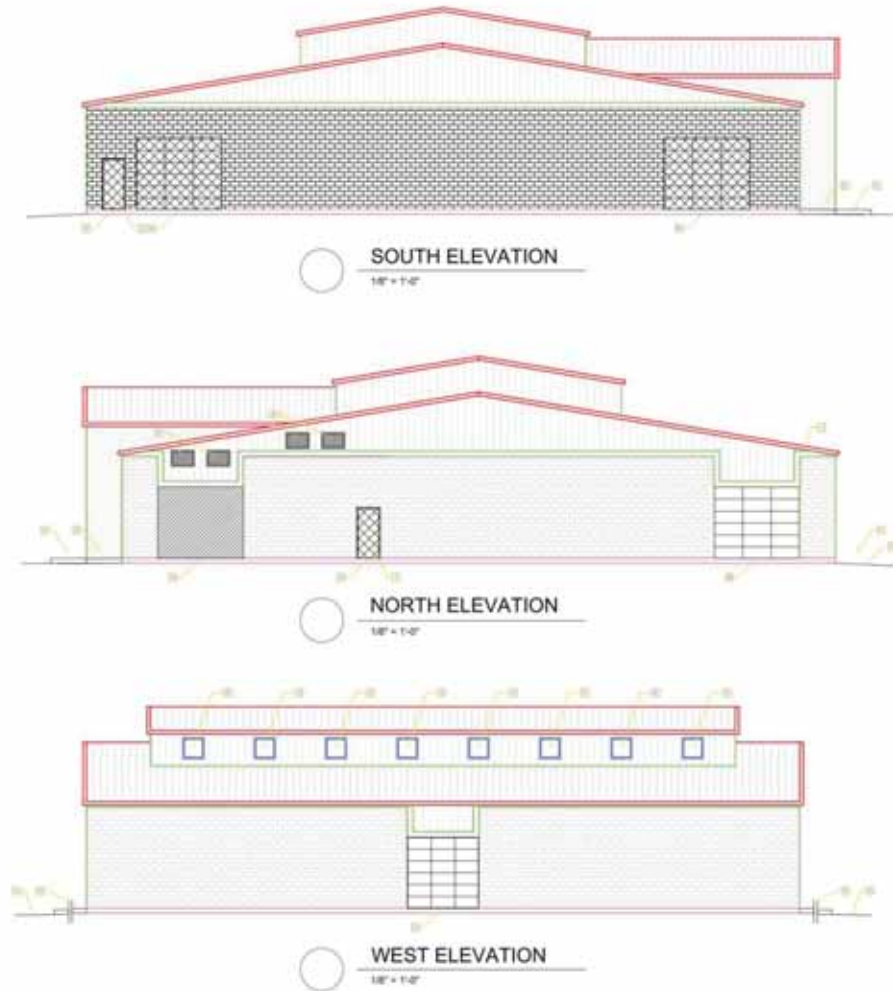


- ELEVATION CALLOUTS - BUILDING 1 & 2**
- EXISTING METAL ROOFING SHALL REMAIN.
  - EXISTING METAL SIDING SHALL REMAIN.
  - EXISTING CONCRETE WALL SHALL REMAIN.
  - EXISTING GRADE SHALL SLOPE AWAY FROM BUILDING ON PER 10:10% SLOPE AWAY FROM BUILDING ON TO BUILDING SURFACE FOR DRAINAGE.
  - NEW 1/2" CONCRETE PLASTER SHALL BE INSTALLED OVER APPROVED SHEATH AND BUILDING PAPER. MATCH COLOR WITH EXISTING CONCRETE WALLS. FIN HORIZONTAL SURFACE USE OF CONCRETE PLASTER OVER APPROVED 5/8" RIBBED LATH ATTACHED TO FRAMING MEMBER IN AN APPROVED MANNER. CUT OUT AND REMOVE EXISTING METAL SIDING AND FLASHING AS REQUIRED FOR INSTALLATION OF NEW WINDOWS FOR THE UPPER FLOOR LEVEL. OPENING SHALL BE FRAMED WITH APPROVED METAL STUD AS REQUIRED FOR PROPER INSTALLATION.
  - REMOVE DECORATIVE CANOPY OVER NEW WINDOWS.
  - REMOVE DECORATIVE CANOPY OVER INTERIOR SERVICE AREAS. BOTTOM OF CANOPY SHALL BE SET AT 7" ABOVE FINISH FLOOR AND SHALL SETTING 12" MINIMUM BEYOND THE EDGE OF THE SERVICE COUNTER. NEW CORRUGATED METAL ROOF CLASH AS SHALL MATCH EXISTING METAL PANELS AND SHALL BE INSTALLED OVER AN APPROVED 3/8" ROOFING FELT. NEW METAL SIDING AT PARAPET SHALL BE OVER TOP TRUSS STRUCTURE BARRIER AND SHALL MATCH EXISTING METAL SIDING OF ADJACENT BUILDINGS. NEW 3/4" GA. 16" PARAPET CAP WITH DRIP SHALL BE MANUFACTURED BY METAL BUILDING COMPANY.
  - NEW ROOF MOUNTED HVAC UNITS SHALL BE INSTALLED ON AN APPROVED CURB INSTALLED PER MANUFACTURERS SPECIFICATIONS. PROVIDE APPROVED FLASHING/COUNTER FLASHING AT ROOF CONNECTIONS. SEE STRUCTURAL DRAWINGS FOR SUPPORT OF NEW EQUIPMENT.
  - REMOVE EXISTING STOREFRONT DOOR, WINDOWS, AND FRAME AND REPLACE WITH NEW 10' 0" WIDE X 8' 0" HIGH STOREFRONT WINDOW. PROVIDE NEW CONCRETE CURB TO BE ABOVE FINISH FLOOR TO MATCH ADJACENT CONCRETE WALL IN THICKNESS AND FINISH. SEE STRUCTURAL DRAWINGS FOR DETAILS ON CONSTRUCTION AND CONNECTION TO EXISTING BUILDING.
  - DECORATIVE METAL GUARD SHALL BE 12" MINIMUM HIGH ABOVE FINISH FLOOR OF BUILDING UPPER FLOOR. GUARD SHALL BE IN ACCORDANCE WITH IBC 1015. HEIGHT OF GUARD SHALL BE 40" MINIMUM AND SHALL HAVE UPSTAIRS WHICH ALLOW PASSAGE OF A SPHERE 6 INCHES IN DIAMETER. USE 2" SQUARE WITH PLATE ATTACHED TO FRAMING MEMBER. TOP OF GUARD SHALL BE LEVEL WITH BOTTOM RAIL OF GUARD SHALL SLOPE TO MATCH RATIO FLOOR SLOPE. GUARD SHALL BE CONSTRUCTED OF 2" SQ. MIN. POST, 1 X 4 TOP AND BOTTOM RAILS, 1 X 4 END POST CONNECTED TO THE PLASTER AND WALL. RAILING SHALL BE 3/4" SQUARE SET AT 4" OC.
  - PLASTER IN PATIO SHALL BE 1/2" SQUARE AND 1/2" ABOVE FINISH FLOOR OF BUILDING UPPER FLOOR. PLASTER SHALL HAVE DECORATIVE 3/4" SQUARE CAP.
  - EXTERIOR CONCRETE SLAB COUNTERTOP AT BEVERAGE AND FOOD SERVICE AREAS SHALL BE SET AT 30" MAXIMUM ABOVE FINISH FLOOR AND SHALL EXTEND TO SERVICE WINDOW. COUNTERTOP SHALL BE 12" WIDE AND EXTEND BEYOND EXISTING EXTERIOR WALL 12". COUNTERTOP COLOR AND FINISH AND COLOR WITH GRABER FROM TO CONSTRUCTION OF COUNTERTOP. CUT NEW CHANGING IN EXISTING CONCRETE WALL FOR EXTERIOR BEVERAGE AND FOOD SERVICE WINDOW. OPENING SHALL EXTEND TO EDGE OF SERVICE WINDOW IN WIDTH AND HEIGHT AND SHALL INCLUDE THE THICKNESS OF THE EXTERIOR SERVICE COUNTER.
  - STAIRWAY GUARD SHALL BE CEMENT PLASTER FINISHED 2 X 4 SHALL TO SLAB WITH 40" HIGH MINIMUM ABOVE THE NOSE OF STAIRS. PROVIDE FLASHING, COUNTER FLASHING AND WEIR SCREENS AS REQUIRED ON STAIR SIDE OF WALL.
  - EXTERIOR STAIRS SHALL BE SOLID SURFACE WITH NICKLE PLATE TREADS. SIDING SHALL NOT BE LESS THAN 1/2" NOR SHALL GREATER THAN 7' IN HEIGHT WITH THE GREATEST ROOF HEIGHT WITH ANY FLIGHT OF STAIRS NOT EXCEED THE SMALLEST BY MORE THAN 1/4". MINIMUM TREAD WIDTH SHALL NOT BE LESS THAN 11" IN WIDTH. ON BOTH THE UPPER APPROACH AND LOWER TREADS OF EACH STAIR, A 2" X 4" MIN. WOOD STRIP OF CONTRASTING COLOR SHALL BE PLACED PARALLEL TO AND NOT MORE THAN 1" HIGH FROM THE STEP NOSE. (SEE DETAIL S-1 A&B).
  - REMOVE EXISTING STOREFRONT WINDOWS AT EAST WALL AND PROVIDE NEW 8' CONCRETE WALL SHALL TO 4' 0" A.F.F. AND INSTALL NEW FIBER STOREFRONT WINDOW TO MATCH EXISTING STYLE AND MATERIALS.
  - CUT NEW OPENING FOR SLIDING STAIRS DOORS AND FRAME. NEW SLIDING STAIRS DOORS SHALL BE BARRIAD AND ULTIMATE MULTIPLE DOORS MODEL (50-20-1) (RATED) ON AN APPROVED EQUAL. PROVIDE REQUIRED RIGID OPENING FOR SLIDING STAIRS SPECIFICATIONS.
  - NEW CONCRETE PATIO SHALL HAVE A DECORATIVE SURFACE FINISH.

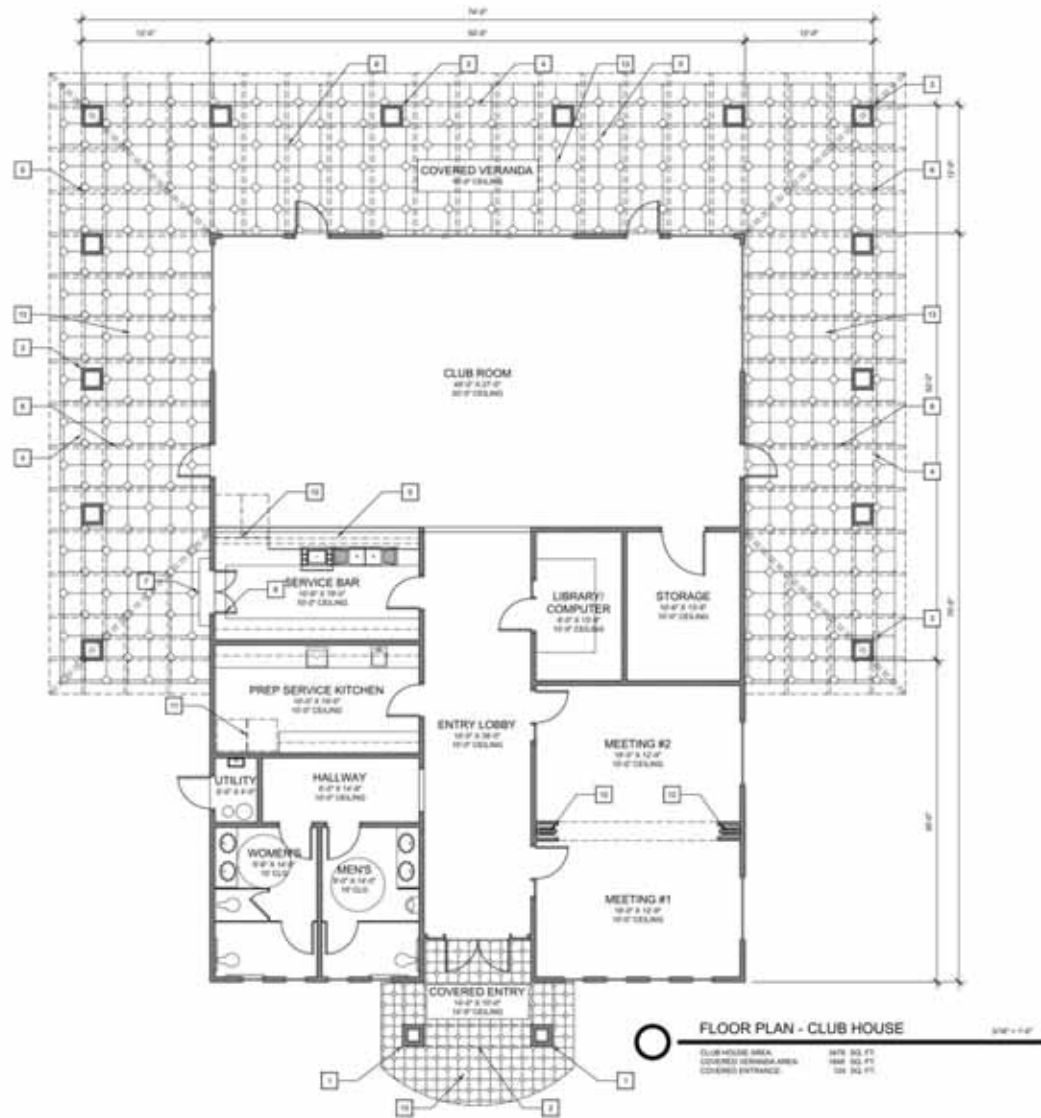


- ELEVATION CALLOUTS - BUILDING 3**
- EXISTING METAL ROOFING SHALL REMAIN
  - EXISTING METAL SIDING SHALL REMAIN
  - EXISTING CONCRETE WALL SHALL REMAIN
  - EXISTING CONCRETE SHALL SLOPE AWAY FROM BUILDING 2% FOR 12" OF OR
  - SLOPE AWAY FROM BUILDING 2% ON SOLID SURFACE (PATERMALKAWTS)
  - NEW CONCRETE PAD SHALL BE LOCATED ON THE NORTH AND SOUTH SIDE
  - OF BUILDING. CONCRETE PAD SHALL BE 4" CONCRETE SLAB W/ 4# 10" @
  - 10" OC EACH WAY OVER 4" CLEAN COMPACTED SAND FILL. SLOPE SURFACE
  - AWAY FROM BUILDING 2% MAXIMUM. PROVIDE 1/4" CONTROL JOINTS @ 8'-0"
  - OC IN BOTH DIRECTIONS. PROVIDE 1/4" EXPANSION FELT @ 20'-0" OC
  - MAXIMUM
  - EXISTING CRESTORY WINDOWS SHALL REMAIN
  - CUT OUT OPENING IN EXISTING CONCRETE WALL FOR NEW 30" METAL
  - DOORS AND FRAMES. SEE STRUCTURAL PLANS FOR DETAILS FOR FRAME
  - CUT OUT OPENING
  - NEW CONCRETE LANDING/STAIRWALK SHALL BE LOCATED ON THE EAST
  - SIDE OF BUILDING. CONCRETE PAD SHALL BE 4" CONCRETE SLAB W/ 4#
  - 10" OC EACH WAY OVER 4" CLEAN COMPACTED SAND FILL. SLOPE
  - SURFACE AWAY FROM BUILDING 2% MAXIMUM. PROVIDE 1/4" CONTROL
  - JOINTS @ 8'-0" OC IN BOTH DIRECTIONS. PROVIDE 1/4" EXPANSION FELT @
  - 20'-0" OC MAXIMUM
  - EXISTING 44# STORMDOOR WINDOWS SHALL REMAIN
  - BLACK OUT (PAINTED) EXISTING WINDOWS WHERE NEW WALL FRAMING
  - OCURS AT RESTROOM/SHOWER AREA OR REMOVE EXISTING WINDOWS
  - AND INFILL FRAME OPENING WITH 2 X 4 @ 16" OC WITH 1/2" CD PLY
  - BREAKING AND FINISH WITH 1/2" GYPSUM PLASTER OVER APPROVED WIRE
  - LATH AND BUILDING PAPER. COLOR SHALL MATCH EXISTING METAL SIDING
  - EXISTING SECTIONAL DOORS SHALL REMAIN
  - CUT OUT OPENING IN EXISTING CONCRETE WALL FOR NEW 12'-0" WIDE X
  - 10'-0" HIGH SECTIONAL DOOR. SEE STRUCTURAL PLANS FOR DETAILS FOR
  - FRAME CUT OUT OPENING
  - REMOVE EXISTING SECTIONAL DOOR AND INFILL FRAME WITH 2 X 4 STUD
  - WALL @ 16" OC WITH 1/2" CD PLY SHEATHING AND FINISH WITH 1/2" GYPSUM
  - PLASTER OVER APPROVED WIRE LATH AND BUILDING PAPER.

Exhibit K-2



- ELEVATION CALLOUTS - BUILDING 3**
- EXISTING METAL ROOFING SHALL REMAIN
  - EXISTING METAL SIDING SHALL REMAIN
  - EXISTING CONCRETE WALL SHALL REMAIN
  - EXISTING GROUND SHALL SLOPE AWAY FROM BUILDING 3/4\"/>

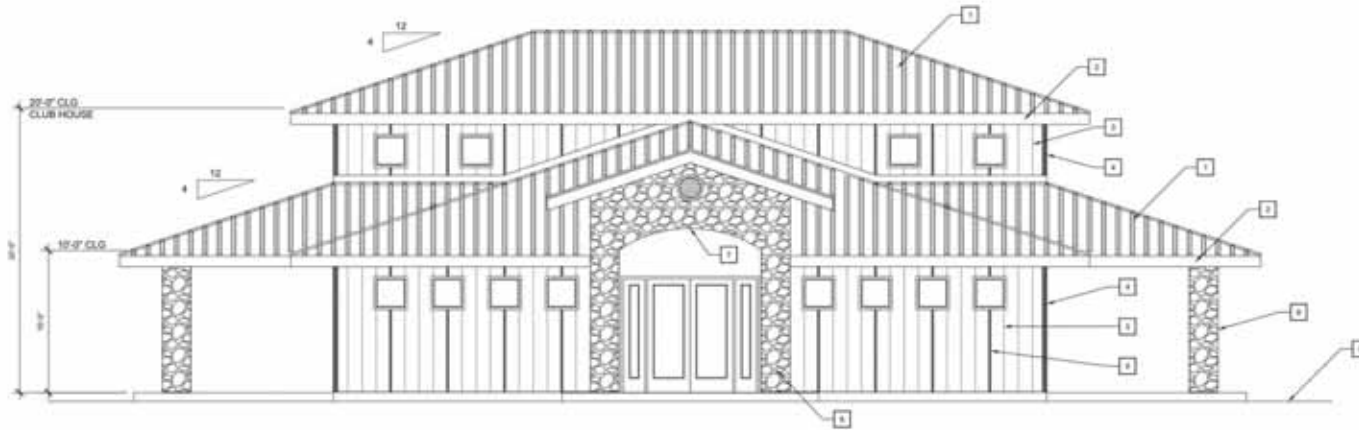


FLOOR PLAN CALLOUTS	
<b>CLUB ROOM</b>	
1.	ENTRANCE COLUMN SHALL BE 24" SQUARE WITH STONE VENEER FINISH
2.	ENTRY TOWER SHALL HAVE ARCHED OPENING IN FRONT
3.	VERANDA COLUMNS SHALL BE 14" SQUARE WITH STONE VENEER FINISH
4.	BEAMS BETWEEN COLUMNS SHALL BE 14" WIDE TO MATCH COLUMNS AND SHALL HAVE A LEGACY PLASTER FINISH
5.	SOFFIT BEAMS AT TRUSS CEILING SHALL BE SLOPPED AND 12" WIDE TO MATCH COLUMNING AND SHALL HAVE A CEMENT PLASTER FINISH
6.	DECORATIVE WOOD TRUSS BEAM SHALL BE SET AT UNLT ROOF
7.	DECORATIVE WOOD RAFTER BEAMS SHALL BE SET AT 8" ON
8.	PAVED VERANDA, ENTRANCE, AND GOLF WAY FLOOR SHALL BE DECORATIVE CONCRETE SURFACE
9.	DECORATIVE WOOD ROOF BEAM SHALL BE SET AT UNLT ROOF
10.	DECORATIVE WOOD RAFTER BEAMS SHALL BE SET AT 8" ON
11.	BAR AREA SHALL SERVICE CLUB ROOM AREA
12.	FOOD SERVICE SHALL OPEN INTO CLUB ROOM AREA

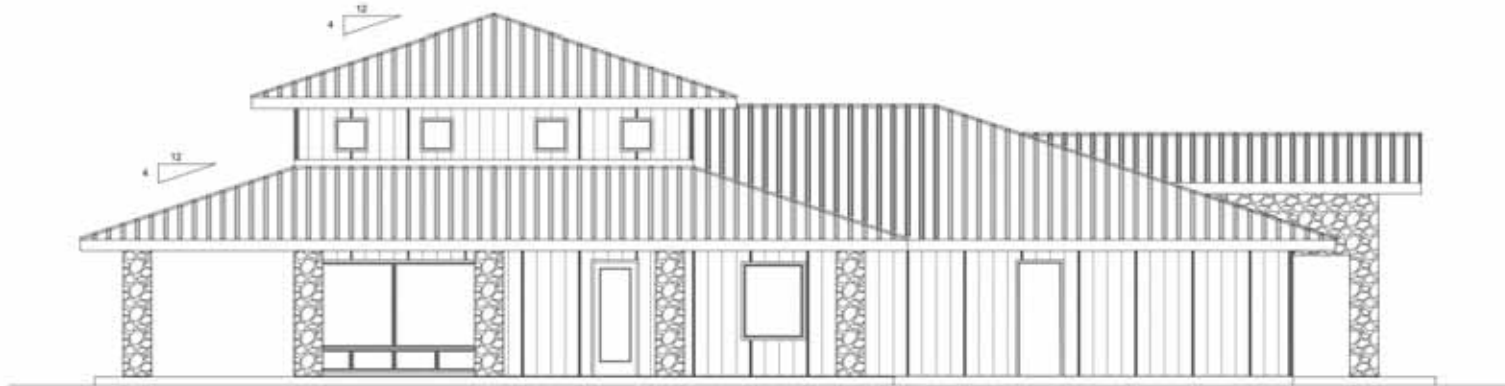
Exhibit L-1

ELEVATION CALLOUTS	
<b>CLUB HOUSE</b>	
1.	NEW CORRUGATED METAL ROOFING SHALL MATCH ROOFING OF EXISTING BUILDING.
2.	PARCH AND EAVES SHALL BE 2 X 10. ALL EAVES SHALL HAVE SOFFITTED UNDER-SIDING SMOOTH FINISH.
3.	EXTERIOR SIDING SHALL BE HARD-BRAND PANELS WITH GROOVES AT JOINTS.
4.	PROVIDE APPROVED HARD TRIM AT ALL PANEL EDGES, CORNERS, AND ALL OPENINGS.
5.	BATTLS SHALL BE 2 X 3 1/2 INCH SET AT 16" O.C.
6.	ENTRANCE COLUMNS SHALL BE 24" SQUARE WITH SPONGE VENEER FINISH.
7.	ENTRANCE TOWER SHALL HAVE ARCHED OPENING IN FRONT.
8.	TRAVELER COLUMNS SHALL BE 24" SQUARE WITH SPONGE VENEER FINISH.
9.	SLOPE GRADE AWAY FROM BUILDING 2% FOR 10'-0"

Exhibit L-2



○ FRONT ELEVATION  
1/4" = 1'-0"

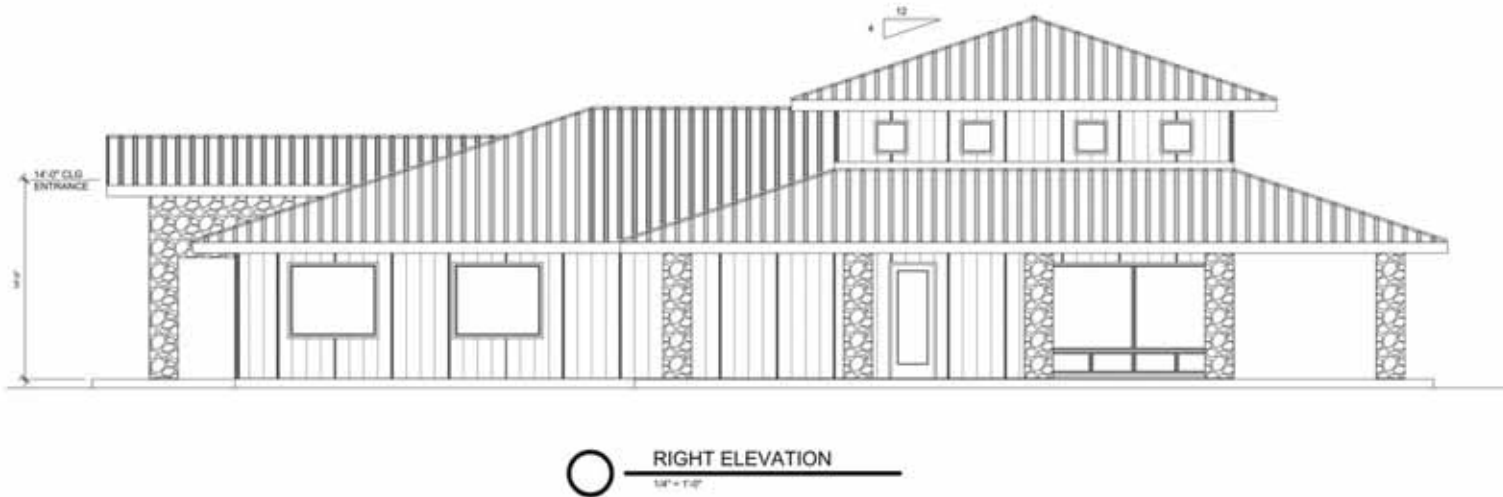
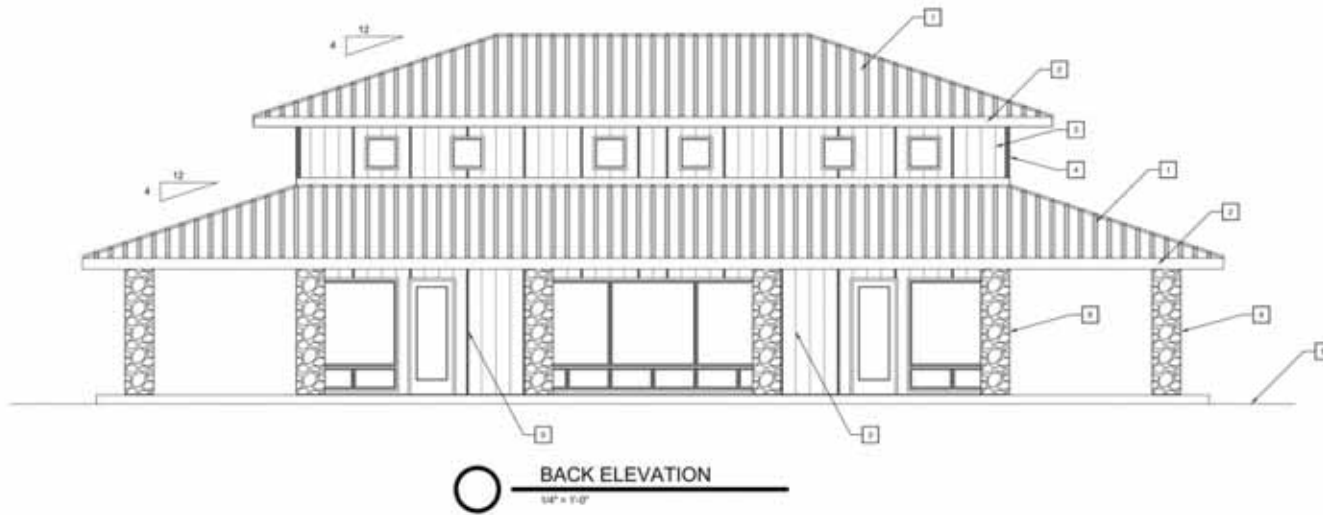


○ LEFT ELEVATION  
1/4" = 1'-0"



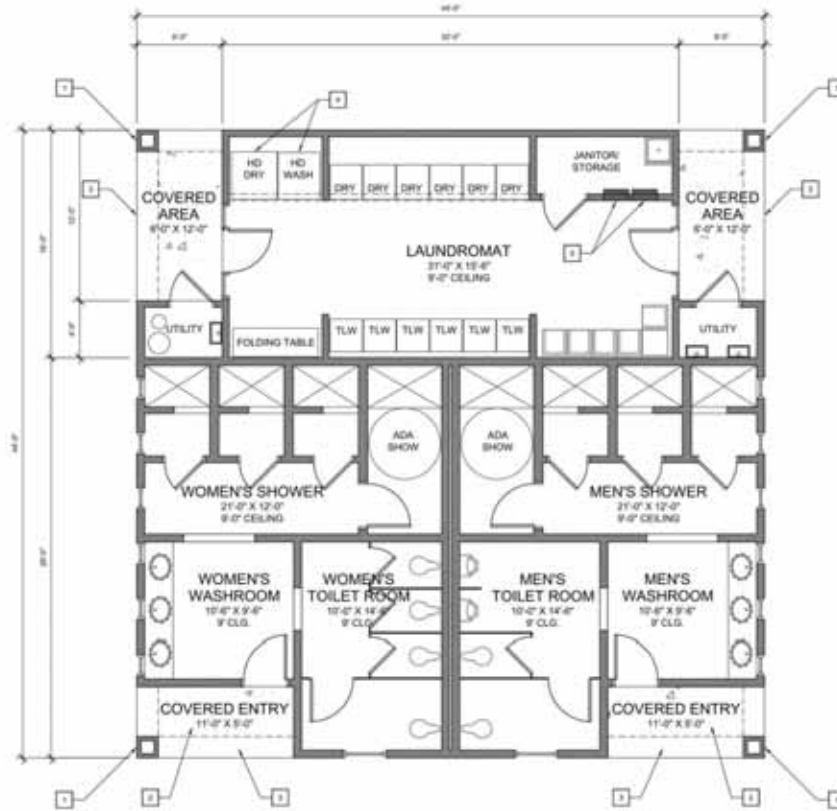
ELEVATION CALLOUTS	
<b>CLUB HOUSE</b>	
1.	NEW CORRUGATED METAL ROOFING SHALL MATCH ROOFING OF EXISTING BUILDING.
2.	PARCH AND EAVES SHALL BE 2 X 10. ALL EAVES SHALL HAVE SOFFITTED UNDER-SIDING SMOOTH FINISH.
3.	EXTERIOR SIDING SHALL BE HARD-BRAND PANELS WITH GROOVES AT JOINTS.
4.	PROVIDE APPROVED HARD TRIM AT ALL PANEL EDGES, CORNERS, AND ALL OPENINGS.
5.	BATTIS SHALL BE 2 X 3 TRIM SET AT 16" O.C.
6.	ENTRANCE COLUMNS SHALL BE 24" SQUARE WITH SPINE VENEER FINISH.
7.	ENTRY TOWER SHALL HAVE ARCHED OPENING IN FRONT.
8.	TRIMMER COLUMNS SHALL BE 18" SQUARE WITH STONE VENEER FINISH.
9.	SLOPE GRADE AWAY FROM BUILDING 2% FOR 10'-0"

Exhibit L-3



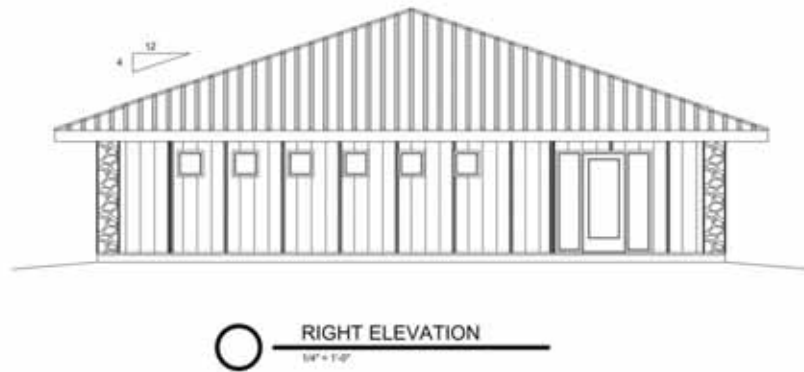
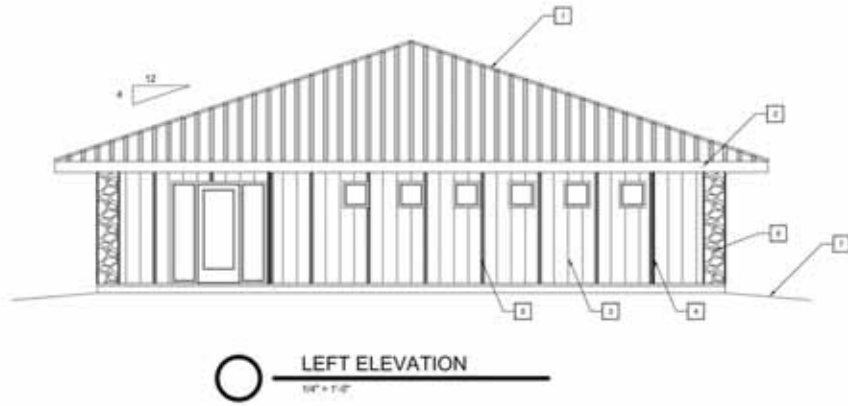
FLOOR PLAN CALLOUTS	
<b>RESTROOM/SHOWER/LAUNDROMAT</b>	
1.	ENTRANCE COLUMNS SHALL BE 12" SQUARE WITH CEMENT PLASTER FINISH.
2.	BEAMS BETWEEN COLUMNS SHALL BE 12" WIDE TO MATCH COLUMN AND SHALL HAVE A CEMENT PLASTER FINISH.
3.	ENTRANCE AND WALK-WAY FLOOR SHALL BE DECORATIVE CONCRETE SURFACE.
4.	ONE PAIR OF HEAVY DUTY RUBBER AND HEAVY DUTY DRY SHALL BE LOCATED IN EACH LAUNDROMAT.
5.	SOAP DISPENSER VENDING MACHINE SHALL BE LOCATED IN AN ACCESSIBLE AREA.

Exhibit M-1



**FLOOR PLAN - SHOWER-RESTROOM-LAUNDROMAT** 1/8" = 1'-0"

WOMEN'S RESTROOM/SHOWER:	561 SQ. FT.
MEN'S RESTROOM/SHOWER:	561 SQ. FT.
COVERED RESTROOM ENTRANCES (2):	110 SQ. FT.
LAUNDROMAT:	660 SQ. FT.
COVERED LAUNDROMAT ENTRANCES (2):	144 SQ. FT.



ELEVATION CALLOUTS	
<b>CLUB HOUSE</b>	
1.	NEW CORRUGATED METAL ROOFING SHALL MATCH ROOFING OF EXISTING BUILDING.
2.	PASCO AND SAVERS SHALL BE 2 X 10. ALL SAVERS SHALL HAVE SCOTTED/ HAND-BRAIDED SCOTCH FINISH.
3.	EXTERIOR SIDING SHALL BE HERRING BOARD PANELS WITH GROOVES AT 2\"/>
4.	FINISHES APPROVED HARDWARE AT ALL PANEL EDGES, CORNERS, AND ALL OPENINGS.
5.	SAFTS SHALL BE 2 X 2 TRIM SET AT 48\"/>
6.	ENTRANCE COLUMNS SHALL BE 24\"/>
7.	ENTRY PORCH SHALL HAVE ARCHED OPENING IN FRONT.
8.	VERANDA COLUMNS SHALL BE 24\"/>
9.	SLOPE GRASS AWAY FROM BUILDING 1% FOR 12\"/>

# Attachment 9

## Draft Resolution D

RESOLUTION NO: 17-xxx

A RESOLUTION OF THE PLANNING COMMISSION OF THE  
CITY OF EL PASO DE ROBLES  
**APPROVING CONDITIONAL USE PERMIT AMENDMENT (CUP 94-005),  
FOR CABERNET LINKS RV RESORT  
5151 JARDINE ROAD, APN: 025-442-021 - 023 & 025-444-001 - 014**

WHEREAS, an application for Planned Development 15-004 and Conditional Use Permit 94-005 Amendment has been filed by Tom Erskine for development of a 290 space Recreational Vehicle (RV) resort within the existing Links Golf Course and ancillary site improvements, as shown in the proposed Site Plan in Exhibit B; and

WHEREAS, in conjunction with PD 15-004 and CUP 94-005 Amendment, Vesting Tentative Tract Map 3088 has been submitted requesting to eliminate 39 existing lots created Tract 2716, and resubdivide the property into 19 lots, that would include the golf course, RV resort, vineyards, and future new resort compatible commercial uses; and

WHEREAS, with the approval of PD 15-004 and CUP 94-005 Amendment (Cabernet Links RV and Golf Resort) the previous entitlements that approved the Vista del Hombre project (PD 06-021) would be eliminated; and

WHEREAS, with the approval of PD 15-004 and CUP 94-005 Amendment (Cabernet Links RV and Golf Resort) the development plan (PD 94-003) originally approved to establish the Links Golf Course would be superseded by PD 15-004; 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 February 28, 2017, on this project to accept public testimony on the Mitigated Negative Declaration and the proposed project. Comments were received from Native American Heritage Commission regarding noticing related to AB-52, and the Cultural Resource Study for the project. The cultural resource mitigation measures were modified, and incorporated into the Mitigation Monitoring and Reporting Program and incorporated into the in compliance with CEQA; and

WHEREAS, the subject property is designated in the General Plan, Land Use Element as Business Park with Planned Development /Airport Overlays (BP/PD/AP), and the proposed project is consistent with the intent of the land use designation since the project would provide development of "... transient occupancy uses in close proximity to golf courses and commercial recreation...and provide resorts, lodging and related ancillary land uses..."; 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 finds that the establishment,

# Attachment 9

## Draft Resolution D

maintenance or operation for the requested-use or building applied for, will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort, convenience and general welfare of the persons residing or working in the neighborhood of such proposed use, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso De Robles does hereby approve the amendment of Conditional Use Permit 94005 subject to the following conditions listed below:

- ~~1.~~ This conditional use permit amendment authorizes the establishment of an 18-hole golf course with driving range, along with the establishment of a 290 space Recreational Vehicle Resort, known as the Cabernet Links and RV Resort, clubhouse with pro shop and coffee shop, maintenance building, cart storage building and mid-course restrooms. Project development and phasing shall comply with the conditions and exhibits established with PD 15-005. The project shall be constructed ~~in four (4)~~ phases as follows:

~~Phase 1— Improve existing on-site drainage swales, remove and clean debris from existing culverts under Beacon and Jardine Roads and seed the area with ryegrass for dust and erosion control.~~

~~Phase 2— Grade and construct the 18-hole golf course, driving range, parking lot, entry road, temporary club house (approximately 1500 square feet), temporary maintenance tent and temporary restrooms on the course.~~

~~Phase 3— Construct permanent maintenance building, cart barn and on-course restrooms.~~

~~Phase 4— Construct permanent clubhouse and underground existing on-site overhead utilities. In order to insure that undergrounding of utilities is completed, Phase 4 shall be completed by October 10, 1999 or prior to occupancy of Phase 4 (permanent clubhouse building), whichever occurs first.~~

~~Failure to underground on-site utilities *in* the prescribed timeline, could result *in* a public hearing to consider revocation for failure to comply with conditions of approval.~~

- 2. The applicant shall comply with all conditions of approval of Planned Development ~~94003~~ 15-005 in a manner acceptable to the City of Paso Robles.

- ~~2-3.~~ Events associated with the resort such as golf tournaments, RV related events, shall be conducted indoors, or within a temporary tent structure as approved by the City. Events not related to golf or RV, or exceeded 450 attendees are subject to a Temporary Use Permit. All events shall end no later than 10 pm. Amplified music associated with the event shall be kept in doors and play no later than 10 pm.

- ~~3-4.~~ 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.

- ~~4-5.~~ Any site specific condition imposed by the Planning Commission in approving this project 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.

- ~~5-6.~~ All parkways, open areas, and landscaping shall be permanently maintained by the property owner, or other means acceptable to the City.

# Attachment 9

## Draft Resolution D

~~6.7.~~ The golf course operations shall comply at all times with the city's performance standards.

~~7.8.~~ This conditional use permit shall expire on April 10, 1995 unless a time extension is submitted to the Community Development Department prior to expiration.

PASSED AND ADOPTED THIS 28<sup>th</sup> day of February 2017 by the following Roll Call Vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Bob Rollins, Chairperson

ATTEST:

---

Warren Frace, Secretary of the Planning Commission

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Exhibit B – Site Plan

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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.

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

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

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



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- 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:

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- 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:

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**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.

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## **C. PRIOR TO ANY PLAN CHECK:**

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

## **D. PRIOR TO ISSUANCE OF A GRADING PERMIT:**

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

## **E. PRIOR TO ISSUANCE OF A BUILDING PERMIT:**

- 1. All off-site public improvement plans shall be prepared by a registered civil engineer and shall be submitted to the City Engineer for review and approval. The improvements shall be designed and placed to the Public Works Department Standards and Specifications.
- 2. The applicant shall submit a composite utility plan signed as approved by a representative of each public utility.
- 3. Landscape and irrigation plans for the public right-of-way shall be incorporated into the improvement plans and shall require approval by the Streets Division Supervisor and the Community Development Department.

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- 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:

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Street Name	City Standard	Standard Drawing No.
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- 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

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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.

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

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**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.

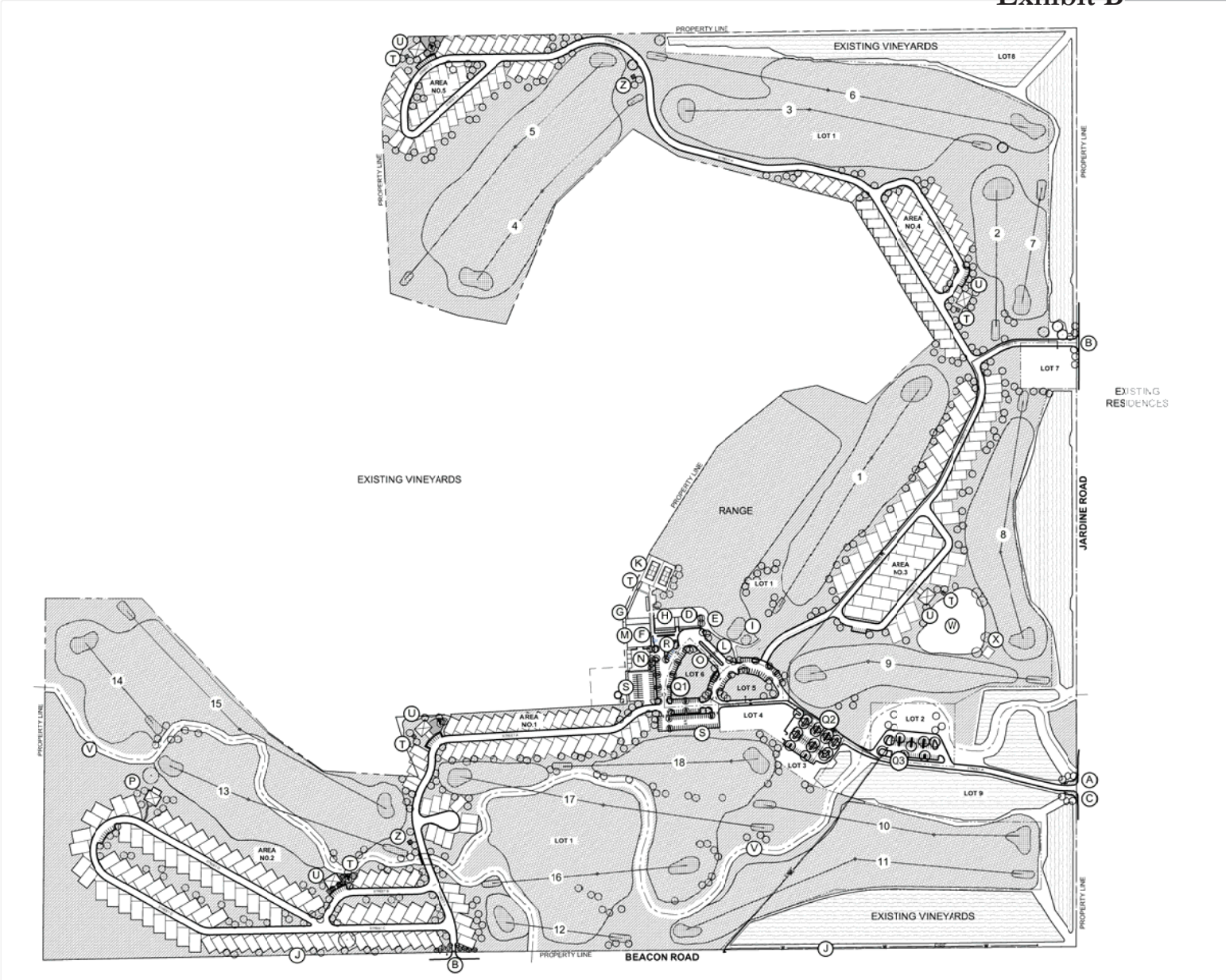
(Adopted by Planning Commission Resolution \_\_\_\_\_)

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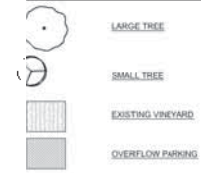
- 7.  Prior to the issuance of Certificate of Occupancy:
  - Final inspections shall be completed on all underground fire lines, fire sprinkler systems, fire alarm systems and chemical hood fire suppression systems.
  - Final inspections shall be completed on all buildings.

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

# Exhibit B



### LEGEND



- PROJECT ENTRANCE
- EMERGENCY INGRESS / EGRESS
- (JARDINERD ENTRANCE OPEN TO PUB ENTRY MONUMENT R (LOT 7))
- PRO SHOP / CLUBHOUSE / RESTAURANT
- RV & GOLF CHECK-IN / CLUBHOUSE
- RESORT RECREATION FACILITY (SHOW AND RESTROOMS)
- RESORT POOL AREA
- BANQUET ROOM
- GOLF PRACTICE FACILITY
- DEER FENCE ALONG BEACON RD. - 8' M
- TENNIS COURTS / PICKLE BALL
- CART STAGING
- INDOOR CART STORAGE
- MAINTENANCE YARD
- PARKING AREA INGRESS - EGRESS
- VIP CLUBHOUSE
- PARKING LOTS (SEE TABLE BELOW)
- HANDICAP PARKING
- OVERFLOW PARKING
- RESORT SPA TUB
- RV RESTROOM / SHOWER / LAUNDRY R.
- EXISTING DRAINAGE WAY
- EXISTING POND
- EXISTING PUMP HOUSE
- GOLF RESTROOMS

### PARCEL ACREAGE CHART

ORIGINAL ACREAGE	
TRACT 2716	222.19 AC±
PROPOSED ACREAGE	
1	189.09 AC± GOLF/RV F
2	2.12 AC± COMMERC
3	1.10 AC± COMMERC
4	1.05 AC± COMMERC
5	1.02 AC± COMMERC
6	1.12 AC± COMMERC
7	1.08 AC± COMMERC
8	9.93 AC± AGRICULT
9	23.91 AC± AGRICULT
<b>TOTAL</b>	<b>230.42 AC±</b>

### PHASE SCHEDULE

PHASE	AREA	UNITS
PHASE 1	AREA NO. 1	47 UNITS
	LOT 2, 3, 4, 5, 6	174 UNITS
	LOT 7	114 UNITS
	LOT 9	290 UNITS
	TOTAL	290 UNITS
PHASE 2	AREA NO. 2	96 UNITS
PHASE 3	AREA NO. 3	58 UNITS
PHASE 4	AREA NO. 4	49 UNITS
PHASE 5	AREA NO. 5	42 UNITS
<b>TOTAL</b>	<b>TOTAL</b>	<b>290 UNITS</b>

### RV UNIT COUNT

PHASE 1	2 UNITS
PHASE 2	174 UNITS
PHASE 3	114 UNITS
PHASE 4	290 UNITS
PHASE 5	42 UNITS
<b>TOTAL</b>	<b>290 UNITS</b>

### PARKING COUNT

IRKING (Q1)	101 SPACES
IRKING (Q2)	75 SPACES
IRKING (Q3)	57 SPACES
HANDICAP PARKING	5 SPACES
OVERFLOW PARKING	84 SPACES
PARK (RESTROOM/GUEST)	52 SPACES
TOTAL	374 SPACES





**ATTACHMENT - 10  
DRAFT RESOLUTION - E**

**A RESOLUTION OF  
THE PLANNING COMMISSION OF THE CITY OF EL PASO DE ROBLES  
APPROVING CABERNET LINKS RV RESORT AND GOLF COURSE  
VESTING TENTATIVE TRACT MAP 3088  
5151 JARDINE ROAD, APN: 025-442-021 - 023 & 025-444-001 - 014  
APPLICANT – TOM ERSKINE**

**WHEREAS**, in conjunction with applications filed for Planned Development 15-004 and Conditional Use Permit 94-005 Amendment for development of a 290 space RV resort, Vesting Tentative Tract Map (VTTM) 3088 has been filed by Tom Erskine requesting to eliminate 39 existing lots created Tract 2716, and resubdivide the property into 19 lots, that would include the golf course, RV resort, vineyards, and future new resort compatible commercial uses as follows:

Lot 1:	188 acres	(Golf Course / RV Resort)
Lot 2-7:	1 to 2 acres	(Commercial Lots)
Lot 8:	9.93 acres	(Vineyard Lot)
Lot 9:	1.05 acres	(Vineyard Lot)

**WHEREAS**, the subject property is designated in the General Plan, Land Use Element as Business Park with Planned Development /Airport Overlays (BP/PD/AP), and the proposed project is consistent with the intent of the land use designation since the project would provide development of "... transient occupancy uses 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 3088 is consistent with applicable new lot development standards in the Airport zoning district with Planned Development (AP/PD), and includes access to each parcel proposed for development and maintains access to the existing golf course buildings, 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

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**WHEREAS**, a duly noticed public hearing was conducted by the Planning Commission on February 28, 2017 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.
5. The design of the subdivision and types of improvements proposed are not likely to cause serious public health problems.
6. 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 3088 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.

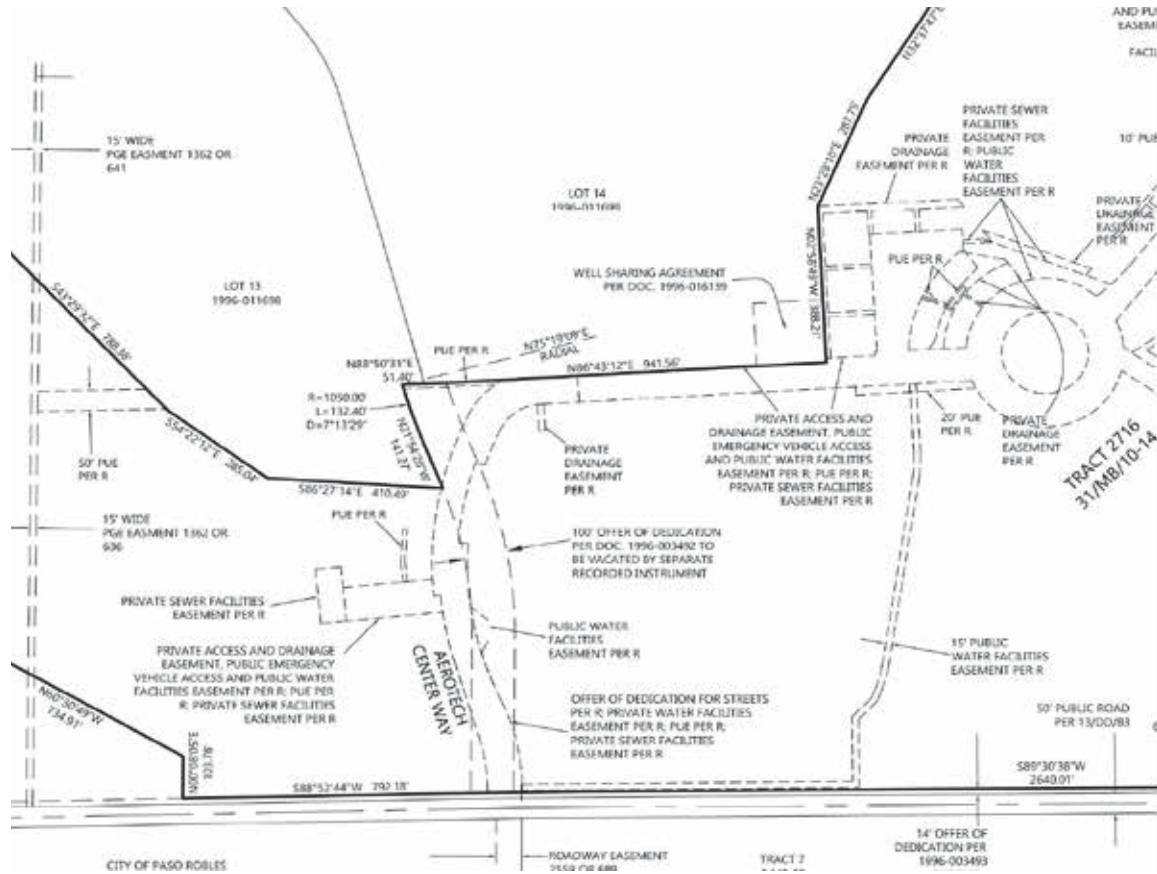
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2. The project shall be constructed so as to substantially conform with the following listed exhibits and conditions established by this resolution:

<u>EXHIBIT</u>	<u>DESCRIPTION</u>
A.	Standard Conditions
B.	Vesting Tentative Tract Map 3088
C 1- C 7.	Preliminary Grading and Drainage

3. Vesting Tentative Tract Map 3088 authorizes the subdivision of approximately 230 acres into nine (9) lots ranging in size as follows: Lot 1 – 188 acres, Lot 9 – 23.9 acres, Lot 8 – 9.93 acres, Lot 2 – 2.12 acres, and Lots 3-7 are approximately 1 acre.
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.
6. Prior to recordation of the final map, interest in private easements (Aerotech Center Way extension) encumbering the property must be resolved as well as alternative access to land-locked parcels within the adjacent vineyards. If the easement cannot be adjusted, the project master plan shall be redesigned to accommodate the existing easement alignment, subject to approval by the Development Review Committee.

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PASSED AND ADOPTED THIS 28<sup>th</sup> day of February, 2017 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: February 28, 2017 \_\_\_\_\_

Applicant: Cabernet RV/Golf \_\_\_\_\_ Location: 5151 Jardine Road \_\_\_\_\_

APN: 025-442-021 - 023 & 025-444-001 - 014

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 February 28, 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

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

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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.

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- 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.

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

# Agenda Item 1

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:

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



# Agenda Item 1

\*\*\*\*\*

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

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

**C. PRIOR TO ANY PLAN CHECK:**

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

**D. PRIOR TO ISSUANCE OF A GRADING PERMIT:**

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

**E. PRIOR TO ISSUANCE OF A BUILDING PERMIT:**

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

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

# Agenda Item 1

- 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.
Jardine Road		

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

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

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

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

# Agenda Item 1

- 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.

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

# Agenda Item 1

- 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**

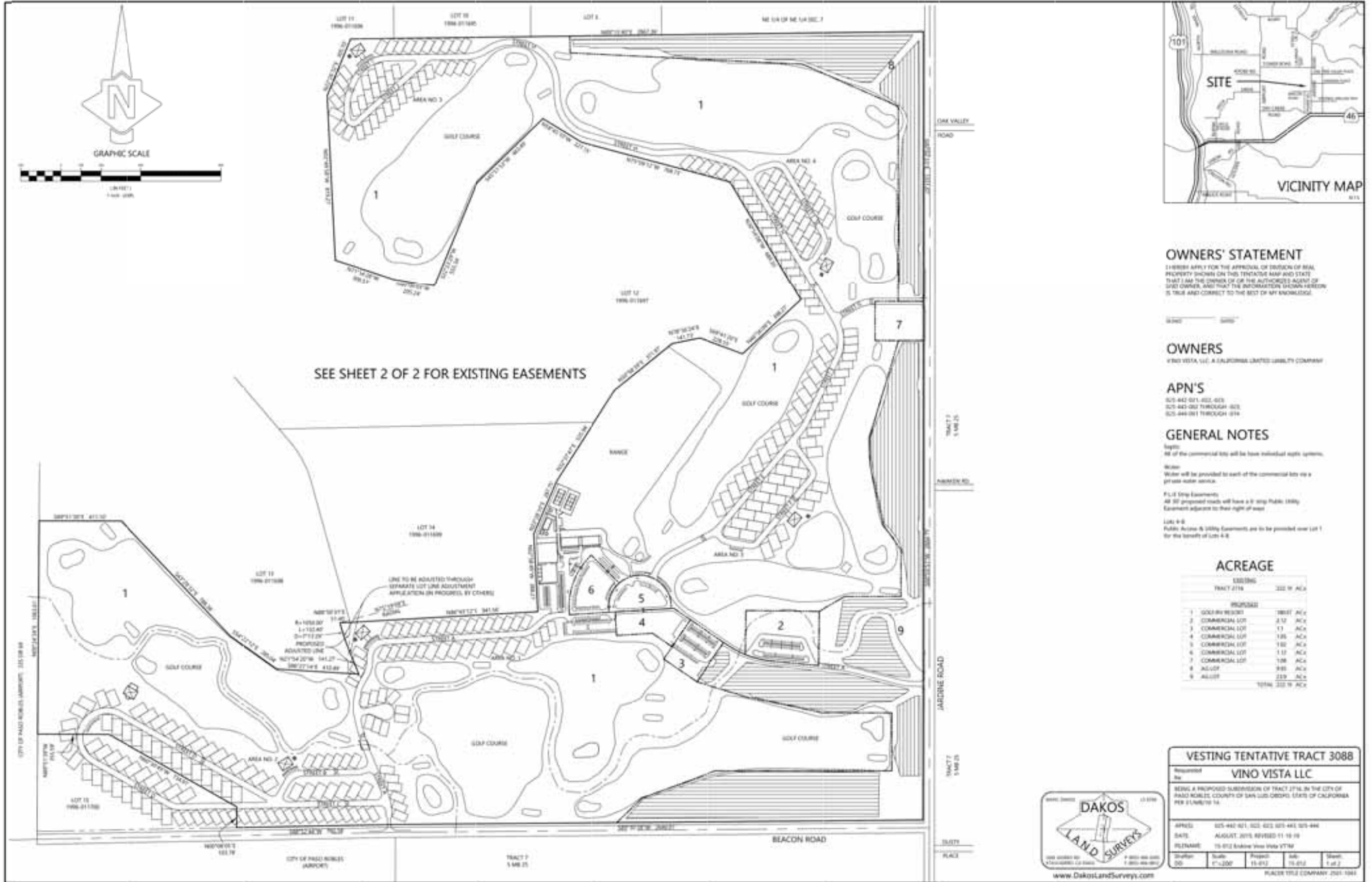
- 1.  Prior to the start of construction:
  - Plans shall be reviewed, approved and permits issued by Emergency Services for underground fire lines.
  - Applicant shall provide documentation to Emergency Services that required fire flows can be provided to meet project demands.
  - Fire hydrants shall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

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

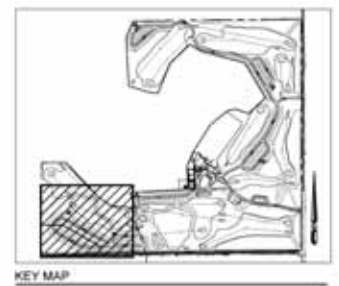
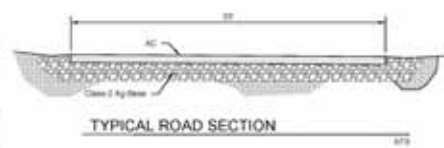
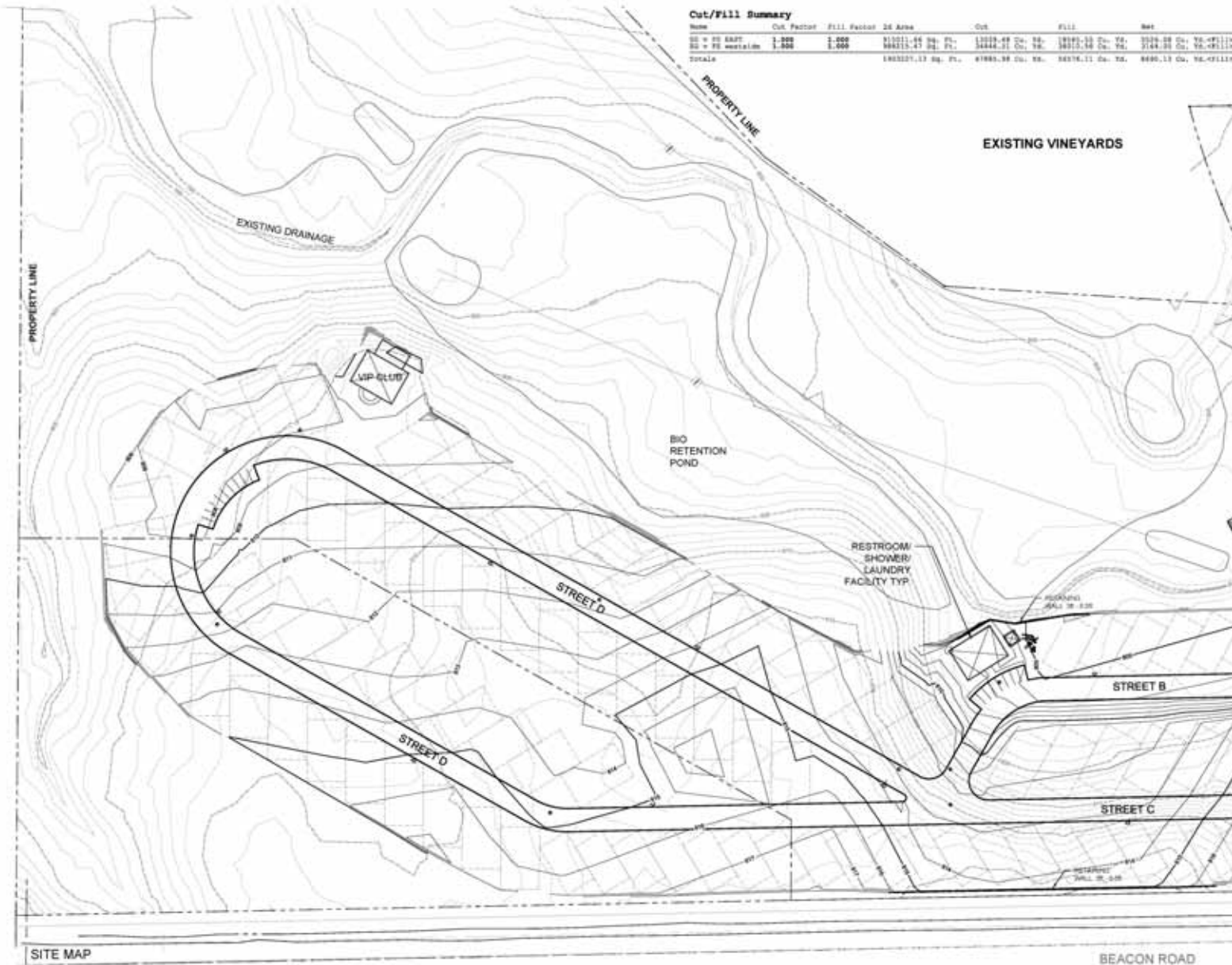
# Agenda Item 1

6.  Project shall comply with all requirements in current, adopted edition of California Fire Code and Paso Robles Municipal Code.
7.  Prior to the issuance of Certificate of Occupancy:
  - Final inspections shall be completed on all underground fire lines, fire sprinkler systems, fire alarm systems and chemical hood fire suppression systems.
  - Final inspections shall be completed on all buildings.

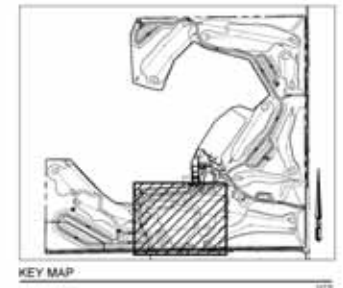
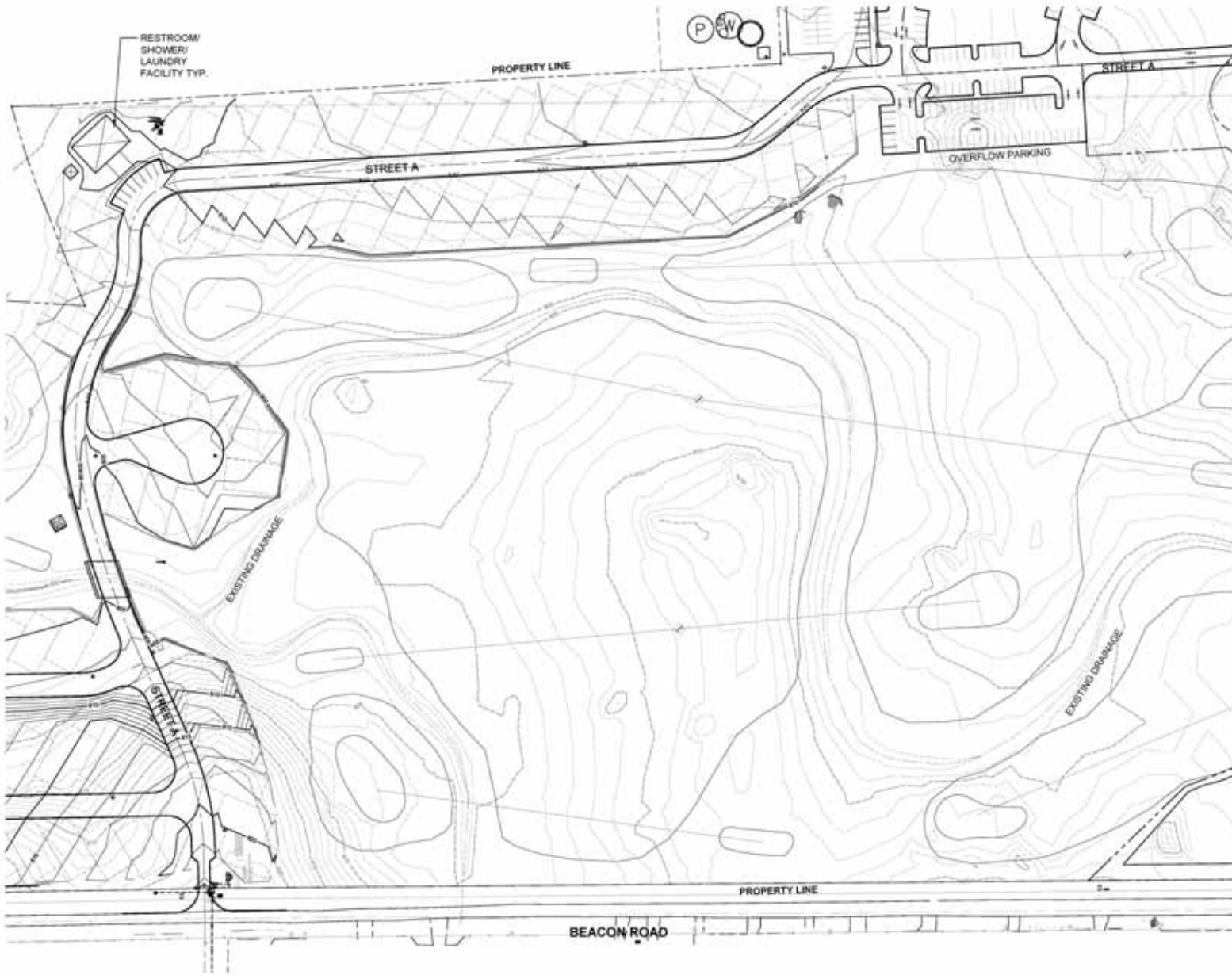
(Adopted by Planning Commission Resolution \_\_\_\_\_)



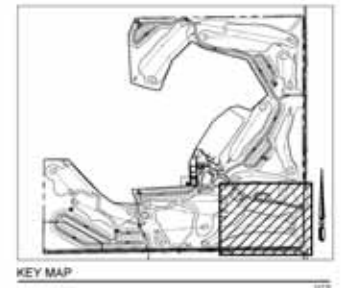
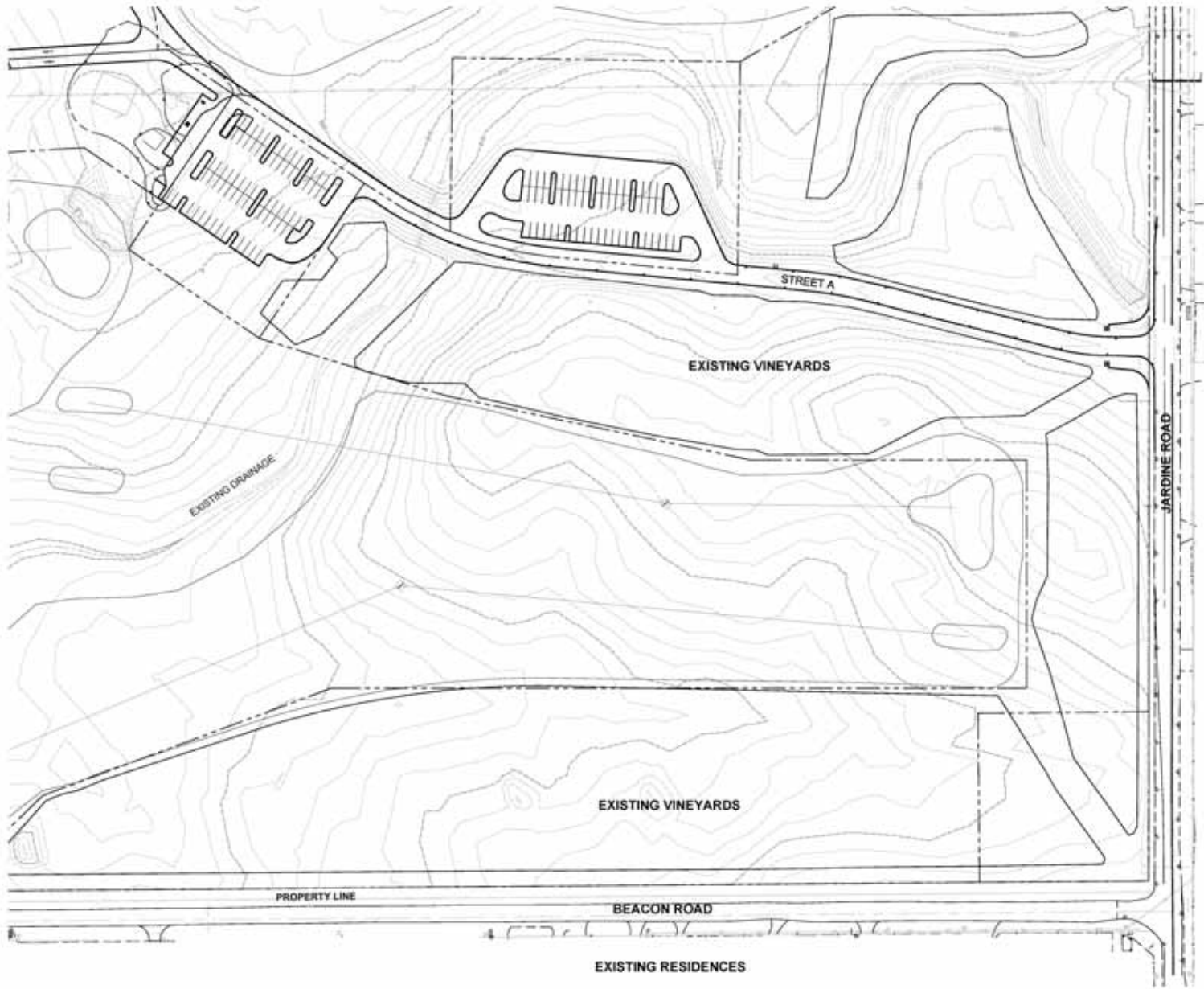








# Exhibit C-3



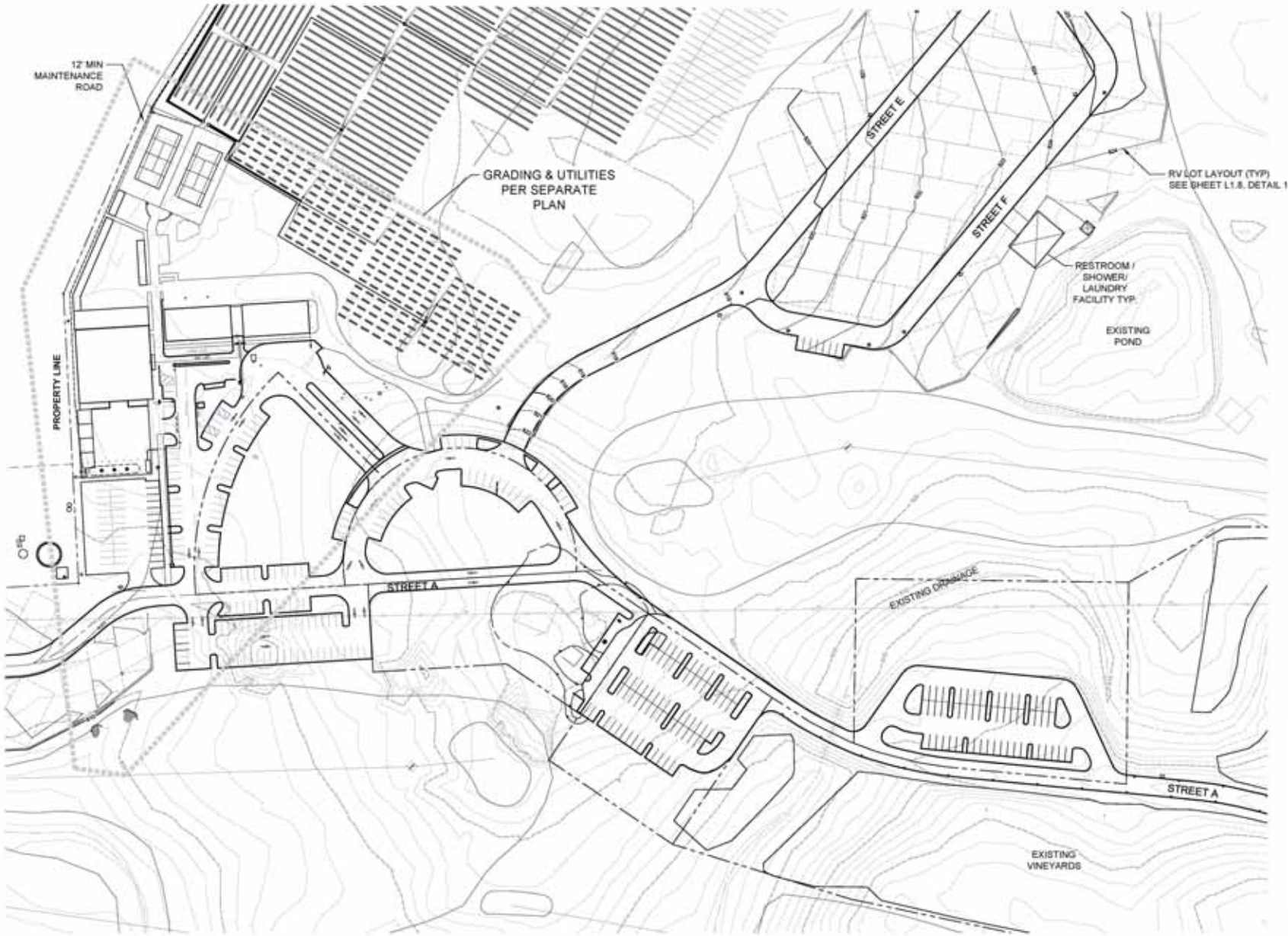
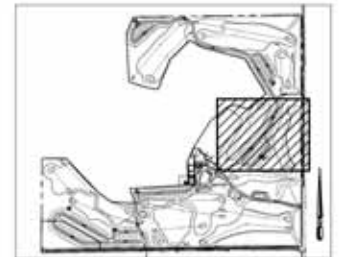


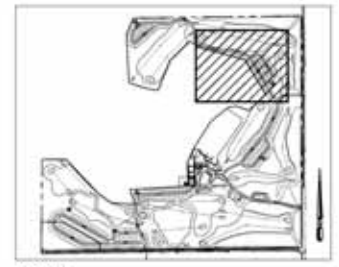
Exhibit C-5



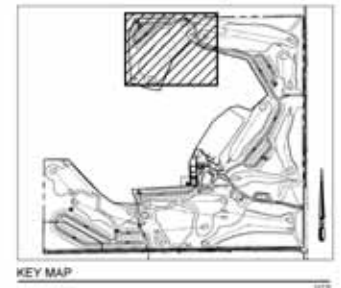
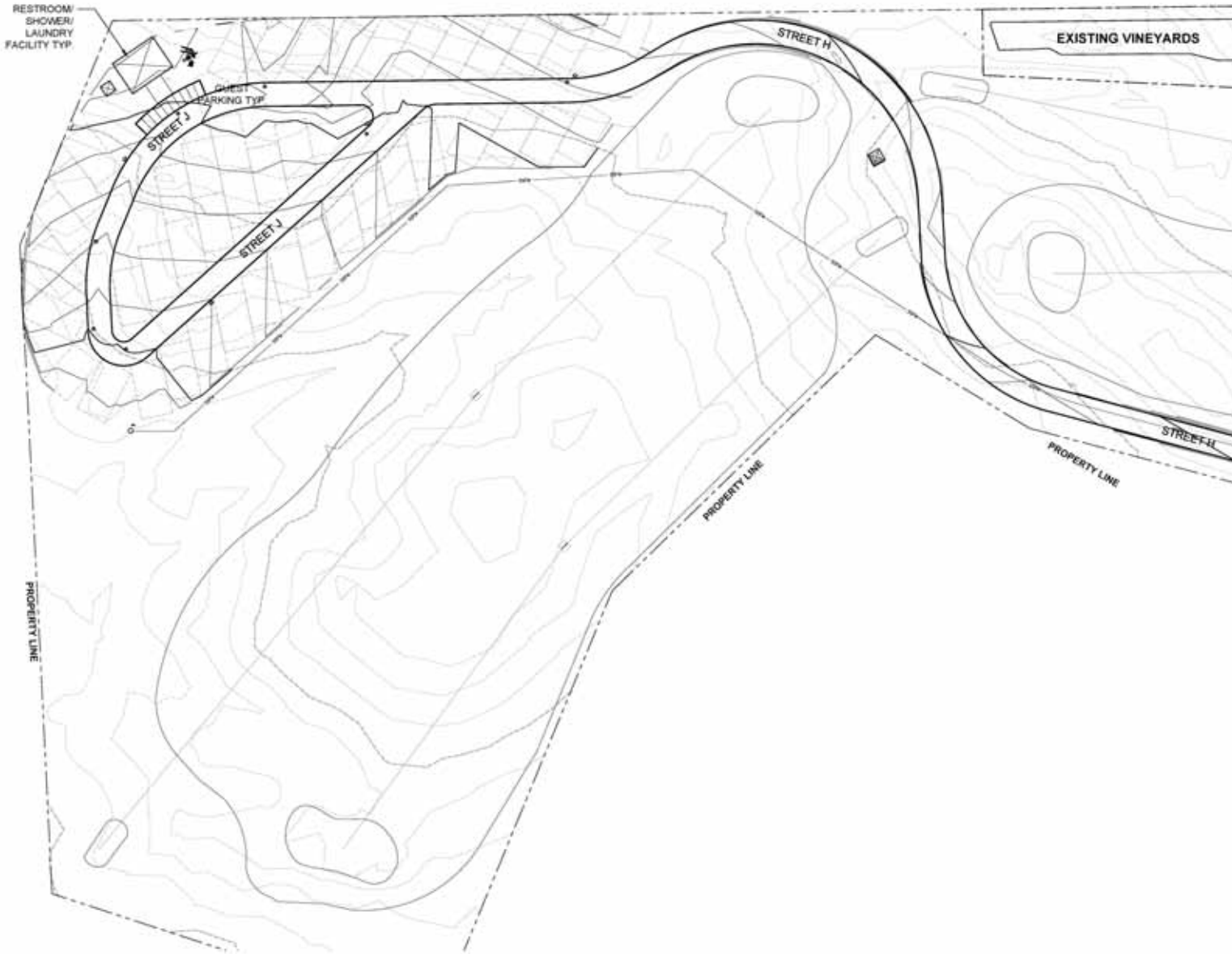
KEY MAP



# Exhibit C-6



# Exhibit C-7





**AFFIDAVIT**  
**OF MAIL NOTICES**  
**PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING**

I, Monica Hollenbeck, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for Planned Development 15-004, Vesting Tentative Map 3088 and Conditional Use Permit 94-005 Amendment, on this 30<sup>th</sup> day of January, 2017.

City of El Paso de Robles  
Community Development Department  
Planning Division

Signed: Monica C Hollenbeck  
Monica Hollenbeck



**AFFIDAVIT  
OF MAIL NOTICES  
PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING**

I, Monica Hollenbeck, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for Variance 17-001, on this 16<sup>th</sup> day of February, 2017.

City of El Paso de Robles  
Community Development Department  
Planning Division

Signed: Monica C Hollenbeck  
Monica Hollenbeck



Checked

THE Newspaper of the Central Coast TRIBUNE

RECEIVED JAN 27 2017 City of El Paso de Robles Community Development Dept

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

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

AD # 2896096 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; JANUARY 27, 2017 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.

Signature of Jane E. Durand (Signature of Principal Clerk)

DATED: JANUARY 27, 2017 AD COST: \$341.22

CITY OF EL PASO DE ROBLES NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION NOTICE OF PUBLIC HEARING VESTING TENTATIVE TRACT 3088 PLANNED DEVELOPMENT 15-004 & CONDITIONAL USE PERMIT 94-005 AMENDMENT (Cabernet Links Golf and RV Resort) NOTICE IS HEARBY GIVEN that the Planning Commission of the City of El Paso de Robles will consider making a recommendation to the City Council to adopt a Mitigated Negative Declaration in accordance with the California Environmental Quality Act and approval of the following project: Project Title: Vesting Tentative Tract 3088, Planned Development 15-004, and CUP 94-005 Amendment (Cabernet Links Golf and RV Resort) Applicant: Tom Erskine / Vino Vista, LLC Project Location: 5151 Jardine Road, northwest corner of Jardine Road and Beacon Road, Paso Robles, CA APNs: 025-442-021 thru 023; 025-443-002 thru 023; 025-444-001 thru 014. Project Description: Planned Development 15-004: a request to develop a 290-space RV park within and around the existing Links Golf Course to be developed in 5 phases; Vesting Tentative Map 3088: elimination of the 39 lots created with Tract 2716 (Gearhart Vista del Hombre project), and resubdivide the property into 9 lots to accommodate PD 15-004; CUP 94-005 Amendment: amend existing Conditional Use Permit for the existing golf course for consistency with the proposed new Cabernet Links RV Resort Development Plan. The Public Review Period for the proposed Mitigated Negative Declaration will commence on January 30, 2017, and end on February 28, 2017. A public hearing before the Planning Commission, is scheduled to take place on Tuesday, February 28, 2017, at the hour of 6:30 pm in the Conference Center (First Floor) at the Paso Robles Library/City Hall, 1000 Spring Street, Paso Robles, California. All interested parties may appear and be heard at this hearing. FINDING The City of Paso Robles has reviewed the above project in accordance with the City of Paso Robles' Rules and Procedures for the Implementation of the California Environmental Quality Act and has determined that an Environmental Impact Report need not be prepared because: [X] Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been added to the project as a part of a Mitigated Negative Declaration. The Initial Study which provides the basis for this determination is available at the City of Paso Robles, Community Development Department, 1000 Spring Street, Paso Robles, CA 93446. NOTICE The public is invited to provide written comment on the Draft Mitigated Negative Declaration and/or to provide oral comment at the public hearing noted above. The appropriateness of the Draft Negative Declaration will be reconsidered in light of the comments received. Questions about and comments on the proposed project and Mitigated Negative Declaration may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446 or e-mailed to CDdirector@prcity.com provided that any comments are received prior to the time of the Planning Commission hearing. Should you have any questions about this project, please call Darren Nash at (805) 237-3970 or send email to dnash@prcity.com. January 27, 2017 Darren Nash, Associate Planner January 27, 2017 2896096

✓  
changed

THE Newspaper of the Central Coast  
TRIBUNE

RECEIVED  
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Community Development Dept.

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

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

AD # 2930146  
CITY OF PASO ROBLES


STATE OF CALIFORNIA

SS.

County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen and not interested in the above entitled matter; I am now, and at all times embraced in the publication herein mentioned was, the principal clerk of the printers and publishers of THE TRIBUNE, a newspaper of general Circulation, printed and published daily at the City of San Luis Obispo in the above named county and state; that notice at which the annexed clippings is a true copy, was published in the above-named newspaper and not in any supplement thereof – on the following dates to wit; FEBRUARY 17, 2017 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.



(Signature of Principal Clerk)  
DATE: FEBRUARY 17, 2017  
AD COST: \$205.70

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission will hold a Public Hearing to consider the following project:

**APPLICATION:** Variance (VAR 17-001), a request for the Planning Commission to approve a variance from the requirement to **underground** the existing overhead utilities associated with the Cabernet Links RV Resort and Golf Course.

**APPLICANT:** Vino Vista, LLC – Tom Erskine

**LOCATION:** 5151 Jardine Road; Assessor's Parcel Number 025-442-021 thru 023; 025-443-002 thru 023; 025-444-001 thru 014.

**ENVIRONMENTAL DETERMINATION:** Mitigated Negative Declaration (MND) is being processed for the Cabernet Links RV Resort and Golf Course (PD 15-004, CUP 94-005 Amendment, and Vesting Tentative Tract 3088): An MND is a **determination** that potentially significant environmental impacts can be mitigated to a **less than significant level**. The Public Review Period for the proposed MND will commence on **January 30, 2017**, and end on **February 28, 2017**.

**HEARING:** The Planning Commission will hold a Public Hearing on Tuesday, **February 28, 2017**, at 6:30 p.m. at the Library Conference Center, 1000 Spring Street, Paso Robles, California.

Questions about this application may be directed to the Community Development Department at (805) 237-3970 or via email at [planning@prcity.com](mailto:planning@prcity.com). Comments on the proposed application may be mailed to the Community Development Department, or emailed to [planning@prcity.com](mailto:planning@prcity.com) provided that such comments are received prior to the time of the hearings.

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

Copies of the staff report pertaining to this project will be available for review at the Community Development Department on the Thursday preceding each hearing (copies are available for purchase for the cost of reproduction). If you have any questions, please contact the Community Development Department at (805) 237-3970.

Darren Nash  
Associate Planner  
February 17, 2017 2930146

**ENV 17-001**  
 CALIFORNIA ENVIRONMENTAL QUALITY ACT  
 ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM  
 CITY OF PASO ROBLES –  
 CABERNET LINKS & RV RESORT  
**January 25, 2017**

- 1. **PROJECT TITLE:** **Cabernet Links & RV Resort**
  
- Concurrent Entitlements:** **PD 15-004, Vesting Tentative Tract Map 3088, CUP 94-005 Amendment**
  
- 2. **LEAD AGENCY:** City of Paso Robles  
 1000 Spring Street  
 Paso Robles, CA 93446  
  
**Contact:** Darren Nash  
**Phone:** (805) 237-3970  
**Email:** dnash@prcity.com
  
- 3. **PROJECT LOCATION:** 5151 Jardine Road  
 APNs: 025-442-021 thru 023; 025-443-002 thru 023; 025-444-001 thru 014.
  
- 4. **PROJECT PROPONENT:** **Vino Vista, LLC**  
  
**Contact Person:** **Tom Erskine (Owner)**  
  
**Phone:** **(805) 239-5111**  
**Email:** tom@countryrealestate.com
  
- 5. **GENERAL PLAN DESIGNATION:** **BP (Business Park)**
  
- 6. **ZONING:** **AP-PD (Airport, Planned Devel. Overlay)**
  
- 7. **PROJECT DESCRIPTION:**

**Project Location:**

This project is located on 230 acre site currently known as the Links Golf Course. The Link's Course has been in operation since 1994 (CUP 94-005). The site is located at 5151 Jardine Road, located one-mile north of Highway 46 East, at the northwest corner of Jardine Road and Beacon Road. The site is situated on the eastern boundary of the Paso Robles Municipal Airport within Airport Safety Zone area 5 and a minor portion (.8 acre) in Zone 3 of the City's Airport Land Use Plan. The site has a Business Park (BP) land use designation and is zoned Airport Planned Development (AP-PD). The AP-PD zone allows for golf courses and RV Parks as a conditional use.

## **Project Proposal:**

- **Planned Development 15-004:** amendment of Vista del Hombre industrial park (PD 06-021 a 154,340 square foot manufacturing/light-industrial complex with a 39-lot tract map, to allow a 290 space RV park within and around the existing Links Golf Course to be developed in 5 phases. The project proposes to utilize the existing three buildings that are currently under construction. The buildings would be completed and provide for the various golf and RV resort functions such as the pro shop, clubhouse, banquet room, golf cart storage and maintenance, as well as provide for restrooms, showers, and locker rooms. The development plan also includes other amenities such as a swimming pool and walking trails.
- **Vesting Tentative Map 3088:** approval of a tentative map reconfiguring 39 recorded lots created with Tract 2716 (Gearhart Vista del Hombre project), into 9 lots as follows:
  - Parcel 1:** 189 acres – Golf & RV Resort
  - Parcel 2-6:** Five lots (ranging in size from 1-2 acres) for commercial uses that would complement the RV Resort and golf course such as wine and beer tasting, and other golf and RV related uses;
  - Parcel 7:** 1.0 acres – convenience store;
  - Parcel 8:** 9.93 acre - vineyard lot.
  - Parcel 9:** 23.9 acre – vineyard lot.
- **CUP 94-005 Amendment:** amend existing Conditional Use Permit for the existing golf course for consistency with the proposed new Cabernet Links RV Resort Development Plan.

## **RV Resort Phasing Discussion:**

The RV resort would be developed in 5 phases:

- Phase I: Construct RV resort including 47 sites, completion of the three existing buildings as golf and RV resort buildings. The golf course will remain in operation and be altered in areas to accommodate the development of RV sites;
- Phase II: 96 sites;
- Phase III: 56 sites;
- Phase IV: 49 sites;
- Phase V: 42 sites;

## **RV Resort Design Concept:**

The Cabernet Links RV resort will operate within the existing golf course and vineyard areas. The resort will utilize the three existing buildings that originally started construction but never finished the Links Golf Course (CUP 94-005). The vineyard and golf course will separate the RV sites from Jardine and Beacon roads, except for the west end of Beacon road, where the sites are located along the road. The architectural theme of the resort will have an agrarian-wine country style, including the use of masonry, wood and metal.

## **Activities associated with the RV Resort:**

Beyond golf tournaments, the project will have the ability to utilize the club house banquet area for club gatherings such as cooking seminars, wine related functions, educational retreats, and other similar special events;

## **Commercial Lots:**

The project includes the formation of five lots, where four lots are 1 acre in size and one lot is 2 acres. These lots are intended to have golf course and RV resort related uses, including winery and brewery related uses. Lot 7 is located adjacent to Jardine Road is intended to be a convenience store with all access from inside the project, that could serve not only the visitors of the project, but also the Jardine area residents.

- 8. ENVIRONMENTAL SETTING:** The 230-acre site currently is made up of 39-recorded lots that were created as part of the Gearhart Vista del Hombre (VDH) project. The VDH project was approved in 2007 and recorded the 39 lots within the existing Links Golf Course for the development of industrial buildings. While the lots were recorded and some underground utilities were installed, no buildings were built as part of the VDH development. The three buildings that were started but never finished were built as part of the Links Golf Course project by Gearhart.

The Cabernet Links project is proposing to reconfigure & merge the 39 lots into 9 lots for uses as listed above. The three existing buildings will be completed and used for RV resort and golf course uses.

A Mitigated Negative Declaration (MND) January 25, 2017 was approved for Tract 2716 PD 06-021 (Res. 07-091) that identified that with the development of Tract 2716, biological (kit fox), air quality, and traffic related impacts would need further mitigation to reduce the impacts to less than significant. This report indicates that the proposed Cabernet Links RV Resort project also identifies traffic, biological, and air quality impacts that will require mitigation. As indicated in this Initial Study (ENV 17-001), traffic impacts will be addressed by paying the required traffic impact at the time of occupancy of each phase of the project and that only construction level mitigation was indicated necessary related to air quality impacts. Since paying traffic impact fees and providing standard air quality mitigation during construction are considered Standard Conditions, they are not indicated as mitigation measures as a result of this environmental review, and therefore a Mitigated Negative Declaration will be prepared.

- 9. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED):** None.

# Agenda Item 1

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

## DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

\_\_\_\_\_  
Signature:

\_\_\_\_\_  
Date

## **EVALUATION OF ENVIRONMENTAL IMPACTS:**

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).

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.

"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.

"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).

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.

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.

Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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

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	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**I. AESTHETICS:** Would the project:

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

**Discussion (a-b):** The Jardine area is a relatively flat area, and when viewed from the surrounding residential homes and from Jardine Road the project site is at similar elevations and is not considered a scenic vista. The site does not include scenic resources such as trees, rocks or any historic buildings and it is not located in proximity to a state scenic highway. This project will not have impacts related to scenic vistas or scenic or historic resources.

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

**Discussion (c):** The project consists of maintaining the existing vineyards and golf course and developing a 290 space RV resort within the existing vineyards and golf course. The existing vineyards and golf course will buffer views of buildings and recreational vehicles from the surrounding residential and from Jardine Road. In areas that are not vineyards, landscaping will be added to help buffer the site from the neighboring properties.

While there will be areas of the site where RVs will be able to be seen, such as at the west end of Beacon Road, most of the project will be buffered by the vineyards and the golf course. Impacts to the existing visual character, quality of the site and its surroundings will be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** The addition of the RV resort will increase the lighting on the site, however light fixtures will be required to comply with the City's requirements for light shielding and would be downcast to not shed light on adjacent properties, therefore this projects impacts as a result of light glare would be less than significant.



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

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** The project site is identified in the City General Plan, Open Space Element in Figure OS-1, and State Farmland Mapping and Monitoring Program (FMMP). The property is identified as "Urban and Built-up Land." The site has been developed with the 18 hole golf course since 1994, and therefore identified as developed. The project would not convert prime, unique or farmland of Statewide importance to other uses. Therefore, this project would result in no impact to agricultural soils monitored in the State FMMP.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** The site is zoned Airport with Planned Development Overlay (AP-PD). The AP-PD zone is intended for commercial and light-industrial type uses. Golf Courses and RV resorts are permitted uses in the AP-PD zoning district subject to a Conditional Use Permit. Additionally, vineyards are permitted uses in the AP-PD zone. Therefore, there are no impacts to agricultural zoning.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

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

**Discussion:** See II c. above.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The project consists of the development of a 290 space RV resort within an existing 18-hole golf course. The established golf course along with the proposed RV resort are permitted uses within the AP-PD zone, subject to a CUP. There is not impact will not have an impact on farmland or forests.

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

a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: An Air Quality Assessment was prepared by Ambient Air Quality Consultants dated October 2016, See Attachment 6.

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

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 and land use designations and would not result in the installation of any major stationary sources of emissions. However, as noted in Impact AQ-C, long-term daily 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 Clean Air Plan. 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

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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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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. See Mitigation Measures Attachment 1.

### 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.

- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Discussion: 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.

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

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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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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. See mitigation measures in the Mitigation Monitoring and Reporting, Attachment 1.

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

### **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<sub>x</sub>) and emissions of PM. Emissions of ozone-precursors would result from the operation of on- and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

Estimated daily and quarterly emissions associated with development of the proposed project phases are presented in Table 9 and Table 10, respectively, and summarized in Table 11. As depicted, maximum daily and quarterly emissions would occur during Phase I. Construction of the proposed project would generate approximately 354.9 lbs/day of ROG+NO<sub>x</sub> and approximately 3.2 lbs/day of exhaust PM<sub>10</sub>. Quarterly construction-generated emissions would total approximately 2.1 tons of ROG+NO<sub>x</sub>, 0.07 tons of DPM, and 0.2 tons of Fugitive PM<sub>10</sub>.

Construction-generated emissions associated with the proposed project would exceed SLOAPCD's daily significance threshold of 137 lbs/day for ROG+NO<sub>x</sub>. Estimated emissions were largely a result of evaporative emissions anticipated to occur during the application of architectural coatings. Estimated emissions of fugitive PM and quarterly emissions 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 also be considered to have a *potentially significant* impact.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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Mitigated construction-generated emissions are summarized in Table 12. With implementation of Mitigation Measure AQ-1,a., overall emissions of fugitive dust would be reduced by approximately 58 percent. Implementation of Mitigation Measure AQ-1,a, would also help to minimize off-site emissions associated with the disposal of construction-generated waste. 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<sub>x</sub> would total approximately 122 lbs/day. Mitigated emissions of ROG+NO<sub>x</sub> would not exceed SLOAPCD's daily and quarterly significance thresholds of 137 lbs/day. With mitigation, this impact would be considered *less than significant*. See mitigation measures in the Mitigation Monitoring and Reporting, Attachment 1.

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, golf course maintenance, as well as, use of electricity and natural gas would also contribute to increased operational emissions.

Unmitigated daily and annual operational emissions associated with the proposed project are summarized in Table 13 and Table 14, respectively. As depicted, maximum daily operational emissions at project buildout would total approximately 32.3 lbs/day ROG+NO<sub>x</sub>, 79.3 lbs/day CO, 10.9 lbs/day of fugitive PM<sub>10</sub>, and 0.6 lbs/day of exhaust PM<sub>10</sub>. Maximum annual emissions would total approximately 4.4 tons/year of ROG+NO<sub>x</sub> and approximately 1.9 tons/year of fugitive PM<sub>10</sub>.

Project-generated emissions in comparison to the previously approved project are summarized in Table 15. In comparison to the previously approved project, maximum daily emissions of ROG+NO<sub>x</sub> and fugitive PM<sub>10</sub> would be reduced with implementation of the proposed project. On an annual basis, considering variations in seasonal emissions, implementation of the proposed project would result in an overall increase of approximately 0.4 tons/year of ROG+NO<sub>x</sub> and a reduction of approximately 0.2 tons/year of fugitive PM<sub>10</sub>. Nonetheless, given that the proposed project would generate ROG+NO<sub>x</sub> emissions in excess of SLOAPCD's significance threshold of 25 lbs/day. This impact would be considered **potentially significant**.

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. 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. It is also important to note that the project would include a mix of onsite land uses, including eating and food vending facilities, which would help to further reduce long-term operational emissions. SLOAPCD considers implementation of these measures to be sufficient to reduce operational air quality impacts to a *less-than-significant* level. See mitigation measures in the Mitigation Monitoring and Reporting, Attachment 1.

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

Discussion:

The project site is located at the northwest corner of Jardine Road and Beacon Road. The nearest sensitive land uses consist of residential dwellings. The nearest residences are located to the east, across Jardine Road, and to the south, across Beacon Road (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, intersections in the project area would operate at LOS C, or better (ATE 2016). No signalized intersections that would be primarily affected by the project were identified. Therefore, the proposed 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). 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 can be found in various building products, including (but not limited to) utility pipes/pipelines (transite pipes or insulation on pipes). Asbestos containing materials could be encountered during demolition, particularly older structures constructed prior to 1970. If a project involves 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

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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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 proposed project includes the demolition of an approximate 2,152 square-foot structure. As a result, demolition activities could result in the potential 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*.

**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*. See mitigation measures in the Mitigation Monitoring and Reporting, Attachment 1.

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

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.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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The 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 Game or U.S. Fish and Wildlife Service?
 

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** The Biological Report prepared by Althouse and Meade, Inc, dated August 2015 (revised December 20, 2016) indicates that construction of the proposed RV resort and expanded clubhouse development could affect common and special status species, nesting birds, annual grassland, and oak trees. The overall proposed project is planned to impact about 53 acres of the 230-acre Study Area. Other areas of the Study Area outside of the Project footprint will not be disturbed.

Approximately 21.8 acres of new paved area is proposed for RV camping and some additional roads, based on preliminary plans (Wallace Group 2015; Attachment 5). Some modifications to the layout of the golf course are proposed to facilitate the construction of paved areas. This would primarily impact turf grass and bare ground habitats and some anthropogenic and annual grassland habitat. An expanded clubhouse with further outdoor facilities is also proposed and would utilize already developed anthropogenic habitat. The Project would have no effect on the agriculture pond, vineyards, potential wetlands, or ephemeral pool habitat.

Vegetation removal, including trimming and removal of native trees and grassland, and construction activities associated with the proposed structures could result in adverse impacts to nesting birds if conducted during nesting season (March 15 through August 15). Take of nests with eggs is prohibited by the Migratory Bird Treaty Act. Project activities that could adversely affect nesting birds can be mitigated.

Special status plant and animal species were not detected on the property; however, several could occur: American badger, golden eagle, San Joaquin kit fox, vernal pool fairy shrimp, and western spadefoot toad.



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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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Potential impacts are outlined in the Biological Study (See Attachment 7, and mitigation measures are recommended in Section 10).

Construction activities could result in nest abandonment or loss of special status bird species if appropriate preconstruction surveys, setback requirements, and management practices are not implemented (refer to Section 10.4 and 10.5, of Biological Study, Attachment 7). Special status bird species could potentially nest near or in Study Area. Preconstruction surveys are recommended prior to activities that affect trees and shrubs during the nesting season, March 15 to August 15 (refer to Section 10.4.1 of Biological Study, Attachment 7).

Vernal pool fairy shrimp were not detected in the Study Area. The project location is within critical habitat for vernal pool fairy shrimp. Vernal pools have not been detected in the Study Area. One ephemeral pool was found in the Study Area in a fairway bunker that is more than 250 feet from any proposed disturbance and would not be affected by the Project.

Western spadefoot toad was not detected in the Study Area, but has been observed in the vicinity. One ephemeral pool was found in the Study Area in a fairway bunker that is more than 250 feet from any proposed disturbance and would not be affected by the Project.

American badger was not detected in the Study Area, and no dens or evidence of their presence was found. American badger is known to occur on Paso Robles Airport property to the west of the Study Area, and could occur within the Study Area. Ground disturbance could affect American badger if preconstruction surveys are not conducted to protect badgers. (Refer to Section 10.5.4 of Biological Study, Attachment 7)

San Joaquin kit fox was not detected in the Study Area, however the proposed project is within the 3 to 1 standard mitigation ratio area for San Joaquin kit fox in San Luis Obispo County. Total kit fox habitat disturbed would be a maximum of 53.5 acres, and the Study Area and property containing the Project is 230.6 acres.

A SJKF habitat evaluation form was prepared (dated 7-26-2016) for the project that produced a score of 73. This means that the mitigation ratio for the site is in the range for three to one (3:1) mitigation acres to acres removed from use by kit fox.

So the mitigation requirement would be to take the 53.5 acres multiply it by 3, which would result in 160.5 acres that would need to be mitigated. The applicant proposes to mitigate the 160.5 acres by purchasing credits in a CDFW approved conservation bank. The credits are \$2,500 per acre, which would result in the requirement to pay of \$401,250 to the conservation bank.

The applicant proposes to pay the mitigation fees on a phase by phase basis as each phase develops. See table below which indicates the amount of mitigation fees that will need to be paid by phase.

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

Phase	Habitat - Acres	3:1 multiplier	2500 per acre
1	11.56	34.68	\$86,700
2	17.2	51.6	\$129,000
3	10.28	30.84	\$77,100
4	6.5	19.5	\$48,750
5	7.96	23.88	\$59,700
<b>Total</b>	<b>53.5</b>	<b>160.5</b>	<b>\$401,250</b>

The Biological report has provided mitigation measures that when implemented will reduce the impacts of this project on biological resources to less than significant. See list of mitigation measures BR-1 – BR 21 in the Mitigation Monitoring and Reporting Table, Attachment 1.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

**Discussion:**

The proposed project would primarily affect bare ground, turf grass, anthropogenic, and annual grassland habitats. These habitats types are not considered sensitive and do not require mitigation except where it affects special status species. Annual grassland in the project area is considered potential habitat for kit fox and species specific mitigation measures are provided in Section 10.5 of the Biological Study, See Attachment 7. About 53 acres of the approximately 230.6 acre site will be affected by the proposed project. Areas outside proposed construction, landscaping, and facilities would be retained as managed golf course and vineyard.

The Biological report has provided mitigation measures that when implemented will reduce the impacts of this project on biological resources to less than significant. See list of mitigation measures BR-1 – BR 21 in the Mitigation Monitoring and Reporting Table, Attachment 1.

- 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?

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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Discussion:** The project would not affect the ephemeral drainage or other drainages on the site. Any crossings necessary for golf activities or road improvement would utilize existing structures of avoid fill in jurisdictional areas.

Impacts to waterways and aquatic habitat are typically subject to mitigation. Based on the project plans, drainages will not be impacted. If outfall structures or other impacts to potential Clean Water Act jurisdictional features are proposed, the applicant would apply for appropriate permits from the U.S. Army Corps of Engineers, Regional Water Quality Control Board and the California Department of Fish and Wildlife. Standard conditions related to storm water run-off and erosion control, along with the recommendations and minimization measures included in the Biological Study, are provided to ensure unanticipated impacts do not occur to the ephemeral drainages by project-related sediment and erosion.

- 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:** The biological study indicates that the habitat in the Study Area is considered golf-course turf grass, bare ground and ruderal vegetation, and is considered potential habitat for kit fox, and is within the area designated by the CDFW as a 3 to 1 mitigation area. A San Joaquin kit fox habitat evaluation was prepared for the project plans, and based on the score of a 73 concludes that the mitigation ratio for the project should be 3:1. Mitigation and protection measures for SJKF are provided in mitigation monitoring and reporting plan (Attachment 1). Therefore, the potential adverse effect of the project on migratory corridors can be reduced to a less than significant with mitigation measures incorporated.

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

**Discussion:** The project could impact oak trees in the Study Area depending on final plans. Valley oak trees present in the Study Area may be impacted by the proposed Project if disturbance occurs within their CRZ. A complete evaluation of tree impacts by a qualified arborist or biologist is recommended if Project related disturbance is proposed within 1.5 times the canopy width of oak trees.

The City of Paso Robles requires mitigation for removal of oak trees with a diameter at breast height (DBH) of 6 inches or greater. Diameter at breast is measured at 4.5 feet from the ground or, if the trunk is split below 4 feet, at the narrowest point below the split. Impacts include any ground disturbance within the critical root zone (CRZ), or any trimming of branches 4 inches in diameter or greater. 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.

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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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No oak trees are proposed to be removed for this project. Additionally, it is anticipated that the project can be constructed without the need to impact oak tree CRZs. That being said, mitigation and protection measures for oak trees are provided in mitigation monitoring and reporting plan (Attachment 1). Therefore, the potential adverse effect of the future development project on the oak trees can be reduced to a less than significant with mitigation measures incorporated.

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

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

## V. CULTURAL RESOURCES: Would the project:

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

**Discussion (a-d):** A cultural resources survey was conducted by C.A. Singer & Associates, Inc, dated January 19, 2007, see Attachment 9. The study concluded that the surface study of the property found no evidence of prehistoric early historic archeological resources. Furthermore, geologic and topographic conditions imply that subterranean resources are absent.

This site has been disturbed with the development of the 18-hole golf course in 1994. Areas of the site have been disturbed with the construction of the existing structures. This previous development along with the findings of the cultural study indicate that the development of this project will not have an impact on Cultural Resources.

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

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

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

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** Future buildings within this project will be constructed to current CBC codes. The General Plan EIR identified impacts resulting from ground shaking as less than significant and provided mitigation measures that will be incorporated into the design of this project including adequate structural design and not constructing over active or potentially active faults. Therefore, impacts that may result from seismic ground shaking are considered less than significant.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**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.

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

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

c. Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** Per the General Plan EIR the soil condition is not erosive or otherwise unstable. As such, no significant impacts are anticipated. A geotechnical/ soils analysis will be required prior to issuance of building permits that will evaluate the site specific soil stability and suitability of grading and retaining walls proposed. This study will determine the necessary grading techniques that will ensure that potential impacts due to soil stability will not occur. An erosion control plan shall be required to be approved by the City Engineer prior to commencement of site grading.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** See response to item a.iii, above

e. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** See response to item 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** The project engineer Wallace Group has provided preliminary septic system designs for the project. The project will remain an 18-hole golf course which provides for sufficient areas to design the septic systems. Per the General Plan EIR, Paso Robles is an area that has moderately expansive soils. With the site having an abundant area for septic leach fields and having relatively expansive soils, septic systems can be adequately designed, therefore impacts related to expansive soils will be less than significant.

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

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

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

Discussion: Estimated Green House Gas (GHG) emissions attributable to future development would be primarily associated with increases of Carbon-dioxide (CO<sub>2</sub>) from vehicles. To a lesser extent, other GHG pollutants, such as CH<sub>4</sub> and N<sub>2</sub>O, 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, and can be found in the Air Quality & GHG Assessment (Attachment 6):

**Short-term Construction GHG Emissions**

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in Table VII.a below. Based on the modeling conducted, annual emissions of greenhouse gases associated with construction of the proposed project would range from approximately 834.5 MTCO<sub>2e</sub>. Amortized GHG emissions, when averaged over the assumed 25-year life of the project, would total approximately 33.4 MTCO<sub>2e</sub>/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 VII.a**  
**Construction GHG Emissions (Without Mitigation)**

<b>Project Phase</b>	<b>GHG (MTCO<sub>2e</sub>/Year)</b>	<b>Emissions</b>
Phase I	234.3	
Phase II	177.9	
Phase III	162.5	
Phase IV	131.1	
Phase V	128.7	
Construction Total	834.5	
Amortized Net Change in Construction Emissions	33.4	
<i>Amortized emissions are quantified based on an estimated 25-year project life. Refer to Appendix D for modeling assumptions and results.</i>		

**Long-term Operational GHG Emissions**

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in Tables 19. As depicted, annual operational GHG emissions would total approximately 3,752 MTCO<sub>2e</sub> at buildout year 2019. Annual emissions are predicted to decline in future year to approximately 3,620 MTCO<sub>2e</sub> in year 2020 and 3,548 in year 2030. A majority of the annual GHG emissions would be

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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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associated with energy use and the operation of motor vehicles. To a lesser extent, GHG emissions would also be associated with water use and conveyance, golf course maintenance, waste generation, and area sources. It is important to note that these predicted increases in annual emissions include amortized construction-generated emissions of 33.4 MTCO<sub>2</sub>e/year.

Estimated operational emissions in comparison to the previously approved project are summarized in Table 19. In comparison to the previously approved project, the proposed project would result in overall increases of approximately 442 MTCO<sub>2</sub>e in year 2019, 497 MTCO<sub>2</sub>e in year 2020 and 1,015 in year 2030. In comparison to the previously approved project, net changes in operational GHG emissions would not exceed the SLOAPCD's significance threshold of 1,150 MTCO<sub>2</sub>e/year. Nonetheless, total project generated emissions attributable to the proposed project, as noted in Table 18, would exceed SLOAPCD's significance thresholds. Furthermore, as noted in Impact GHG-B, the proposed project would not be consistent with the City's CAP. For these reasons, this impact is considered potentially significant. With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with the City's CAP.

Mitigation and protection measures for GHG are provided in mitigation monitoring and reporting plan (Attachment 1). Therefore, the potential adverse effect of the project on GHG can be reduced to a less than significant with mitigation measures incorporated.

- 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 Climate Action Plan (CAP) was adopted by the City Council in November, 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).

The proposed land use would be consistent with current zoning designations and general plan land use designations. However, the proposed project does not include GHG-reduction measures identified in the City of Paso Robles CAP. If unmitigated, project-generated GHG emissions would conflict with GHG-reduction planning efforts, including the City of Paso Robles CAP. As a result, this impact is considered potentially significant.

Implementation of mitigation measures AQ-1o and AQ-2 included in the Mitigation Monitoring & Reporting Plan, (Attachment 1), would ensure consistency with the City of Paso Robles CAP. With mitigation, increased emissions of GHGs would be considered less than significant.



<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

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

**Discussion:** The project does not include use of, transport, storage or disposal of hazardous materials that would create a significant hazard to the public or environment. Impacts related to hazards and hazardous materials will be evaluated on project by project bases as each lot develops in the future.

- 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:** See VIII a. above. The project is not located within one-quarter mile of a school.

- 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?

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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Discussion:** The project is located in proximity to the Paso Robles Municipal Airport and is subject to the requirements within an Airport Land Use Plan. The majority of the 230-acre site is within the approach zone defined as Airport Safety Zones 5, with a minor corner (.8-acre) of the site in Zone 3.

Golf Courses and RV resorts are permitted uses within Zone 5. The project is not showing development within the portion of the site in Zone 3.

Given the 230-acre site, and considering the 290 RV sites spread out over the large expanse of the site, impacts from the project related to airport related hazards is less than significant.

- 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 located within 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 any adopted emergency response plans. As proposed, the development would not interfere with emergency response.

- 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 site is not located in an area that is considered wildland. A majority of the site is irrigated golf course. The site is surrounded by the Municipal Airport, existing vineyards and residential development. This project will not be impacted by wildland fires.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**IX. HYDROLOGY AND WATER QUALITY:** Would the project:

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

**Discussion:** The site has been developed with the existing 18-hole golf course since 1994. The proposed project would construct a 290 space rv park and related commercial lots within and around the existing golf course. The development will consist of installation of multiple storm water bio-retention facilities (terminal percolation facilities) that will accept the storm water from the rv park development, including the use of the existing golf course areas for on-site storm water discharge. As result of the bio-retention facilities designed to handle storm water runoff from the project, the project will not have an impact on water quality standards or waste discharge.

- 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:** A Water Supply Evaluation (WSE) was prepared for this project by the hydro-engineering firm, TODD Groundwater (January, 2017), which is provided in Attachment 10. The WSE estimates the proposed project-related water demand and available water resources to supply the project in the near- and long-term horizon, under normal, drought, and sustained drought conditions. The study then evaluates the ability to serve the projected water needs. The assumptions in the WSE are based on the planned growth scenario through General Plan build-out as documented in the City's adopted 2015 Urban Water Management Plan (UWMP), as well as current water supply availability from the City's water resource allocations of groundwater, Salinas River underflow, and water from the Nacimiento Water Project. The findings of this WSE are summarized below:

- The Cabernet Links and RV Resort Project will be built on the existing Links Golf Course in northeast Paso Robles. The Project will consist of 290 RV spaces and renovated golf course buildings including a restaurant, bar, banquet facility, clubhouse, and pro shop. Two agricultural lots, five commercial lots, plus a Jardine Road frontage commercial lot with a convenience store are also part of the Project.
- The Links Golf Course currently relies on groundwater from a private onsite well for its water supply and uses an estimated 414 acre feet per year (AFY).

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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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- Once completed, the Project will use an estimated 539 AFY of water, with an estimated 102 AFY of this City supplied potable water and the remainder (437AFY) from private ground water well(s). Private groundwater will increase 23AFY (414 to 437 AFY).
- Water supply needed to serve the Project’s potable water demand is not included in the 2015 UWMP. However, the project can be served with water supplies currently available to the City without expanding groundwater pumping beyond historic levels. Costs for these provisions are included in the current water connection fees and water rates.

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 may continue to use the golf course groundwater well provided use complies with the City’s Ordinance No. 1021 N.S. (Relating to Recycled Water Service and Private Wells within City Limits) as well as future legal and City policy decisions. Use of new wells will need to be approved by the City.

Additionally, through implementation of post-construction hydromodification low-impact development features and best practices, the project will be designed to infiltrate all new stormwater runoff on the project site, and will not result in decreased rainfall infiltration or groundwater recharge that may reduce stream baseflow.

The Water Supply Assessment concludes that the project can be served with water supplies currently available without expanding groundwater pumping beyond historic levels. However, the WSE indicates that the project proposes to increase ground water pumping by an additional 23 AFY by watering additional golf course turf and vineyard area beyond the current program. The City discourages the increase of ground water pumping for the proposed resort project, therefore the project will need to come up with a design alteration that would reduce the ground water pumping by 23AFY to the historic 414 AFY. Additionally, there is a requirement to meter the existing well(s) so that monitoring of the wells can verify how much water is being pumped. With the mitigation measure, requiring reducing ground water pumping to the historic 414 AFY, along with the requirement to meter the well(s), this projects impacts on the ground water supply will be less than significant with mitigation incorporated. See mitigation measures Hyd-1 and Hyd-2 in the Mitigation Monitoring and Reporting Table, Attachment 1.

- 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 from the development of the RV project would be directed to designed drainage areas for percolation in bioswale drainage features throughout the site. Therefore, impacts to drainage patterns and facilities would less than significant.

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

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

e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:** See answers IX a. – e. This project will result in less than significant impacts to water quality.

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:** There is no housing associated with this project, and the development of this project will not substantially alter drainage patterns that would change the existing patterns of the existing golf course and vineyards, therefore this project will not result in flood related impacts to housing.

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:** See IX g. above

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	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

j. Inundation by mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:** In accordance with the Paso Robles General Plan, there is no mudflow hazards located on or near the project site. Therefore, the project could not result in mudflow inundation impacts.

k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:** The project will implement the City's Storm Water Management Plan - Best Management Practices, and would therefore not conflict with these measures.

l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:** The project will incorporate all feasible means to manage water runoff on the project site. There are no wetland or riparian areas in the near vicinity, and the project could not result in impacts to aquatic habitat. Therefore, the project will not result in significant impacts to these resources.

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

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:** The project consists of establishing a 290 space RV park within an existing 18-hole golf course, and associated golf and RV related commercial lots. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Discussion:** The site is situated on the eastern boundary of the Paso Robles Municipal Airport within Airport Safety Zone area 5 and a minor portion (.8 acre) in Zone 3 of the City's Airport Land Use Plan. The site has a Commercial Service land use designation and is zoned Airport Planned Development. The AP-PD zone allows for golf courses and RV Parks as a conditional use.

The Links Golf Course has been operating under a Conditional Use Permit since 1994. The Cabernet Links RV Resort project will maintain the existing golf course and develop the 290 space RV resort within and around the existing course. With the approval of PD 15-004 & CUP 94-005 amendment, allowing for the golf course and RV resort in the AP-PD zone, the proposed project would be consistent with land use and zoning designations, and therefore not be in conflict with the City's General Plan and Zoning Ordinance.

- 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.

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## 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.

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## 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)

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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Discussion:** The existing Link's Golf course has been in operation on the site since 1994. The site is located adjacent to the City's Municipal Airport. This project will add the 290 space RV resort along with six commercial lots in close proximity of the airport where there will be noise from aircraft on a daily basis. While there will be noise from aircraft, the proposed RV use is permitted in the AP zoning district and since the RV customers are staying at the resort on a transient basis, impacts from airport noise is less than significant.

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

**Discussion:** Besides aircraft noise described above, there are no significant groundborne vibration or noise level sources within the vicinity of the project site that could impact future RV resort and businesses. Construction noise and vibration of the proposed project that may affect adjacent properties would be minimal since the proposed parcels are multiple acres in size, and noise would only occur during daytime hours of construction, and would cease upon completion of the project. Therefore, groundborne vibration and noise would be less than significant.

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

**Discussion:** The establishment of the RV resort within the existing golf course would not substantially increase noise levels. Each of the RV sites will have full utilities, including electricity, so individual RV generators will not be necessary. Therefore, this projects impact related to the permanent increase in noise levels in the vicinity will be less than significant.

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

**Discussion:** as noted in XII b. above, the project would result in construction-related noise, which would not be significant since the construction site is generally within the interior of the site, buffered by the golf course and vineyards. Construction would only occur during daytime hours. The applicant would need to comply with noise standards in the zoning ordinance, and not create nuisance noise between 7:00 pm and 7:00 am.

Beyond golf tournaments, the project will have the ability to utilize the clubhouse banquet area for club gatherings such as cooking seminars, wine related functions, educational retreats, and other similar special events. Special events could occur within the buildings as well as outdoor areas in close proximity to the buildings, such as in a temporary tent area. The amended conditional use permit will include conditions of approval that would limit times for special events, and address noise impacts related to amplified music related to an events. With conditions of approval within the conditional use permit that will regulate hours of operation and noise from special events, noise impacts from this project will be less than significant.



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

**Discussion (a-e):** The proposed project is located within the Airport Land Use Plan for the Paso Robles Municipal Airport, Amended May 2007. Policies and guidelines listed in the Airport Land Use Plan detail mitigation measures such as construction techniques that help to reduce interior noise levels for people working in the project area. Any future development would be required to comply with these policies reducing the impacts to less than significant.

### **XIII. POPULATION AND HOUSING:** Would the project:

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

**Discussion:** The proposed project will allow for future development of the RV resort and associated commercial and industrial uses that will create jobs that can be absorbed by the local and regional employment market, and will therefore not create the demand for new housing or population growth or displace housing or people.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:** There is no existing residential units on the project site, therefore there is not impact.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See response XIII b.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**XIV. PUBLIC SERVICES:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

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

**Discussion (a):** It has been determined that in order to meet the Emergency Services requirements for fire hydrant water pressure, the project will need to provide a minimum 60,000 gallon water storage tank along with the necessary distribution system. With the addition of this tank, the Fire Chief has determined that fire protection requirements can be satisfied. Therefore, with the addition of the water storage tank and associated infrastructure, this projects impact on fire protection will be less than significant. See Fire-1 mitigation measure in the Mitigation Monitoring and Reporting Table, Attachment 1.

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

**Discussion (b-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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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Discussion (a&b): The proposed project consists of the development of a 290 space RV resort within the existing 18-hole golf course. The project will not encourage new housing demands and use of recreational facilities, it will not result impacts to recreational facilities.

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

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a. Conflict with an applicable plan, ordinance or policy establishing measures or effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion (a,b):** A Traffic Impact Analysis was prepared for the project by Associated Transportation Engineers (ATE) dated December 2016, See Attachment 11. The traffic and circulation study contains an analysis of potential traffic impacts associated with development of the Cabernet Links & RV Resort proposed in the City of Paso Robles. The study reviews Existing, Existing + Project, Cumulative, Cumulative + Project traffic conditions in the vicinity of the site.

The following study intersections were evaluated during the weekday morning (7-9 AM) and evening (4-6 PM) time periods under Existing, Near-Term, and Cumulative conditions with and without the project:

1. State Route 46 (East)/Jardine Rd.
2. Jardine Rd. / Project Driveway

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

**Average Daily Trips:**

The project is expected to generate 1,791 average daily trips, 89 AM peak hour trips, and 179 PM peak hour trips on a typical weekday. When compared to the approved Vista Del Hombre project, consisting of the 18-hole golf course and 154,340 square feet of light industrial development, the total Average Daily Trips (ADT) for the Cabernet project increases by 72 adt from 1,719 to 1,791 (4% increase). However, when comparing the A.M. peak hour ADT and P.M. peak hour, the Cabernet project has fewer peak hour trips. For the AM peak hour the project would have 90 less average daily trips that the VDH project, and 24 less PM peak hour trips. See Project Trip Generation Table XVI.b.1 below (Table 4 of the Traffic Study):

**Table XVI.b.1  
Table 4  
Project Trip Generation**

Land Use	Size	ADT	Trips	
			A.M. Peak Hour (In/Out)	P.M. Peak Hour (In/Out)
<b>Proposed Project:</b>				
RV Resort	290 Spaces	720	61 (22/39)	78 (51/27)
Wine Tasting/Brewery Space <sup>(a)</sup>	6 Sites	360	14 (9/5)	41 (18/23)
Golf Course	18 Holes	643	12 (9/3)	53 (27/26)
Vineyard	33.84 Acres	68	2 (1/1)	7 (4/3)
Proposed Project Total Trip Generation:		1,791	89 (41/48)	179 (100/79)
<b>Approved Project:</b>				
Light Industrial	154,340 S.F.	1,076	142 (125/17)	150 (18/132)
Golf Course	18 Holes	643	37 (29/8)	53 (27/26)
Approved Project Total Trip Generation:		1,719	179 (154/25)	203 (45/158)
Difference:		+72	-90 (-113/23)	-24 (55/-79)

Note: (a) Trip Generation based on Santa Barbara County Winery Studies and adjusted by 25% to account for linked winery trips.

Table XVI.b.1 indicates that while the project would add 72 ADT throughout a day, when taking in consideration peak hour trips, the project would have less than the approved Vista Del Hombre project.

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

**Table XVI.b.2**

**Table 7  
Existing + Project Intersection Levels of Service**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Existing	Existing + Project	Existing	Existing + Project
Jardine Road/Project Driveway	7.3 sec./LOS A	7.8 sec./LOS A	7.5 sec./LOS A	8.1 sec./LOS A
State Route 46E/Jardine Road	14.2 sec./LOS B	14.9 sec./LOS B	12.2 sec./LOS B	16.0 sec./LOS C

LOS based on average delay per vehicle in seconds.

**Traffic Operations:**

The City’s Transportation Impact Analysis Guidelines and Caltrans criteria are applied to identify transportation deficiencies and improvements, summarized below:

State Route 46E Deficiency Plan

The segment of State Route 46E between U.S. Highway 101 and Airport Road is forecast to operate above 100 percent of capacity under General Plan Buildout. The 2008 Comprehensive Corridor Study

(CCS) prepared by Caltrans established that widening of State Route 46E to accommodate General Plan Buildout traffic would be ineffective without capacity and operational enhancements to U.S. Highway 101 and the U.S. Highway 101/State Route 46E interchange. The CCS also recognizes that capacity improvements to State Route 46E such adding more lanes are in conflict with the City’s small town character, convenience for non-auto modes of transportation, safety and cost/benefit goals. To mitigate impacts to State Route 46E the CCS endorsed the development of a parallel route system of local roads north and south of State Route 46E between Jardine Road and River Road that would reduce the demand for travel on the highway.

Routes have been identified by the City of Paso Robles in the 2008 State Route 46E Parallel Route Study. The alignment of the route(s) will be studied by the City, and constructed with development of the land uses north and south of State Route 46E. The Parallel Route Study developed the following recommendations:

- A connection between Airport Road and Golden Hill Road via Wisteria Road corridor, including a bridge over Huerhuero Creek.
- Improvements to the intersection of State Route 46E and Union Road. The City shall monitor and plan for a grade separated interchange and interim improvements as needed. The improvement of this intersection will require that the north leg be extended to connect to Airport Road so that access to uses in the Airport area would be provided via the new intersection at State Route 46E/Union Road.

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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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At this time there is no conceptual design, funding or construction schedule for an interchange at the location.

- Improvement to facilities serving non-auto modes of travel will also reduce the auto demand along this corridor

The City along with traffic engineering consultants are actively working on taking the steps necessary to implement the list of improvements that will help establish the identified parallel route improvements. This project will be required to pay the standard traffic impact fees to the City to offset its cumulative effect to the State Route 46E corridor.

The traffic study concludes that when taking in consideration the traffic trips already entitled with the approval of the Vista Del Hombre industrial project and any additional trips that the proposed project would create, that no additional mitigation is necessary beyond the standard policy for any project to pay traffic impact fees. Therefore, this projects impacts on the circulation system and congestion management will be less than significant.

- 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:** This project will not require a change in air traffic patterns, result in an increase in air traffic levels, or change the location of the current air traffic patterns, therefore there would be no impacts to air traffic.

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

**Discussion:** The project has been designed to utilize the existing main driveway entrance off Jardine Road to access the golf course and RV resort. A secondary driveway will be installed further to the north adjacent to proposed commercial Lot 7. No access will be taken off Beacon Road. Since golf courses and RV parks are permitted uses in the AP zoning district, and since the circulation of the site is going to remain similar to the existing golf course circulation, impacts from this project to design hazards is less than significant.

- e. Result in inadequate emergency access?

**Discussion:** This project will maintain the existing circulation pattern as the current Links Golf Course with utilization of the existing main driveway entrance along with a secondary drive adjacent to proposed Parcel 7. The Emergency Services Department has reviewed the project and did not have concerns with access for this project, therefore this project has been designed to provide adequate access, and therefore there is no impact.

- |  | <b>Potentially<br/>Significant<br/>Impact</b> | <b>Less Than<br/>Significant<br/>with<br/>Mitigation<br/>Incorporated</b> | <b>Less Than<br/>Significant<br/>Impact</b> | <b>No<br/>Impact</b>     |
|--|---|---|---|--------------------------|
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |

**Discussion:** The project has been designed to provide internal trails and walking paths for golfers and RV resort patrons to access all of the onsite amenities as well as the commercial lots. Jardine road will be improved; however, the rural street standard does not provide for a sidewalk. The City's adopted policies and plans do not call for public transit or pedestrian facilities in this remote rural area of the City. Additionally the current design for Jardine Road does not accommodate a dedicated bike lane. Because of this project being in a remote rural area, additional pedestrian, bicycle and public transit facilities are not warranted. 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, and would be less than significant.

**XVII. UTILITIES AND SERVICE SYSTEMS:** Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** The current golf course utilizes on-site septic systems for waste water. Additional septic systems will be provided throughout the resort site. The design and construction of the septic systems will be required to be reviewed by comply with all applicable wastewater treatment requirements required by the City, RWQCB and the State. Therefore, impacts resulting from wastewater treatment for this project will be less than significant.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** Because of the remoteness of this site at the northeastern corner of the City, municipal sewer system is not available to serve this project. On-site septic systems will be installed for this project. Since the wastewater will be handled on site, there will not be the need to expand the municipal facilities. Therefore, impacts as a result of this construction would be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Discussion:** This project will be constructing storm water drainage facilities to manage the storm water runoff on site. The site will maintain hundreds of acres of golf course area that will be able to be utilized for storm water runoff. Therefore, impacts from construction of storm water facilities would be less than significant.

- 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 was prepared for this project (see Attachment 10), that concludes that the project can be served with water supplies currently available to the City without expanding groundwater pumping beyond historic levels. Therefore, the project would result in less than significant impacts to use of water resources. See additional information related to this project's impact on ground water pumping in Section IX. Hydrology and Water Quality of this Environmental Study.

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

**Discussion:** See discussion in sections a & b above that indicates that this project will utilize on-site septic systems, therefore, this project will not impact the municipal wastewater treatment facility.

- 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.



<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**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 projects future development impacts related to habitat for wildlife species (San Joaquin Kit Fox) will be less than significant with mitigation incorporated. There will be no impacts to fish habitat or impacts to fish and wildlife populations. The site is currently used for agricultural crop production and cattle grazing, and there are no protected plants or animal species on the site. Therefore, impacts to fish, wildlife, or plant habitat is 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:** When taking in consideration that the Link's Golf Course has been operating on this site since 1994; that there is an existing 154,340 square foot industrial park (Vista del Hombre) that is currently approved and could be built on this site in conjunction with the golf course; that the project site is surrounded by the Municipal Airport, existing established vineyards, and existing residential located within the unincorporated County, therefore, there is not the potential for significant additional development in this area of the City; that the projects impacts on this environmental factor would be less than significant.

- 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.

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## **EARLIER ANALYSIS AND BACKGROUND MATERIALS.**

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

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

<b><u>Reference #</u></b>	<b><u>Document Title</u></b>	<b><u>Available for Review at:</u></b>
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	Same as above
4	2007 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

# Agenda Item 1

## **Attachments:**

- 1. Mitigation Monitoring & Reporting**
- 2. Vicinity Map**
- 3. Project Description**
- 4. Vesting Tentative Tract Map 3088**
- 5. Project Site Plan**
- 6. Air Quality & GHG Assessment**
- 7. Biological Report**
- 8. SJKF Habitat Evaluation**
- 9. Phase I Archeological Survey**
- 10. Water Supply Evaluation**
- 11. Transportation Impact Analysis**
- 12. Transportation Impact Analysis Appendix**

Mitigation Monitoring and Reporting Plan

Project File No./Name: Cabernet Links RV Resort & Golf Course  
 Approving Resolution No.: \_\_\_\_\_ by:  Planning Commission  City Council  
 Date: February 28, 2017

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 PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p><b>AQ-1:</b> The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans:</p> <ul style="list-style-type: none"> <li>a. Reduce the amount of the disturbed area where possible.</li> <li>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.</li> <li>c. All dirt stock pile areas should be sprayed daily as needed.</li> <li>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;</li> </ul>	Project	Qualified Air Quality Specialist			Prior to Issuance of a Grading Permit

# Agenda Item 1

Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>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.</p> <p>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.</p> <p>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.</p> <p>h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>l. The burning of vegetative material shall be prohibited.</p> <p>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</p>					

# Agenda Item 1

Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>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.</p> <p>n. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.</p> <p>o. Divert 65 percent of non-hazardous construction or demolition debris.</p>					
<p><b>AQ-2:</b> 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.</p> <ol style="list-style-type: none"> <li>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.</li> <li>Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.</li> <li>Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.</li> <li>Provide a designated parking space for alternatively fueled vehicles.</li> </ol>	Project	Qualified Air Quality Specialist CDD			Prior to issuance of grading permit

# Agenda Item 1

<p>Mitigation Measure            PD 15-004, VTM 3088, CUP 94-005 Amendment            (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>e. The project site shall be designed to minimize barriers to pedestrian access, internally links all uses, and connects to all existing or planned external streets, public transit, and pedestrian facilities contiguous with the project site.</p> <p>f. 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).</p> <p>g. 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.)</p> <p>h. Install water conservation measures sufficient to meet, at a minimum, CALGreen Tier 1 standards for water efficiency and conservation.</p> <p>i. The project shall be designed to incorporate the future installation of solar photovoltaic systems to serve the proposed RV park.</p> <p>j. The the extent locally available, utilize pre-finished building materials or materials that do not require the application of architectural coatings.</p> <p>k. Install energy-efficient appliances and building components sufficient to achieve overall reductions in interior energy use beyond those required at the time of development by CalGreen standards.</p> <p>l. Install roofing material with a solar reflectance values meeting the EPA/DOE Energy Star rating to reduce summer cooling needs.</p> <p>m. Provide a minimum of one on-site level two electrical vehicle (EV) charging station with sufficient electrical capacity for future expansion to add a minimum of three additional EV stations.</p>					

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Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>n. Utilize high efficiency lights in parking lots, streets, and other public areas.</p> <p><b>AQ-3:</b> The following measures shall be implemented to reduce exposure of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:</p> <ul style="list-style-type: none"> <li>a. Implement Mitigation Measure AQ-1.</li> <li>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: <a href="http://slocleanair.org/business/asbestos.php">http://slocleanair.org/business/asbestos.php</a>.</li> <li>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</li> </ul>	Project	Qualified Air Quality Specialist CDD			Prior to issuance of grading permit



# Agenda Item 1

Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>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</p> <p>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:</p> <ol style="list-style-type: none"> <li>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,</li> <li>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.</li> </ol> <p>e. Maintain all construction equipment in proper tune in accordance with manufacturer's specifications;</p> <p>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);</p>					

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Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>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;</p> <p>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.</p> <p>i. Electrify equipment when possible;</p> <p>j. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,</p> <p>k. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.</p>					
<p><b>BR-1.</b> Soil disturbance for the Project exceeds one acre. Prior to the onset of construction, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared. The SWPPP shall contain Best Management Practices (BMPs) to prevent pollutants from leaving the site and entering waters of the State."</p>	On-going	CDD			Prior to issuance of grading permit
<p><b>BR-2.</b> Biodegradable fiber rolls shall be installed pursuant to Caltrans Fiber Roll Detail SC-5, available at <a href="http://www.dot.ca.gov/hq/construct/stormwater/SC-05.pdf">http://www.dot.ca.gov/hq/construct/stormwater/SC-05.pdf</a>. To minimize the risk of ensnaring and strangling wildlife, coir rolls, erosion control mats or blankets, straw or fiber wattles, or similar erosion control products shall be comprised entirely of natural-fiber, biodegradable materials. No "photodegradable" or other plastic erosion control materials shall be used.</p>	On-going	CDD			Prior to issuance of grading permit

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Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p><b>BR-3.</b> Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist or 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.</p>	On-going	CDD			Prior to issuance of grading permit
<p><b>BR-4.</b> Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the drip-line or CRZ of the tree (whichever distance is greater), and trunk damage</p>	On-going	CDD			Prior to issuance of grading permit
<p><b>BR-5.</b> If ground disturbance is proposed within the drip line or CRZ an oak tree protection plan shall be prepared and approved by the City of Paso Robles.</p>	Project	CDD			Prior to issuing Certificate of Occupancy permit
<p><b>BR-6.</b> BR-6. Impacts to oak trees shall be assessed by a licensed arborist. Mitigations for impacted trees shall comply with the City of Paso Robles tree ordinance.</p>	Project	Certified Arborist CDD			Prior to issuing grading permit
<p><b>BR-7.</b> Within one week of ground disturbance activities, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. 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. A preconstruction 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. A map of the Project site and nest locations shall be included with the report. The Project biologist conducting the nesting survey shall have the authority to reduce or increase the recommended buffer depending upon site conditions.</p>	On-going	Certified Arborist CDD		Notes shown on construction documents.	Prior to issuing grading permit.

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Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p><b>BR-8.</b> Occupied nests of special status bird species shall be mapped using GPS or survey equipment. Work shall not be allowed within a 100 foot buffer while the nest is in use. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.</p>	On-going	CDD		Notes shown on construction documents.	Prior to issuing grading permit.
<p><b>BR-9.</b> Occupied nests of special status bird species that are within 100 feet of project work areas shall be monitored at least every two weeks through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.</p>	On-going	CDD			Prior to issuing grading permit.
<p><b>BR-10.</b> A pre-construction survey shall be conducted within thirty days of beginning work on the site to identify if badgers are using the site. 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 area of disturbance, and shall examine both old and new dens. 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 1st and February 1st 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 that may include encouraging badgers to move offsite and/or trapping and relocation.</p>	Project	CDD		Notes shown on construction documents.	Prior to issuing Building Permit.

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Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>BR-11. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles, Community Development Department (see contact information below) that states that one or a combination of the following three San Joaquin kit fox mitigation measures has been implemented:</p> <ul style="list-style-type: none"> <li>a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of:               <ul style="list-style-type: none"> <li>34.68 acres for Phase 1</li> <li>51.6 acres for Phase 2</li> <li>30.84 acres for Phase 3</li> <li>19.5 acres for Phase 4</li> <li>23.88 acres for Phase 5</li> </ul> </li> <li>160.5 acres total for all phases</li> </ul> <p>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 Wildlife and the City.</p> <p>This mitigation alternative (a.) requires that all aspects if this program must be in place before City permit issuance or initiation of any ground disturbing activities.</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>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</p>	Project	CDD		Notes shown on construction documents.	Prior to issuing Building Permit.

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Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>established in agreement between the CDFW 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:</p> <ul style="list-style-type: none"> <li>\$86,700 for Phase 1</li> <li>\$129,000 for Phase 2</li> <li>\$77,100 acres for Phase 3</li> <li>\$48,750 for Phase 4</li> <li>\$59,700 for Phase 5, or</li> <li>\$401,250 total for all phases.</li> </ul> <p>This fee is calculated based on the current cost-per-unit of \$2500 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 CDFW provides written notification about your mitigation options but prior to City permit issuance and initiation of any ground disturbing activities.</p> <p>c. Purchase credits in a CDFW-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.</p> <p>Mitigation alternative (c) above can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). 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:</p>					

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Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>\$86,700 for Phase 1            \$129,000 for Phase 2            \$77,100 acres for Phase 3            \$48,750 for Phase 4            \$59,700 for Phase 5, or            \$401,250 total for all phases.</p> <p>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.</p>	Project	CDD			Prior to issuing Certificate of Occupancy permit
<p><b>BR-12.</b> 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:</p> <p>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. preconstruction) 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.</p> <p>ii. The qualified biologist shall conduct weekly site visits during site-disturbance activities (i.e. grading, disk, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures. 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. When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the City.</p>					

# Agenda Item 1

Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>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.</p> <p>If incidental take of kit fox during project activities is possible, <b>before project activities commence</b>, 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.</p> <p>iv. In addition, the qualified biologist shall implement the following measures:</p> <ol style="list-style-type: none"> <li>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: <ul style="list-style-type: none"> <li>▪ Potential kit fox den: 50 feet</li> <li>▪ Known or active kit fox den: 100 feet</li> </ul> </li> </ol>					



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Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<ul style="list-style-type: none"> <li>▪ Kit fox pupping den: 150 feet</li> </ul> <p>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.</p> <p>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.</p>					
<p><b>BR-13.</b> 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.</p>	Project	CDD			Prior to site disturbance, grading permit issued
<p><b>BR-14.</b> 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.</p>	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of grading permit
<p><b>BR-15.</b> BR-15. 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</p>	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of building permit

# Agenda Item 1

Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>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.</p>					
<p><b>BR-16.</b> 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.</p>	Project	Certified Arborist CDD			Prior to issuance of Final Occupancy
<p><b>BR-17.</b> 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.</p>	Project	CDD			Prior to issuance of grading permit.

# Agenda Item 1

Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p><b>BR-18.</b> 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.</p>	On-going	CDD			Prior to issuance of Grading Permit/On-going with project construction.
<p><b>BR-19.</b> 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.</p>	On-going	CDD			Prior to issuance of a grading permit.
<p><b>BR-20.</b> 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.</p>	On-going	CDD			On Going during construction.

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Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p><b>BR-21.</b> 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:</p> <ul style="list-style-type: none"> <li>i. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12 inches.</li> <li>ii. If a more solid wire mesh fence is used, 8 by 12 inch openings near the ground shall be provided every 100 yards</li> <li>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.</li> </ul>	On-going	CDD			Prior to issuance of a grading permit.
<p><b>FIRE - 1:</b> Provide minimum 60,000 gallon water storage tank and any necessary infrastructure. Plans to be reviewed and approved by the Emergency Services Department.</p>	Project	ES			With site improvement plans.
<p><b>HYD-1:</b> Ground Water. The project shall be redesigned so that there will be no more demand on ground water pumping than the projects historic rate.</p>	Project	CDD/PW			Prior to recordation of Tract Map.
<p><b>HYD-2:</b> Well Metering. All on- and off-site wells permitted for use with this project shall have well meters installed per Public Works standards prior to recordation of the first subdivision map.</p>	Project	PW			On-going.

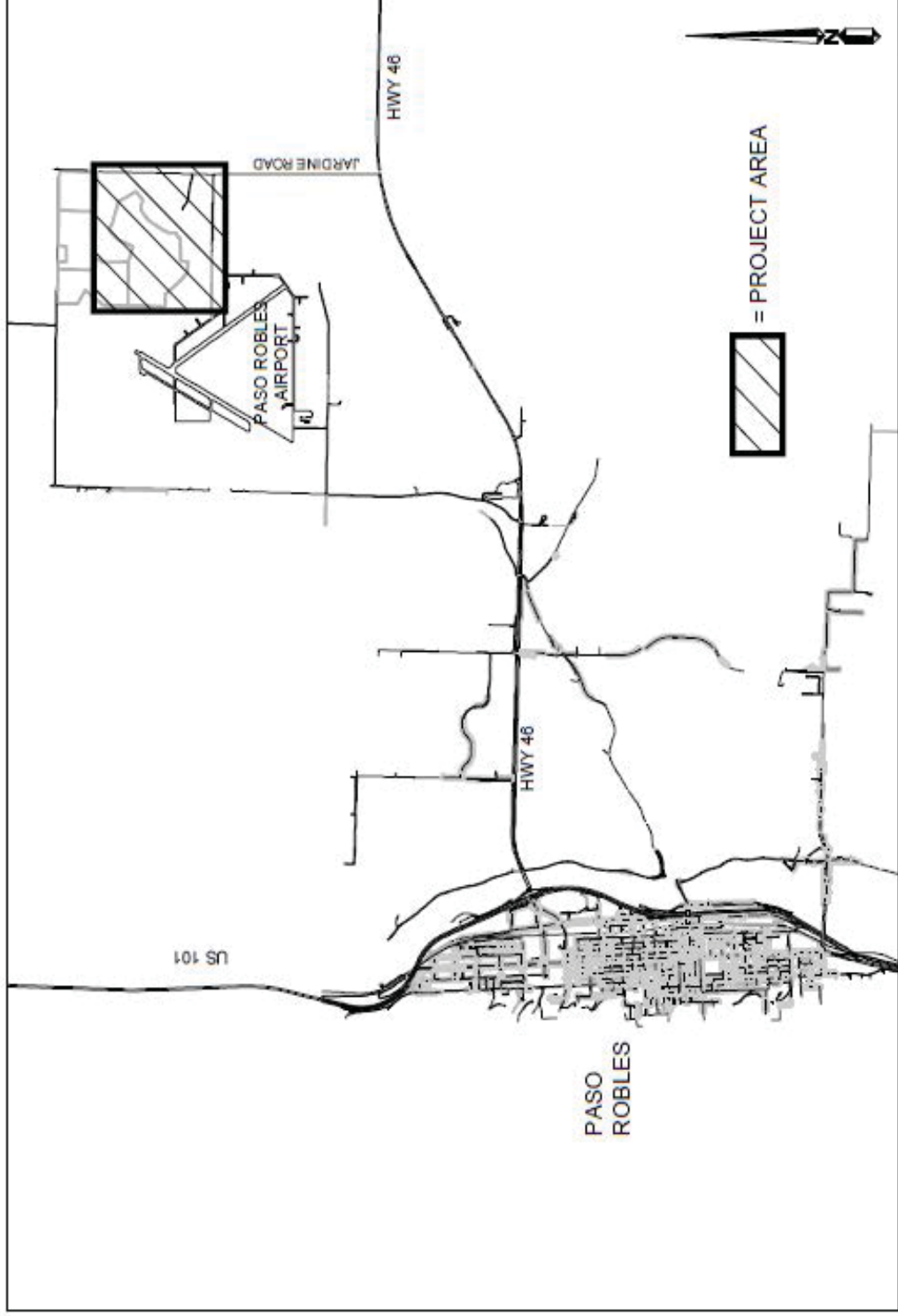
(add additional measures as necessary)

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.

# VICINITY MAP

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NTS

## THE CABERNET LINKS AND RV RESORT

The **Cabernet Links and RV Resort** is the new name and identity the applicant, Vino Vista LLC, has given to the existing Links Golf Course and Vista Del Hombre development located at 5151 Jardine Road in Paso Robles. This proposed project will change the approved and recorded Gearhart Vista Del Hombre project (VDH). That project is 39 recorded lots allowing 154,340 square foot of industrial buildings. The new plan will eliminate the VDH 39 lots and resubdivide the 210-acre site into 9 lots to accommodate "The Cabernet Links and RV Resort". The existing buildings on site that were permitted as part of the Links Golf Course project will be utilized as a Pro Shop/RV Check in, Restaurant, Bar, banquet facilities, maintenance facility, bathroom/shower/locker room for men & women. These structures will be refined to be the focal point of the new project. The new commercial/recreational concept is intended to expand the uses of the property by integrating a high quality RV Resort & Banquet facilities into the existing golf course while creating less impact on the local neighborhood skyline by building less than 1/3 of the total building square footage from that which was already approved by the Paso Robles Planning Commission.

The thirty-nine previously recorded parcels will now become a total of 9 parcels. These parcels will be laid out as follows:

- Parcel 1: The golf course will remain which will provide recreational opportunities for all Paso Robles residents. One parcel will include the club house, restaurant and banquet room utilizing the existing buildings on site and will include the golf course. Fresh pizza to go is just one of the many foods that will be available to the local residents from the restaurant.

- Parcel 2 & 3: There will be two ag parcels for cabernet grape vineyards on the borders of the property. The cabernet vineyard sets the theme for the project and also provides a scenic buffer while outlining the resort and reducing visual impacts. The vineyard will include relaxing walking trails which will allow a guest an opportunity to exercise in a tranquil, quiet setting as they walk or jog through Paso Robles vines.

- Parcels 4-8: There will be five resort development parcels which will be limited to wine, brewery, golf, or RV related uses. The project could attract "Tin City" uses such as beer and wine tasting, or golf course apparel store.

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- Parcel 9: There will be one Jardine Road frontage parcel which will offer a convenience store similar to Cregor's in Paso Robles to meet the needs of both the RV occupants and the local residents of the Jardine and surrounding areas. It will offer convenience store items such as bread, milk, and eggs which will reduce their trips into town in the evenings!

The creation of 9 individual parcels allows for individual financing opportunities for the specific uses to be developed on each property. To ensure the vision, development guidelines have been created for this project which are known as The Cabernet Links & RV Resort Development Guidelines. These guidelines provide specific criteria for preparing and submitting detailed plans to the City of Paso Robles for review and approval of future development for these parcels.

The Project will be developed in five (5) phases in order to meet market demand for the new facility. The Project will have broad market appeal because of the growing tourism demand for the Paso Robles wine country and the Project's golf & resort amenities. The applicant's goal is to incorporate healthy life-style amenities such as 4-miles of walking paths, tennis courts, pickle ball courts, swimming pool, and golf course amenities while at the same time offering 5 Star accommodations for RV traveling families and clubs.

The average size RV site in other local parks is 25 x 60. Our project will offer 40 x 70 and 50 x 80 to allow visitors plenty of room and easy access to their spaces. The larger spaces offered in our design will meet the needs/demands of this growing industry!

The resort will also provide opportunities for "short-term events" which would consist of larger gatherings such as conferences, weddings, car shows, 10K Runs and other local events that the City of Paso Robles may attract that are seeking a beautiful setting nestled amongst majestic oak trees, classic Paso Robles vineyards, and the golf course. To accommodate these larger events, the Project will include 374 parking spaces. The banquet facility is adjacent to the driving range offering potential additional space for portable tent needs of larger events.

This Project will also accommodate "short-term activities" which refers to smaller gatherings such as cooking seminars, wine tasting seminars, educational retreats and community group meetings. In addition, this development proposes to accommodate events sponsored by local non-profit organizations.

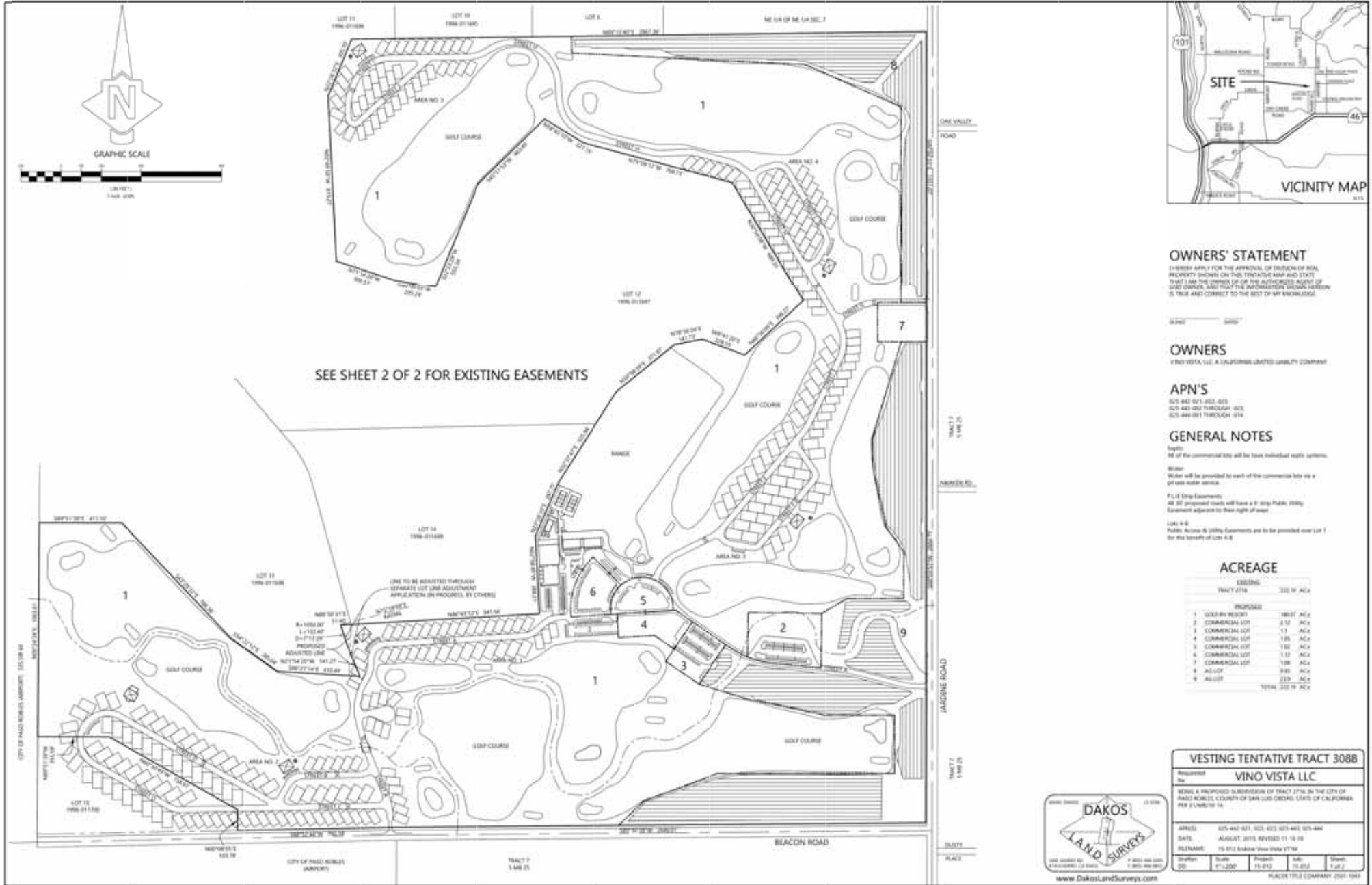
## Agenda Item 1

The on-site restaurant facilities will welcome the local residents of the nearby area along with offering a much needed convenience store for the area residents which will further cut down on traffic impacts to Highway 46 East.

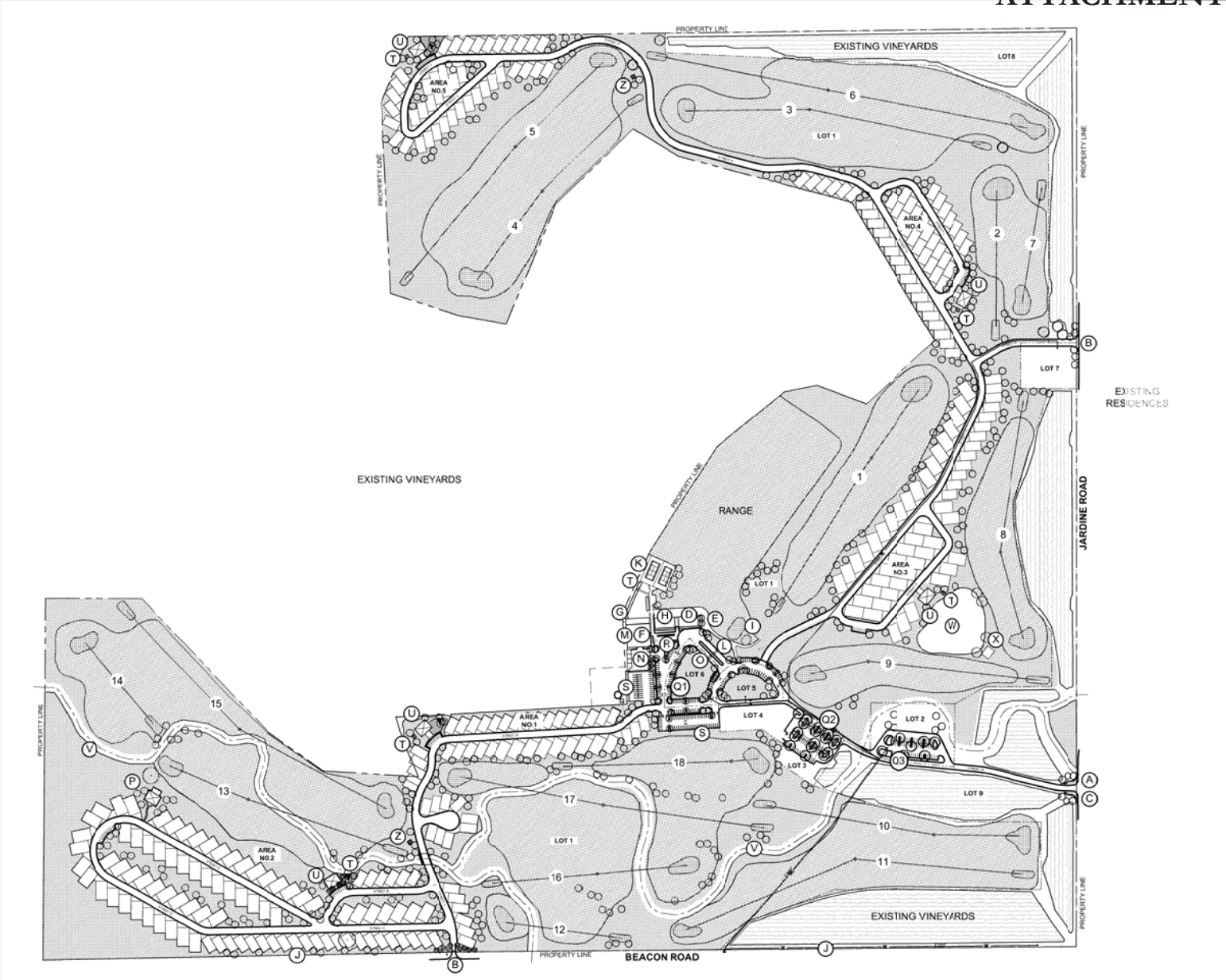
Another unique feature is that this property is located in the City of Paso Robles, adjacent to the Paso Robles Municipal Airport, offering future expanded opportunities! Fly in and stay! Fly in and eat! Fly in and stay, play golf, and eat! Or a combo of it all!

This new resort facility is here to serve multi-levels of the community of Paso Robles! Residents and tourist can enjoy the recreational use of the Links Golf Course. The growing Paso Robles tourism community will enjoy the Five Star RV Resort amenities. Local clubs and soccer/baseball teams will enjoy the banquet facilities especially with Barney Schwartz Park being located within two miles of the facility. A neighborhood restaurant and convenience store will be welcomed by the local Jardine residents. The event location will be a welcomed, new location for those needing a large facility with easy access parking! The **Cabernet Links & RV Resort** is a well-balanced multi-use facility that meets the needs of Paso Robles residents and our tourism industry while creating significantly less impacts than the existing, approved Gearhart Vista Del Hombre project.

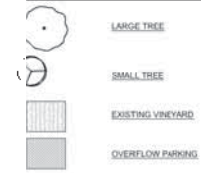




# ATTACHMENT - 5



## LEGEND



- PROJECT ENTRANCE
- EMERGENCY INGRESS / EGRESS
- (JARDINERD ENTRANCE OPEN TO PUB ENTRY MONUMENT R (LOT 7))
- PRO SHOP / CLUBHOUSE / RESTAURANT
- RV & GOLF CHECK-IN / CLUBHOUSE
- RESORT RECREATION FACILITY (SHOW AND RESTROOMS)
- RESORT POOL AREA
- BANQUET ROOM
- GOLF PRACTICE FACILITY
- DEER FENCE ALONG BEACON RD. - 8' M
- TENNIS COURTS / PICKLE BALL
- CART STAGING
- INDOOR CART STORAGE
- MAINTENANCE YARD
- PARKING AREA INGRESS - EGRESS
- VIP CLUBHOUSE
- PARKING LOTS (SEE TABLE BELOW)
- HANDICAP PARKING
- OVERFLOW PARKING
- RESORT SPA TUB
- RV RESTROOM / SHOWER / LAUNDRY F.
- EXISTING DRAINAGE WAY
- EXISTING POND
- EXISTING PUMP HOUSE
- GOLF RESTROOMS

## PARCEL ACREAGE CHART

ORIGINAL ACREAGE	
TRACT 2716	222.19 AC±
PROPOSED ACREAGE	
1	189.09 AC±
2	2.12 AC±
3	1.10 AC±
4	1.05 AC±
5	1.02 AC±
6	1.12 AC±
7	1.08 AC±
8	9.93 AC±
9	23.91 AC±
<b>TOTAL</b>	<b>230.42 AC±</b>

## PHASE SCHEDULE

PHASE	AREA	UNITS
PHASE 1	AREA NO. 1	47 UNITS
	LOT 2, 3, 4, 5, 6	
	LOT 7	
	LOT 9	
	LOT 1	
PHASE 2	AREA NO. 2	96 UNITS
PHASE 3	AREA NO. 3	58 UNITS
PHASE 4	AREA NO. 4	49 UNITS
PHASE 5	AREA NO. 5	42 UNITS
<b>TOTAL</b>		<b>290 UNITS</b>

## RV UNIT COUNT

PHASE 1	2 UNITS
PHASE 2	174 UNITS
PHASE 3	114 UNITS
<b>TOTAL</b>	<b>290 UNITS</b>

## PARKING COUNT

IRKING (Q1)	101 SPACES
IRKING (Q2)	75 SPACES
IRKING (Q3)	57 SPACES
HANDICAP PARKING	5 SPACES
OVERFLOW PARKING	84 SPACES
PARK (RESTROOM/GUEST)	52 SPACES
<b>TOTAL</b>	<b>374 SPACES</b>



# **AIR QUALITY & GREENHOUSE GAS IMPACT ASSESSMENT**

**FOR THE PROPOSED**

**CABERNET LINKS & RV  
RESORT PROJECT  
PASO ROBLES, CA**

**OCTOBER 2016**

**PREPARED BY:**



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- Appendix A: SLOAPCD Naturally Occurring Asbestos Exemption Form & SLOAPCD Asbestos Demolition/Renovation Notification Form
- Appendix B: Naturally Occurring Asbestos Zones
- Appendix C: Consistency with City of Paso Robles Climate Action Plan
- Appendix D: Emissions Modeling

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## 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 <sub>4</sub>	Methane
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	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 <sub>2</sub> O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards or National AAQS
NESHAPs	National Emission Standards for HAPs
NO <sub>x</sub>	Oxides of Nitrogen
OAP	Ozone Attainment Plan
O <sub>3</sub>	Ozone
Pb	Lead
PM	Particulate Matter
PM <sub>10</sub>	Particulate Matter (less than 10 µm)
PM <sub>2.5</sub>	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 <sub>2</sub>	Sulfur Dioxide
SCCAB	South Central Coast Air Basin
TAC	Toxic Air Contaminant
µg/m <sup>3</sup>	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 Cabernet Links & RV Resort 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 previously approved project includes the development of 39 industrial lots totaling approximately 154,340 square feet of light industrial uses and an 18-hole golf course. The proposed project consists of the reduction from the previously approved 39 industrial lots into a total of 9 new lots within the base parcel of 222.19 acres. The proposed project includes a 290 space RV resort, retrofitting the three existing buildings for RV Resort uses, a clubhouse, five guest shower/restroom/laundry buildings, and outdoor recreation facilities. The proposed project would be developed over five phases. The project is located at the N/W corner of Jardine Road and Beacon Road, along the East side of the Paso Robles Municipal Airport.

Construction-generated emissions associated with the proposed project would exceed the San Luis Obispo County Air Pollution Control District (SLOAPCD) recommended daily significance threshold for ROG+NO<sub>x</sub>. Construction-generated emissions would not exceed SLOAPCD's quarterly emissions thresholds. 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 daily operational emissions would exceed SLOAPCD significance threshold for ROG+NO<sub>x</sub>. Operational emissions would not exceed SLOAPCD's annual emissions 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 Cabernet Links & RV Resort Project (proposed 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 SUMMARY

The proposed Cabernet Links and RV Resort Project (project) consists of the reduction from the approved 39 industrial lots into a total of nine new lots within the base parcel of 222.19 acres. The proposed project includes the construction of a 290 space RV Resort, a clubhouse, five guest shower/restroom/laundry facilities, and an outdoor pool area with tennis/pickle ball courts. The three existing buildings will be retrofitted to in RV Resort uses. The proposed project also includes construction of an additional approximately 2.5 acres of vineyards and realignment of some of the holes within the existing 18-hole golf course. Approximately 374 paved parking spaces and onsite roadways would also be constructed.

The proposed project is located at the northwest corner of Jardine Road and Beacon Road, along the East side of the Paso Robles Municipal Airport. Nearby sensitive land uses consist of residential dwellings. The nearest residential land uses are located to the east of the project site, across Jardine Road, and to the south of the project site, across Beacon Road. The project location and nearby land uses are depicted in 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).

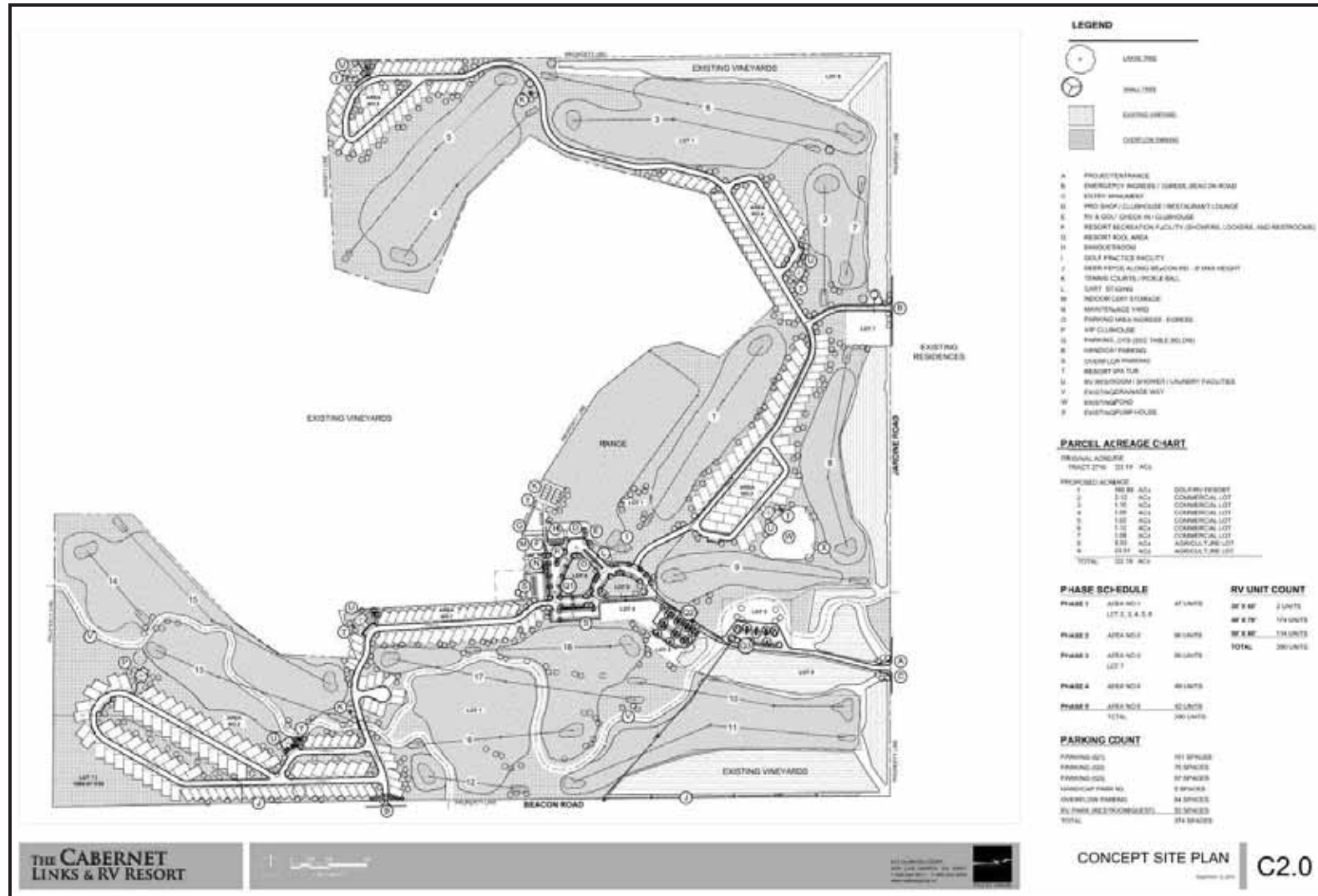
Figure 1  
Proposed Project Location



Image Source: San Luis Obispo County, 2016  
Not to scale. All locations and boundaries are approximate.



**Figure 2  
Preliminary Project Site Plan**



Not to Scale.  
Source: Wallace Group 2016

# Agenda Item 1

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).

# Agenda Item 1

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.

## 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.

**Table 1  
Common Pollutants & Adverse Effects**

Pollutant	Human Health & Welfare Effects
Particulate Matter (PM <sub>10</sub> & PM <sub>2.5</sub> )	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 <sub>3</sub> )	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 <sub>2</sub> )	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 <sub>2</sub> )	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

**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.

# Agenda Item 1

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.

## 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 sets deadlines for their attainment. Two types of NAAQS have been established: primary standards, which

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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.

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

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	<ul style="list-style-type: none"> <li>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.</li> </ul>
Distribution Centers	<ul style="list-style-type: none"> <li>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).</li> <li>Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.</li> </ul>
Rail Yards	<ul style="list-style-type: none"> <li>Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.</li> <li>Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.</li> </ul>
Ports	<ul style="list-style-type: none"> <li>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.</li> </ul>
Refineries	<ul style="list-style-type: none"> <li>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.</li> </ul>
Chrome Platers	<ul style="list-style-type: none"> <li>Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.</li> </ul>
Dry Cleaners Using Perchloroethylene	<ul style="list-style-type: none"> <li>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.</li> <li>Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.</li> </ul>
Gasoline Dispensing Facilities	<ul style="list-style-type: none"> <li>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.</li> </ul>
<p><i>Recommendations are advisory, are not site specific, and may not fully account for future reductions in emissions, including those resulting from compliance with existing/future regulatory requirements.</i>  <i>Source: ARB 2005</i></p>	

## 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<sub>2</sub>, and NO<sub>2</sub> 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.

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

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

\* For more information on standards visit :<http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>  
 \*\* Secondary Standard  
 Source: SLOAPCD 2016; ARB 2016a

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

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Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

## In-Use Off-Road Diesel Vehicle Regulation

On July 26, 2007, the Air Resources Board (ARB) adopted a regulation to reduce diesel particulate matter (PM) and oxides of nitrogen (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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C) 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D) Would the project expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E) Would the project create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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## METHODOLOGY

### Short-term Impacts

Emissions associated with construction of proposed project were calculated using the CalEEMod, version 2016.3.1, computer program. Construction of the proposed project is anticipated to occur in five concurrent phases beginning in 2017. Each of the five project phases would occur over an estimated 4-month period. Construction activity durations were based on project-specific information. Phase I would include construction of 47 RV spaces, 374 parking spaces, 2.5 acres of vineyard, partial reconstruction of the existing 18-hole golf course, a 3,476 square-foot clubhouse, and an approximate 1,900 square-foot RV restroom/laundry facility. Reconstruction of the existing golf course would be largely limited to trenching for relocation of irrigation systems and would not involve substantial earthwork, such as grading. Construction of Phase I would also include the demolition of an approximate 2,152 square foot (sf) structure, import of approximately 8,690 cubic yards of material. A total of approximately 7.2 acres, including onsite roadways and parking areas, would be paved. To be conservative, the six proposed 1-acre commercial lots were assumed to include up to 20,000 square feet of building area per lot and were also included as part of Phase I.

Each of the subsequent project development phases were assumed to include construction of an additional approximate 1,900 square-foot RV restroom/laundry facility, as well as, additional paved surfaces and RV spaces. A total of 96 RV spaces were assumed for Phase II, 56 spaces for Phase III, 49 spaces for Phase IV, and 42 spaces for Phase V.

Detailed construction information (e.g., equipment required, construction vehicle trips, etc.) was not available at the time of the analysis. Construction equipment use, vehicle trips, equipment load factors and emission factors were, therefore, based on default parameters contained in the model. Construction worker, vendor, and haul truck trip lengths were based on an average travel distance of 13 miles per trip, consistent with the CalEEMod default for rural locations within San Luis Obispo County. Architectural coating emissions were based on a VOC content of 250 grams/liter, including an additional approximately 11,075 square feet of floor area for tenant improvements within the existing structures, which would accommodate various proposed uses, including a banquet facility, restaurant, lounge, pro shop, locker rooms, and recreation center.

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 2016.3.1, computer program. The CalEEMod program includes quantification of emissions from various emission sources, including energy use, area sources, and motor vehicle trips. Emissions were quantified for each of the proposed development phases and for project buildout conditions. Emissions were also quantified for the previously approved project, which included development of 154,340 square feet of light industrial uses and an 18-hole golf course. Trip generation rates for the proposed project, as well as, the previously approved project, are summarized in Table 5.

Non-transportation source emissions were quantified based largely on the default parameters contained in the model. However, the CalEEMod computer program does not have a land use designation for RV parks. This land use was modeled based on the default water use and waste-generation rates contained in the model for “Mobile Home Park.” Given that use of RV park would be more transient and given that RVs typically use less water and generate less waste than a typical household, these rates are likely conservative. However, electricity usage rates for the RV park could potentially differ from those commonly associated with mobile home parks, given that such uses are not subject to state/local building codes for energy efficiency. *A Study of Sustainability at RV Parks* published by Harvard University Extension School (December 2010) identifies and average electricity usage rate within California of roughly 15 kwh/RV/day. For transient RV use, electricity usage rates can range from upwards of approximately 13 to 16 kwh/RV/day (Harvard 2010; PG&E 2016). To be conservative, the annual electricity usage rate for the proposed RV

**Table 5  
Modeled Vehicle Trip-Generation Rates**

Land Use	Size	ADT	Trip-Generation Rate
<b>Proposed Project</b>			
RV Resort	290 Spaces	720	2.48
Wine Tasting/Brewery Space	120 KSF <sup>1</sup>	360	3.0
Golf Course	18-Hole	643	35.7
Vineyard	33.84	68	2.0
<b>Previously Approved Project</b>			
Light Industrial	154,340 KSF	1,076	6.97
Golf Course	18-Hole	643	35.7

*1. The proposed project identifies a total of six 1-acre lots for future development of wine tasting/brewery related uses. Assumes a maximum of approximately 20,000 square feet of commercial/retail uses on each of the six proposed 1-acre lots (Wallace Group 2016).*

park was based on an overall average of approximately 16 kwh/RV/day and assuming a 100% occupancy rate. Actual annual electricity usage rates for the RV Park will vary depending on various factors, including the type and size of the RVs and percentage of occupancy.

The use of off-road equipment during project operations would be largely associated with maintenance of the golf course. Based on information provided by the project applicant, golf course maintenance was assumed to include the use of trim/surround mowers, greens mower and a fairway mower. Off-road equipment assumptions for turf maintenance are summarized in Table 6.

**Table 6  
Golf Course Maintenance Equipment**

Equipment	Average Horsepower	Quantity	Average Hours/Day
Trim/Surround Mowers	21	2	2
Greens Mower	20	1	2
Fairway Mower	55	1	6

*Based on project proponent description of equipment/maintenance equipment and hours of use. Horsepower ratings are derived from similar equipment ([https://www.deere.com/en\\_US/industry/golf/golfpage](https://www.deere.com/en_US/industry/golf/golfpage)).*

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 (ATE 2016). The trip-generation rates include trips generated by the proposed RV resort, wine tasting/brewery spaces located on the six proposed 1-acre lots, operation of the 18-hole golf course, and a total of approximately 33.84 acres of vineyard. Estimated vehicle trip lengths were not available at the time of this analysis. Vehicle trip lengths were, therefore, based on an estimated 13 miles per trip, which is consistent with the default assumptions contained in the model for rural areas of San Luis Obispo County. This trip length is also consistent with the calculated trip lengths used in analyses prepared for various projects in the area, including analyses prepared for the nearby *Destino Paso Resort Hotels Project* and the *Marriott Residence Inn Project*. The calculated trip length for these hotel projects included estimated distance of travel for incoming and outgoing associated with visitors traveling from outside the County, as well as, trips to various destinations throughout San Luis Obispo County. This trip distance would be most representative of trips associated with the proposed RV park. However, vehicle trips associated with other proposed uses (e.g., golf course, vineyard, wine tasting/brewery spaces) would likely consist of trips originating more locally. Based on distances from the project site to area hotels, these trips would likely average an estimated 7 to 8 miles/trip. As a result, use of the 13 miles/trip for all project-generated trips would be considered conservative.

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## 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 7 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 7  
SLOAPCD Thresholds of Significance for Construction Impacts**

Pollutant	Threshold <sup>(1)</sup>		
	Daily (lbs/day)	Quarterly Tier 1 (tons)	Quarterly Tier 2 (tons)
Ozone Precursors (ROG + NO <sub>x</sub> ) <sup>(2)</sup>	137	2.5	6.3
Diesel Particulate Matter (DPM) <sup>(2)</sup>	7	0.13	0.32
Fugitive Particulate Matter (PM <sub>10</sub> ), 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<sub>10</sub> 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<sub>10</sub>), Dust Emissions*

- Quarterly: Exceedance of the 2.5 ton/qtr threshold requires Fugitive PM<sub>10</sub> 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 8.

**Table 8  
SLOAPCD Thresholds of Significance for Operational Impacts**

Pollutant	Threshold <sup>(1)</sup>	
	Daily (lbs/day)	Annual (tons/year)
Ozone Precursors (ROG + NO <sub>x</sub> ) <sup>(2)</sup>	25	25
Diesel Particulate Matter (DPM) <sup>(2)</sup>	1.25	None
Fugitive Particulate Matter (PM <sub>10</sub> ), 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.

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## 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 addresses the attainment and maintenance of state and federal ambient air quality standards. The Clean Air Plan was adopted by SLOAPCD's on March 26, 2002.

The Clean Air Plan outlines the District's strategies to reduce ozone-precursor pollutants (i.e., ROG and NO<sub>x</sub>) from a wide variety of sources. The Clean Air Plan 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 Clean Air Plan.

According to the SLOAPCD's *CEQA Air Quality Handbook* (2012), a consistency analysis with the Clean Air Plan is required for a program-level environmental review, and may be necessary for a larger project-level environmental review, depending on the project being considered. Project-Level environmental reviews which may require a consistency analysis with the Clean Air Plan 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 Clean Air Plan. If the project is consistent with these measures, the project is considered consistent with the Clean Air Plan.

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 and land use designations and would not result in the installation of any major stationary sources of emissions. However, as noted in Impact AQ-C, long-term daily 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 Clean Air Plan. 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.

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## 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<sub>x</sub>) and emissions of PM. Emissions of ozone-precursors would result from the operation of on- and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

Estimated daily and quarterly emissions associated with development of the proposed project phases are presented in Table 9 and Table 10, respectively, and summarized in Table 11. As depicted, maximum daily and quarterly emissions would occur during Phase I. Construction of the proposed project would generate approximately 354.9 lbs/day of ROG+NO<sub>x</sub> and approximately 3.2 lbs/day of exhaust PM<sub>10</sub>. Quarterly construction-generated emissions would total approximately 2.1 tons of ROG+NO<sub>x</sub>, 0.07 tons of DPM, and 0.2 tons of Fugitive PM<sub>10</sub>.

**Table 9  
Daily Construction-Generated Emissions of Criteria Pollutants (Without Mitigation)**

Construction Phase	Daily Emissions (lbs)	
	ROG+NO <sub>x</sub>	Exhaust PM <sub>10</sub>
Phase I	354.9	3.2
Phase II	69.2	3.2
Phase III	59.7	2.6
Phase IV	59.2	2.6
Phase V	59.0	2.7
Maximum Daily Emissions	<b>354.9</b>	3.2
<i>SLOAPCD Significance Thresholds</i>	137	7
<i>Exceed SLOAPCD Thresholds?</i>	<b>Yes</b>	<i>No</i>
<small><i>Maximum Daily Emissions: Assumes that facility construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day. Totals may not sum due to rounding. CAP=Criteria Air Pollutants Refer to Appendix D for modeling assumptions and results.</i></small>		

Construction-generated emissions associated with the proposed project would exceed SLOAPCD's daily significance threshold of 137 lbs/day for ROG+NO<sub>x</sub>. Estimated emissions were largely a result of evaporative emissions anticipated to occur during the application of architectural coatings. Estimated emissions of fugitive PM and quarterly emissions 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 also be considered to have a **potentially significant** impact.

**Table 10**  
**Quarterly Construction-Generated Emissions of Criteria Pollutants**  
**(Without Mitigation)**

Construction Phase/Quarter	Quarterly Emissions (tons)			
	ROG+NO <sub>x</sub>	PM <sub>10</sub>		
		Dust	Exhaust	Total
<b>Phase I</b>				
Construction Quarter 1	2.1	0.16	0.07	0.23
Construction Quarter 2	2.0	0.01	0.03	0.05
<b>Phase II</b>				
Construction Quarter 1	1.9	0.10	0.07	0.17
Construction Quarter 2	0.5	0.01	0.03	0.05
<b>Phase III</b>				
Construction Quarter 1	1.7	0.15	0.06	0.21
Construction Quarter 2	0.4	0.01	0.02	0.04
<b>Phase IV</b>				
Construction Quarter 1	0.9	0.11	0.05	0.16
Construction Quarter 2	0.4	0.01	0.02	0.04
<b>Phase V</b>				
Construction Quarter 1	0.9	0.11	0.05	0.16
Construction Quarter 2	0.4	0.01	0.02	0.04
<i>SLOAPCD Significance Thresholds</i>	2.5	2.5	0.13	None
<i>Quarterly Emissions Exceed SLOAPCD Thresholds?</i>	No	No	No	No
<i>Totals may not sum due to rounding.</i> <i>CAP=Criteria Air Pollutants</i> <i>Refer to Appendix D for modeling assumptions and results.</i>				

**Table 11**  
**Summary of Construction-Generated Emissions of Criteria Pollutants**  
**(Without Mitigation)**

Criteria	Project Emissions	SLOAPCD Significance Threshold	Exceed Significance Threshold?
Maximum Daily Emissions of ROG+NO <sub>x</sub>	354.9 lbs/day	137 lbs/day	Yes
Maximum Daily Emissions of DPM	3.2 lbs/day	7 lbs/day	No
Maximum Quarterly Emissions of ROG+NO <sub>x</sub>	2.1 tons/qtr	2.5 tons/qtr	No
Maximum Quarterly Emissions of DPM	0.07 tons/qtr	0.13 tons/qtr	No
Maximum Quarterly Emissions of Fugitive PM	0.2 tons/qtr	2.5 tons/qtr	No
<i>Quarterly thresholds are based on the more conservative Tier 1 thresholds.</i> <i>CAP=Criteria Air Pollutants</i> <i>Refer to Appendix D for modeling assumptions and results.</i>			



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## 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.
- o. Divert 65 percent of non-hazardous construction or demolition debris.

## Significance After Mitigation

Mitigated construction-generated emissions are summarized in Table 12. With implementation of Mitigation Measure AQ-1.a., overall emissions of fugitive dust would be reduced by approximately 58 percent. Implementation of Mitigation Measure AQ-1.a, would also help to minimize off-site emissions associated with the disposal of construction-generated waste. 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<sub>x</sub> would total approximately 122 lbs/day. Mitigated emissions of ROG+NO<sub>x</sub> would not exceed SLOAPCD's daily and quarterly significance thresholds of 137 lbs/day. With mitigation, this impact would be considered *less than significant*.

**Table 12  
Summary of Construction-Generated Emissions of Criteria Pollutants  
(With Mitigation)**

Criteria	Project Emissions	SLOAPCD Significance Threshold	Exceed Significance Threshold?
Maximum Daily Emissions of ROG+NO <sub>x</sub>	122 lbs/day	137 lbs/day	No
Maximum Daily Emissions of DPM	3.2 lbs/day	7 lbs/day	No
Maximum Quarterly Emissions of ROG+NO <sub>x</sub>	2.1 tons/qtr	2.5 tons/qtr	No
Maximum Quarterly Emissions of DPM	0.07 tons/qtr	0.13 tons/qtr	No
Maximum Quarterly Emissions of Fugitive PM	0.1 tons/qtr	2.5 tons/qtr	No
<i>Quarterly thresholds are based on the more conservative Tier 1 thresholds. CAP=Criteria Air Pollutants Refer to Appendix D for modeling assumptions and results.</i>			

**Long-term Operational Emissions**

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

Unmitigated daily and annual operational emissions associated with the proposed project are summarized in Table 13 and Table 14, respectively. As depicted, maximum daily operational emissions at project buildout would total approximately 32.3 lbs/day ROG+NO<sub>x</sub>, 79.3 lbs/day CO, 10.9 lbs/day of fugitive PM<sub>10</sub>, and 0.6 lbs/day of exhaust PM<sub>10</sub>. Maximum annual emissions would total approximately 4.4 tons/year of ROG+NO<sub>x</sub> and approximately 1.9 tons/year of fugitive PM<sub>10</sub>.

Project-generated emissions in comparison to the previously approved project are summarized in Table 15. In comparison to the previously approved project, maximum daily emissions of ROG+NO<sub>x</sub> and fugitive PM<sub>10</sub> would be reduced with implementation of the proposed project. On an annual basis, considering variations in seasonal emissions, implementation of the proposed project would result in an overall increase of approximately 0.4 tons/year of ROG+NO<sub>x</sub> and a reduction of approximately 0.2 tons/year of fugitive PM<sub>10</sub>. Nonetheless, given that the proposed project would generate ROG+NO<sub>x</sub> emissions in excess of SLOAPCD’s significance threshold of 25 lbs/day. This impact would be considered **potentially significant**.

**Table 13  
Daily Operational Emissions of Criteria Pollutants (Without Mitigation)**

Project Phase	Emissions (lbs/day)						
	ROG	NO <sub>x</sub>	ROG+NO <sub>x</sub>	CO	PM <sub>10</sub>		
					Fugitive	Exhaust	Total
<b>Phase I</b>							
Summer Conditions	7.5	16.2	23.7	45.4	7.5	0.4	7.9
Winter Conditions	7.4	16.8	24.3	46.2	7.5	0.4	7.9
<b>Phase II</b>							
Summer Conditions	1.8	6.3	8.1	21.6	2.1	0.3	2.4
Winter Conditions	1.8	6.5	8.3	21.7	2.1	0.3	2.4
<b>Phase III</b>							
Summer Conditions	1.3	4.4	5.7	12.7	1.2	0.2	1.5
Winter Conditions	1.3	4.5	5.8	12.7	1.2	0.2	1.5
<b>Phase IV</b>							
Summer Conditions	1.2	4.2	5.4	11.4	1.1	0.2	1.3
Winter Conditions	1.2	4.3	5.4	11.4	1.1	0.2	1.3
<b>Phase V</b>							
Summer Conditions	1.1	3.9	5.0	10.0	0.9	0.2	1.2
Winter Conditions	1.1	4.0	5.1	10.0	0.9	0.2	1.2
<b>Project Buildout</b>							
Summer Conditions	9.9	21.7	<b>31.6</b>	78.2	10.9	0.6	11.5
Winter Conditions	9.8	22.4	<b>32.3</b>	79.3	10.9	0.6	11.5
<i>SLOAPCD Significance Thresholds</i>	--	--	25	--	25	--	--
<i>Exceeds SLOAPCD Thresholds?</i>	--	--	<i>No</i>	--	<i>No</i>	--	--
<i>Based on year 2019 operational conditions. Includes off-road equipment for turf maintenance, area sources, energy use, and mobile sources. Totals may not sum due to rounding. CAP=Criteria Air Pollutants Refer to Appendix D for modeling output files and assumptions.</i>							

**Table 14  
Annual Operational Emissions of Criteria Pollutants (Without Mitigation)**

Source	Emissions						
	ROG	NO <sub>x</sub>	ROG+NO <sub>x</sub>	CO	PM <sub>10</sub>		
					Fugitive	Exhaust	Total
Area Sources	0.9	0.05	1.0	4.0	0	0	0
Energy Use	0.0	0.2	0.2	0.2	0	0	0
Motor Vehicles	0.8	3.4	4.1	9.1	1.9	0	1.9
Golf Course Maintenance	0.0	0.2	0.3	0.2	0	0	0
<b>Total</b>	<b>1.7</b>	<b>3.9</b>	<b>5.6</b>	<b>13.4</b>	<b>1.9</b>	<b>0.1</b>	<b>2.0</b>
<i>SLOAPCD Significance Thresholds</i>	--	--	25	--	25	--	--
<i>Exceeds SLOAPCD Thresholds?</i>	--	--	No	--	No	--	--

*Based on build-out year 2019 conditions. Totals may not sum due to rounding.  
CAP=Criteria Air Pollutants  
Refer to Appendix D for modeling output files and assumptions.*

**Table 15  
Operational Emissions of Criteria Pollutants Compared to Previously Approved Project (Without Mitigation)**

Scenario	Emissions						
	ROG	NO <sub>x</sub>	ROG+NO <sub>x</sub>	CO	PM <sub>10</sub>		
					Fugitive	Exhaust	Total
<b>Maximum Daily Emissions</b>							
Proposed Project	9.9	22.4	32.3	79.3	10.9	0.6	11.5
Previously Approved Project	9.4	24.8	34.2	65.9	14.6	0.3	14.9
Change	0.4	-2.4	-1.9	13.4	-3.7	0.3	-3.4
<i>SLOAPCD Significance Thresholds</i>	--	--	25	--	25	--	--
<i>Exceeds SLOAPCD Thresholds?</i>	--	--	No	--	No	--	--
<b>Annual Emissions</b>							
Proposed Project	1.7	3.9	5.6	13.4	1.9	0.1	2.0
Previously Approved Project	1.5	3.7	5.2	9.8	2.1	0.1	2.1
Change	0.2	0.2	0.4	3.6	-0.2	0	-0.1
<i>SLOAPCD Significance Thresholds</i>	--	--	25	--	25	--	--
<i>Exceeds SLOAPCD Thresholds?</i>	--	--	No	--	No	--	--

*Project buildout includes off-road equipment for turf maintenance, area sources, energy use, and mobile sources.  
Previously approved project includes 154340 square feet of light industrial uses and an 18-hole golf course.  
Totals may not sum due to rounding.  
CAP=Criteria Air Pollutants  
Refer to Appendix D for modeling output files and assumptions.*

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## 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. 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.
- b. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.
- c. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.
- d. Provide a designated parking space for alternatively fueled vehicles.
- e. The project site shall be designed to minimize barriers to pedestrian access, internally links all uses, and connects to all existing or planned external streets, public transit, and pedestrian facilities contiguous with the project site.
- f. 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).
- g. 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.)
- h. Install water conservation measures sufficient to meet, at a minimum, CALGreen Tier 1 standards for water efficiency and conservation.
- i. The project shall be designed to incorporate the future installation of solar photovoltaic systems to serve the proposed RV park.
- j. To the extent locally available, utilize pre-finished building materials or materials that do not require the application of architectural coatings.
- k. Install energy-efficient appliances and building components sufficient to achieve overall reductions in interior energy use beyond those required at the time of development by CalGreen standards.
- l. Install roofing material with a solar reflectance values meeting the EPA/DOE Energy Star rating to reduce summer cooling needs.
- m. Provide a minimum of one on-site level two electrical vehicle (EV) charging station with sufficient electrical capacity for future expansion to add a minimum of three additional EV stations.
- n. Utilize high efficiency lights in parking lots, streets, and other public areas.

## 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. 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. It is also important to note that the project would include a mix of onsite land uses, including eating and food vending facilities, which would help to further reduce long-term operational emissions. 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 at the northwest corner of Jardine Road and Beacon Road. The nearest sensitive land uses consist of residential dwellings. The nearest residences are located to the east, across Jardine Road, and to the south, across Beacon Road (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, intersections in the project area would operate at LOS C, or better (ATE 2016). No signalized intersections that would be primarily affected by the project were identified. Therefore, the proposed 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). 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 can be found in various building products, including (but not limited to) utility pipes/pipelines (transite pipes or insulation on pipes). Asbestos containing materials could be encountered during demolition, particularly older structures constructed prior to 1970. If a project involves 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 proposed project includes the demolition of an approximate 2,152 square-foot structure. As a result, demolition activities could result in the potential 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*.

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## 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 exposure of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:

- a. Implement Mitigation Measure AQ-1.
- 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 in accordance with 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;

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- 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<sub>2</sub>) is a colorless, odorless gas. CO<sub>2</sub> is emitted in a number of ways, both naturally and through human activities. The largest source of CO<sub>2</sub> 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<sub>2</sub> emissions. The atmospheric lifetime of CO<sub>2</sub> is variable because it is so readily exchanged in the atmosphere (U.S. EPA 2016).
- **Methane.** Methane (CH<sub>4</sub>) is a colorless, odorless gas that is not flammable under most circumstances. CH<sub>4</sub> 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 2016).
- **Nitrous Oxide.** Nitrous oxide (N<sub>2</sub>O) is a clear, colorless gas with a slightly sweet odor. N<sub>2</sub>O is produced by both natural and human-related sources. Primary human-related sources of N<sub>2</sub>O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N<sub>2</sub>O 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<sub>2</sub>O is approximately 120 years (U.S. EPA 2016).
- **Fluorinated Gases.** Hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride 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 2016).
- **Black Carbon.** Black carbon has been recently identified as a major contributor to climate change. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Black carbon contributes to climate change both directly by absorbing sunlight and indirectly by depositing on snow and by interacting with clouds and affecting cloud formation. Black carbon is considered a short-lived species, which can vary spatially and, consequently, it is very difficult to quantify associated global-warming potentials. The main sources of black carbon in California are wildfires, diesel-fueled on-road and off-road vehicles, fireplaces, agricultural waste burning, and prescribed

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burning (planned burns of forest or wildlands). California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (ARB 2015a).

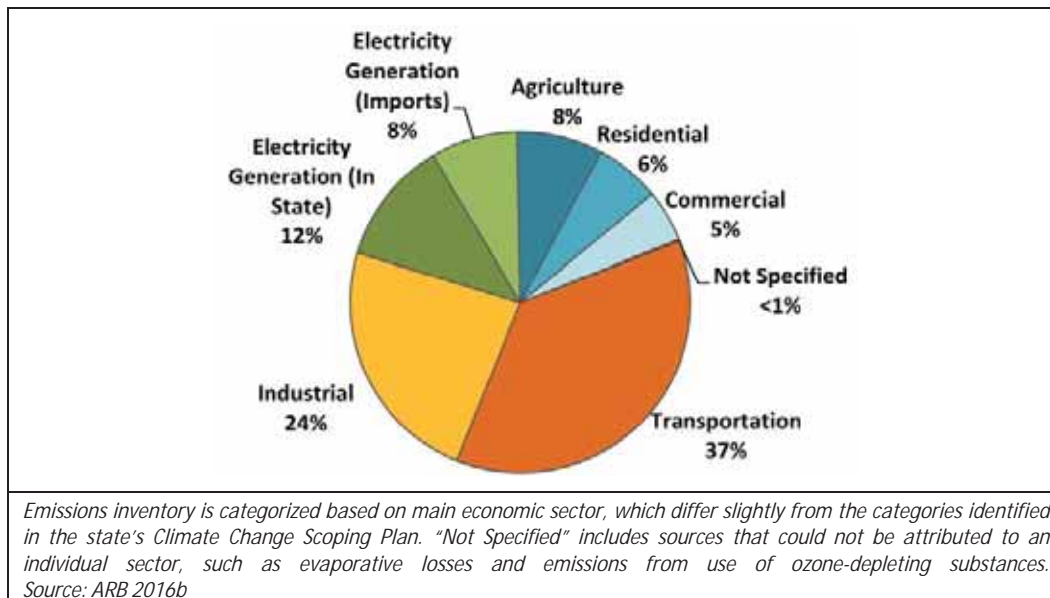
Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Gases with high global warming potential, such as HFCs, PFCs, and SF<sub>6</sub>, are the most heat-absorbent. Over a 100-year timeframe, CH<sub>4</sub> traps over 28 times more heat per molecule than CO<sub>2</sub>, and N<sub>2</sub>O absorbs approximately 265 times more heat per molecule than CO<sub>2</sub>. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO<sub>2</sub>e), which weight each gas by its global warming potential. 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<sub>2</sub> were being emitted (EPA 2016).

## 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 2016).

In 2014, GHG emissions within California totaled 441.5 million metric tons of carbon dioxide equivalents (MMTCO<sub>2</sub>e). Within California, the transportation sector is the largest contributor, accounting for roughly 37 percent of the total state-wide GHG emissions. Emissions associated with the industrial sector are the second largest contributor, totaling approximately 24 percent. Emissions from in-state electricity generation, imported electricity, agriculture, residential, and commercial uses constitute the remaining major sources on GHG emissions. In comparison to the year 2013 emissions inventory, overall GHG emissions in California decreased by 2.8 MMTCO<sub>2</sub>e. On a per capita basis, GHG emissions in California have decreased by approximately 18 percent since 2001. The State of California GHG emissions inventory for year 2014, by main economic sector, is depicted in Figure 3.

**Figure 3**  
**State of California Greenhouse Gases Emissions Inventory**  
**by Main Economic Sector**



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## 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

#### INTERNATIONAL REGULATION AND THE KYOTO PROTOCOL

The United States participates in the United Nations Framework Convention on Climate Change (UNFCCC). While the United States signed the Kyoto Protocol, which would have required reductions in GHGs, Congress never ratified the protocol. The federal government chose voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science. In 2002, the United States announced a strategy to reduce the greenhouse gas intensity of the American economy by 18 percent over a 10-year period from 2002 to 2012.

As part of the commitments to the UNFCCC, the U.S. EPA has developed an inventory of anthropogenic emissions by sources and removals by sinks of all GHGs. This inventory is periodically updated, with the latest update in 2010. The U.S. EPA reports that total US emissions rose by 14 percent from 1990 to 2007, while the US gross domestic product increased by 59 percent over the same period. A 2.9 percent decrease in emissions was noted from 2007 to 2008, which is reported to be attributable to climate conditions, reduced use of petroleum products for transportation, and increased use of natural gas over other fuel sources. The inventory notes that the transportation sector emits about 32 percent of CO<sub>2</sub> emissions, with 53 percent of those emissions coming from personal automobile use. Residential uses, primarily from energy use, accounted for 21 percent of CO<sub>2</sub> emissions (U.S. EPA 2010).

As a part of the U.S. EPA's responsibility to develop and update an inventory of US greenhouse gas emissions and sinks, the U.S. EPA compared trends of other various US data. Over the period between 1990 and 2008, GHG emissions grew at an average rate of about 0.7 percent per year. Population growth was slightly higher at 1.1 percent, while energy and fossil fuel consumption grew at 0.9 and 0.8 percent, respectively. Gross domestic product and energy generation grew at much higher rates.

#### Executive Order 13514

Executive Order 13514 is focused on reducing GHGs internally in federal agency missions, programs and operations, but also direct 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 (Caltrans 2016).

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On April 2, 2007, in *Massachusetts v. U.S. EPA*, 549 U.S. 497 (2007), the Supreme Court found that GHGs are air pollutants covered by the Clean Air Act and that the U.S. EPA has the authority to regulate GHG. The Court held that the U.S. EPA Administrator must determine whether or not emissions of GHGs from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision (Caltrans 2016).

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator found that the current and projected concentrations of the six key well-mixed GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the U.S. EPA's Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles, which was published on September 15, 2009. On May 7, 2010 the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards was published in the Federal Register.

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. These steps were outlined by President Obama in a Presidential Memorandum on May 21, 2010.

The final combined U.S. EPA and NHTSA standards that make 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 require these vehicles to meet an estimated combined average emissions level of 250 grams of CO<sub>2</sub> per mile, (the equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO<sub>2</sub> level solely through fuel economy improvements). Together, these standards will cut GHG emissions by an estimated 960 million metric tons 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 their joint rule to extend this national program of coordinated greenhouse gas and fuel economy standards to model years 2017 through 2025 passenger vehicles (Caltrans 2016).

STATE

## Assembly Bill 1493

Assembly Bill (AB) 1493 (Pavley) of 2002 (Health and Safety Code Sections 42823 and 43018.5) requires the California Air Resources Board (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<sub>2</sub>. 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.

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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

EO S-3-05 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.

EO No. S-3-05 directed the secretary of the California Environmental Protection Agency 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.

## Executive Order No. S-01-07

EO S-1-07, the Low Carbon Fuel Standard (LCFS) was issued on January 18, 2007 and called for a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020. This order instructed the CalEPA to coordinate activities between the University of California, the California Energy Commission (CEC) and other state agencies to develop and propose a draft compliance schedule to meet the 2020 target. Furthermore, it directed ARB to consider initiating a regulatory proceedings to establish and implement the LCFS. In response, ARB adopted the LCFS regulation in 2010.

## Assembly Bill 32 - California Global Warming Solutions Act of 2006

AB 32 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.

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## 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. This initial Scoping Plan contained the main strategies to be implemented in order to achieve the target emission levels identified in AB 32. The Scoping Plan included ARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementation of the Low Carbon Fuel Standard program, energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems, and a renewable portfolio standard for electricity production.

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<sub>2e</sub>. 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. 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. With regard to land use planning, the Scoping Plan expects approximately 5.0 MMTCO<sub>2e</sub> will be achieved associated with implementation of Senate Bill 375, which is discussed further below.

The initial Scoping Plan was first approved by ARB on December 11, 2008 and is updated every five years. 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. ARB is moving forward with a second update to the Scoping Plan to reflect the 2030 target established in SB 32 and EO B-30-15.

## 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 greenhouse gas 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 greenhouse gas 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)

SB 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 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.

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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 GHGs 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 (CBC) 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, 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, ARB estimated that green building standards would reduce GHG emissions by approximately 26 million metric tons of CO<sub>2</sub>e (MMTCO<sub>2</sub>e) by 2020.

The green buildings standards, commonly referred to as CalGreen standards, were most recently updated in 2013. The 2013 building energy efficiency standards are 25 percent more efficient than previous standards for residential construction and 30 percent more efficient for non-residential construction (CEC 2015).

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## Senate Bill 32

SB 32 was signed by Governor Brown on September 8, 2016. SB 32 effectively extends California’s GHG emission-reduction goals from year 2020 to year 2030. This new emission-reduction target of 40 percent below 1990 levels by 2030 is intended to promote further GHG-reductions in support of the State’s ultimate goal of reducing GHG emissions by 80 percent below 1990 levels by 2050. SB 32 also directs the ARB to update the Climate Change Scoping Plan to address this interim 2030 emission-reduction target.

## Senate Bill 375 (Sustainable Communities and Climate Protection Act)

SB 375 supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of developing more sustainable communities. Under SB 375, ARB sets regional targets for GHG emissions reductions associated with passenger vehicle use. Each of California’s metropolitan planning organizations must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the identified GHG-reduction strategies.

## 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. In this instance, the City’s CAP is considered a Qualified Greenhouse Gas Reduction Strategy. The two quantitative threshold options include: 1) a bright-line threshold of 1,150 MTCO<sub>2</sub>e/year; and 2) an efficiency threshold of 4.9 MTCO<sub>2</sub>e/service population (residents+employees)/year. An additional GHG significance threshold of 10,000 MTCO<sub>2</sub>e/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	Threshold
Projects other than Stationary Sources	1. Compliance with Qualified GHG Reduction Strategy (i.e., the City of Paso Robles Climate Action Plan); or 2. 1,150 MT CO <sub>2</sub> e/year; or 3. 4.9 MT CO <sub>2</sub> e/SP/year (residents+employees)
Stationary Sources (Industrial)	10,000 MT CO <sub>2</sub> e/year
Construction	Amortized over the project life and added to operation GHG emissions
<i>Source: SLOAPCD 2012</i>	



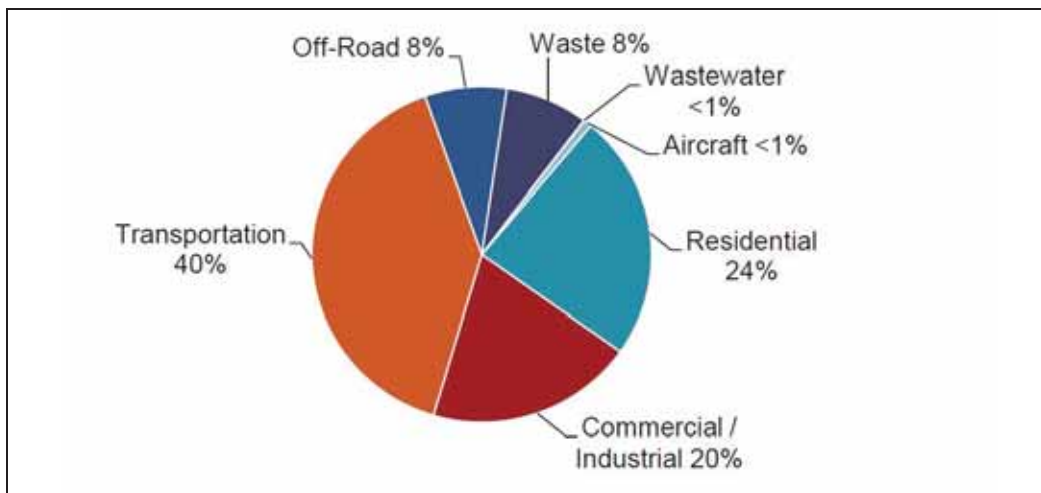
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## CITY OF PASO ROBLES CLIMATE ACTION PLAN

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<sub>2e</sub>), 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 4**  
**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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## METHODOLOGY

GHG emissions were quantified using the CalEEMod computer model. Mobile-source emissions were quantified based on trip-generation rates derived from the traffic analysis prepared for this project (ATE 2016). Emissions associated with area sources, water use and conveyance, waste generation, and energy use were based largely on default assumptions identified in the CalEEMod computer model. Energy use intensity factors for future years were adjusted to account for implementation of California’s Renewable Portfolio Standards, which requires California electricity providers to obtain at least 33 percent of their energy from renewable electrical generation facilities by 2020. The methodologies used for quantification of emissions are discussed in greater detail in the air quality section of this report. 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<sub>2</sub>e/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?***

Estimated GHG emissions attributable to future development would be primarily associated with increases of CO<sub>2</sub> from mobile sources. To a lesser extent, other GHG pollutants, such as CH<sub>4</sub> and N<sub>2</sub>O, 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 proposed project would total approximately 834.5 MTCO<sub>2e</sub>. Amortized GHG emissions, when averaged over the assumed 25-year life of the project, would total approximately 33.4 MTCO<sub>2e</sub>/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 GHG Emissions (Without Mitigation)**

Project Phase	GHG Emissions (MTCO <sub>2e</sub> /Year)
Phase I	234.3
Phase II	177.9
Phase III	162.5
Phase IV	131.1
Phase V	128.7
Construction Total	834.5
Amortized Net Change in Construction Emissions	33.4
<i>Amortized emissions are quantified based on an estimated 25-year project life. Refer to Appendix D for modeling assumptions and results.</i>	

## Long-term Operational GHG Emissions

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in Tables 19. As depicted, annual operational GHG emissions would total approximately 3,752 MTCO<sub>2e</sub> at buildout year 2019. Annual emissions are predicted to decline in future year to approximately 3,620 MTCO<sub>2e</sub> in year 2020 and 3,548 in year 2030. A majority of the annual GHG emissions would be associated with energy use and the operation of motor vehicles. To a lesser extent, GHG emissions would also be associated with water use and conveyance, golf course maintenance, waste generation, and area sources. It is important to note that these predicted increases in annual emissions include amortized construction-generated emissions of 33.4 MTCO<sub>2e</sub>/year.

Estimated operational emissions in comparison to the previously approved project are summarized in Table 19. In comparison to the previously approved project, the proposed project would result in overall increases of approximately 442 MTCO<sub>2e</sub> in year 2019, 497 MTCO<sub>2e</sub> in year 2020 and 1,015 in year 2030.

In comparison to the previously approved project, net changes in operational GHG emissions would not exceed the SLOAPCD's significance threshold of 1,150 MTCO<sub>2e</sub>/year. Nonetheless, total project generated emissions attributable to the proposed project, as noted in Table 18, would exceed SLOAPCD's significance thresholds. Furthermore, as noted in Impact GHG-B, the proposed project would not be consistent with the City's CAP. For these reasons, this impact is considered *potentially significant*.

## Mitigation Measure

Implement Mitigation Measure GHG-1 (refer to Impact GHG-B).

## Significance After Mitigation

With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with the City's CAP. (Refer to Impact GHG-B for additional discussion of GHG-reduction measures to be incorporated into the project.)

**Table 19  
Operational GHG Emissions (Without Mitigation)**

Operational Year/Source	GHG Emissions (MTCO <sub>2</sub> e/Year)
<b>Buildout Year 2019</b>	
Area Source <sup>1</sup>	6.6
Energy Use <sup>2</sup>	1,127.0
Motor Vehicles	2,027.6
Golf Course Maintenance	24.9
Waste Generation	213.6
Water Use and Conveyance	319.0
Total	3,752.1
Total with Amortized Construction Emissions	
SLOAPCD Significance Threshold	1,150
Exceeds Significance Threshold?	Yes
<b>Year 2020</b>	
Area Source <sup>1</sup>	6.6
Energy Use <sup>2</sup>	1,007.7
Motor Vehicles	2,015.3
Golf Course Maintenance	24.9
Waste Generation	213.6
Water Use and Conveyance	319.0
Total	3,620.3
Total with Amortized Construction Emissions	
SLOAPCD Significance Threshold	1,150
Exceeds Significance Threshold?	Yes
<b>Year 2030</b>	
Area Source <sup>1</sup>	6.6
Energy Use <sup>2</sup>	1,007.7
Motor Vehicles	1,942.9
Golf Course Maintenance	24.9
Waste Generation	213.6
Water Use and Conveyance	319.0
Total	3,548.1
Total with Amortized Construction Emissions	
SLOAPCD Significance Threshold	1,150
Exceeds Significance Threshold?	Yes
<p>1. Area source includes emissions associated with the application of architectural coatings, use of consumer products/agricultural products, and landscape maintenance.</p> <p>2. Includes adjustment for California Renewable Portfolio Standards requirements.</p> <p>Refer to Appendix D for modeling assumptions and results.</p>	

**Table 20  
Operational GHG Emissions Compared to Previously Approved Project  
(Without Mitigation)**

Operational Year	GHG Emissions (MTCO <sub>2</sub> e/Year)		
	Proposed Project <sup>1</sup>	Previously Approved Project	Net Increase
Buildout Year 2019	3,633	3,191	442
Year 2020	3,620	3,123	497
Year 2030	3,548	2,533	1,015
SLOAPCD Significance Threshold			1,150
Exceeds Significance Threshold?			No
<sup>1.</sup> Includes amortized construction emissions of 33.4 MTCO <sub>2</sub> e/year. <sup>2.</sup> Previously approved project includes 154,340 square feet of light industrial uses and an 18-hole golf course. Refer to Appendix D for modeling assumptions and results.			

**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?**

As discussed earlier in this report, the *City of Paso Robles CAP* is a long-range plan to reduce 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).

The proposed land use would be consistent with current zoning designations and general plan land use designations. However, the proposed project does not include GHG-reduction measures identified in the *City of Paso Robles CAP*. If unmitigated, project-generated GHG emissions would conflict with GHG-reduction planning efforts, including the City of Paso Robles CAP. As a result, this impact is considered **potentially significant**.

**Mitigation Measures**

Implement Mitigation Measure AQ-1,o; AQ-2; and AQ-3,e-k.

**Significance After Mitigation**

The *City of Paso Robles CAP* includes various “mandatory”, as well as, “voluntary” measures to be implemented to reduce GHG emissions attributable to proposed development projects. All applicable “mandatory” measures 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” measures, 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.

Mitigation Measure AQ-1,o and AQ-2 incorporates all applicable “mandatory” measures identified in 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, 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*. With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with the City’s CAP.

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To ensure consistency with applicable GHG-reduction goals, 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* for the proposed project is included in Appendix C.

# Agenda Item 1

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**APPENDIX A**

**SLOAPCD ASBESTOS DEMOLITION/  
RENOVATION NOTIFICATION FORM**





3433 Roberto Court, San Luis Obispo, CA 93401  
805-781-5912 – FAX: 805-781-1002

## Naturally Occurring Asbestos Construction and Grading Project Form

<b>Applicant Information/Property Owner</b>		<b>Project Name</b>	
<b>Address</b>		<b>Project Address</b>	
<b>City, State, Zip</b>		<b>City, State, Zip</b>	
<b>Email for Contact Person</b>		<b>Project Site Latitude, Longitude</b>	<b>Assessors Parcel Number</b>
<b>Phone Number</b>	<b>Date Submitted</b>	<b>Agent</b>	<b>Phone Number</b>
<b>Check Applicable</b>	<b>DESCRIPTION (attach applicable required information)</b>	<b>APCD REQUIREMENT 1</b>	<b>APCD REQUIREMENT 2</b>
	Project is subject to ATCM regulation but exempt (See Website Map) <a href="http://www.slocleanair.org/business/pdf/serpentine-">http://www.slocleanair.org/business/pdf/serpentine-</a>	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 <input type="checkbox"/> No <input type="checkbox"/>	Approved: Yes <input type="checkbox"/> No <input type="checkbox"/>	Approved: Yes <input type="checkbox"/> No <input type="checkbox"/>	Approved: Yes <input type="checkbox"/> No <input type="checkbox"/>	
Comments:	Comments:	Comments:		
APCD Staff:	Date Received:	Date Reviewed	OIS Site #	OIS Project #
Invoice No.	Basic Fee	Additional Fees	Billable Hrs	Total Fees



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

<b>Applicant Information/ Property Owner</b>		<b>Project Name</b>	
<b>Address</b>		<b>Project Address</b>	
<b>City, State, Zip</b>		<b>City, State, Zip</b>	
<b>Email Address</b>		<b>Project Site Latitude, Longitude</b>	<b>Assessors Parcel Number</b>
<b>Phone Number</b>	<b>Date Submitted</b>	<b>Agent</b>	<b>Phone Number</b>

The District may provide an exemption from Section 93105 of the California Code of Regulations - Asbestos Airborne Toxic Control Measures 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.

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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

<b>Demolition Projects Without Asbestos</b>	
Notification Fee	\$ 402.00
<b>Demolition or Renovation Projects With Asbestos</b>	
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
<b>Revisions</b>	
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 **unless** 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](http://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) <b>Attach an accredited asbestos survey in order to be accepted</b>							
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 NOTE: Date Changes Require Revisions Faxed to (805) 781-1002 and a per revision fee of \$115.00.			START:		COMPLETE:		
IX. SCHEDULED DATES DEMO/RENOVATION NOTE: Date Changes Require Revisions Faxed to (805) 781-1002 and a per revision fee of \$115.00.			START:		COMPLETE:		

**NOTIFICATION OF DEMOLITION AND RENOVATION (Continued)**

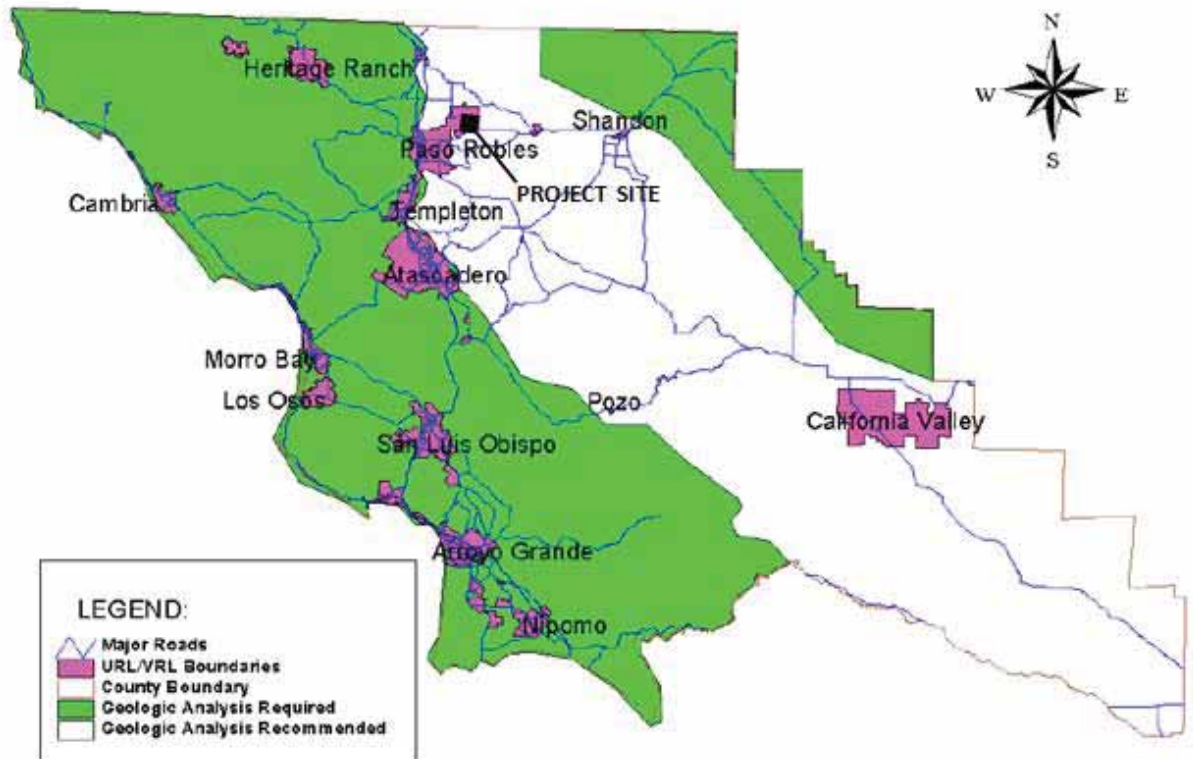
X. DESCRIPTION OF PLANNED DEMOLITION OR RENOVATION WORK, AND METHOD(S) TO BE USED:		
XI. DESCRIPTION OF WORK PRACTICES AND ENGINEERING CONTROLS AND TO BE USED TO PREVENT EMISSIONS OF ASBESTOS AT THE DEMOLITION AND RENOVATION SITE:		
XII. ASBESTOS WASTE TRANSPORTER #1:		
OWNER NAME:		
ADDRESS:		
CITY:	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 ( <i>Written authorization from the APCD is required</i> ):		
DATE AND HOUR OF 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 CRUMBLER, 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)

11:02N:\ORCID\PROGRAM\FORMS\asbestos\AsbestosInstructionsForm&Fees.doc

Revised 8/2/11

APPENDIX B

NATURALLY OCCURRING ASBESTOS ZONES



Source: SLOAPCD 2012



**APPENDIX C**  
**CONSISTENCY WITH CITY OF PASO ROBLES**  
**CLIMATE ACTION PLAN**

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

**A. Project Information**

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

Date:	9/20/2016		
Project Name:	CABERNET LINKS & RV RESORT		
Project Address:	5151 JARDINE RD, PASO ROBLES, CA 93446		
Project Type:	COMMERCIAL AND RECREATIONAL LAND DEVELOPMENT		
Project Size:	222.19 AC		
Existing General Plan Land Use Designation(s):	BUSINESS PARK (BP)		
Proposed General Plan Land Use Designation(s):	BUSINESS PARK (BP)	Is Proposed Land Use Designation Consistent with Existing GP Land Use Designation(s)?:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Existing Zoning Designations(s):	AIR PORT & PLANNED DEVELOPMENT (AP PD)		
Proposed Zoning Designations(s):	AIR PORT & PLANNED DEVELOPMENT (AP PD)	Is Proposed Zoning Designation Consistent with Existing Zoning Designation(s)?:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Project Service Population (Residents + Employees):	NA		
Brief Project Description:	The Cabernet Links and RV Resort is a new commercial / recreational concept intended to expand the uses of the existing property by integrating high quality RV Resort & Banquet facilities into the golf course. The existing 39 recorded parcels will be re-subdivided into nine new parcels; one of which will be a golf parcel, two will serve as vineyard parcels, and the remaining six will consist of RV Resort development parcels limited to RV, wine or brewery related use. Development of all parcels will occur over a five phase period. See project description provided separately for more information.		
Compliance Checklist Prepared By:	MATTHEW PARKER, WALLACE GROUP		

*\*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: 42633  
 Project Name: CABERNET LINKS & RV RESORT

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
<b>Energy</b>				
<b>Measure E-4: Incentives for Exceeding Title 24 Energy Efficiency Building Standards</b>	Does the project exceed 2013 Title 24 Building Energy Efficiency Standards?	Voluntary	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	
<b>Measure E-5: Energy Efficient Public Realm Lighting Requirements</b>	Does the project utilize high efficiency lights in parking lots, streets, and other public areas?	Mandatory	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	This measure has been included as mitigation. Refer to the Air Quality & GHG Impact Assessment prepared for this project, Mitigation Measure AQ-2(n).
<b>Measure E-6: Small-Scale On-Site Solar PV Incentive Program</b>	Does the project include installation of small-scale on-site solar PV systems and/or solar hot water heaters? If so, what type and how much renewable energy would be generated?	Voluntary	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	
<b>Measure E-7: Income-Qualified Solar PV Program</b>	Does the project include installation of small-scale on-site solar PV systems and/or solar hot water heaters on income-qualified housing units? If so, what type and how much renewable energy would be generated?	Voluntary	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	
<b>Transportation and Land Use</b>				
<b>Measure TL-1: Bicycle Network</b>	For subdivisions and large developments, does the project incorporate bicycle lanes, routes, and/or shared-use paths into street systems to provide a continuous network of routes, facilitated with markings, signage, and bicycle parking?	Mandatory	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	
	For non-residential development, does the project comply with mandatory California Green Building Standards Code bicycle parking standards?	Mandatory	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	This measure has been included as mitigation. Refer to the Air Quality & GHG Impact Assessment prepared for this project, Mitigation Measure AQ-2(f).
	Does the project incorporate bicycle facilities and/or amenities beyond those required?	Voluntary	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	

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

**B. CAP Measure Compliance Worksheet (Continued)**

Date: 42633  
 Project Name: CABERNET LINKS & RV RESORT

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)			Details of Compliance*
<b>Transportation and Land Use (Continued)</b>						
<b>Measure TL-2: Pedestrian Network</b>	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?	<b>Mandatory</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	This measure has been included as mitigation. Refer to the Air Quality & GHG Impact Assessment prepared for this project, Mitigation Measure AQ-2(e).
	Does project minimize barriers to pedestrian access and interconnectivity?	<b>Mandatory</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	This measure has been included as mitigation. Refer to the Air Quality & GHG Impact Assessment prepared for this project, Mitigation Measure AQ-2(e).
	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.)?	<b>Mandatory</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	This measure has been included as mitigation. Refer to the Air Quality & GHG Impact Assessment prepared for this project, Mitigation Measure AQ-2(g).
	Does the project incorporate pedestrian facilities and/or amenities beyond those required?	Voluntary	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	
<b>Measure TL-3: Expand Transit Network</b>	Does the project provide safe and convenient access to public transit within and/or contiguous to the project area?	<b>Mandatory</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	This measure has been included as mitigation. Refer to the Air Quality & GHG Impact Assessment prepared for this project, Mitigation Measure AQ-2(e).
<b>Measure TL-6: Parking Supply Management</b>	Does the project include a reduced number of parking spaces or utilize shared parking?	Voluntary	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	
<b>Measure TL-7: Electric Vehicle Network and Alternative Fueling Stations</b>	Does the project include the installation of electric or other alternative fueling stations?	Voluntary	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	
<b>Measure TL-8: Infill Development</b>	Is the project consistent with the City's land use and zoning code?	<b>Mandatory</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>	Yes. The proposed project is consistent with current land use and zoning designations.
	Does the project include any "smart growth" techniques, such as mixed use, higher density, and/or infill development near existing or planned transit routes, in existing community centers/downtowns, and/or in other designated areas?	Voluntary	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	

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

**B. CAP Measure Compliance Worksheet (Continued)**

Date: 42633  
 Project Name: CABERNET LINKS & RV RESORT

Measure	Project Actions	Mandatory or Voluntary	Project Compliance (Yes/No/NA)	Details of Compliance*
<b>Off-Road</b>				
Measure O-1: Equipment Upgrades, Retrofits, and Replacements	If the project involves construction or demolition, does equipment utilize low- or zero-emissions vehicles or equipment?	Voluntary	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	
<b>Water</b>				
Measure W-1: Exceed SB X7-7 (Water Conservation Act of 2009), Water Conservation Target	Does the project meet CALGreen Tier 1 or Tier 2 standards for water efficiency and conservation?	Mandatory	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	This measure has been included as mitigation. Refer to the Air Quality & GHG Impact Assessment prepared for this project, Mitigation Measure AQ-2(h).
	Does the project incorporate grey Voluntary water or recycled water infrastructure?	Voluntary	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	
<b>Solid Waste</b>				
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 <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	This measure has been included as mitigation. Refer to the Air Quality & GHG Impact Assessment prepared for this project, Mitigation Measure AQ-1(o).
	Does the project provide receptacles for the collection of organic waste?	Voluntary	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	
	Does the project include composting facilities?	Voluntary	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	
<b>Tree Planting</b>				
Measure T-1: Tree Planting Program	Does the project include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal? If so, how many?	Mandatory	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	This measure has been included as mitigation. Refer to the Air Quality & GHG Impact Assessment prepared for this project, Mitigation Measure AQ-2(b). The proposed project includes the planting of roughly 750 new trees.

**APPENDIX D**  
**EMISSIONS MODELING**

# **Biological Report**

for

## **The Links**

5151 Jardine Road  
Paso Robles, California 93446  
San Luis Obispo County



Prepared for

**Vino Vista, LLC**  
P.O. Box 510  
Paso Robles, California 93446

by

**ALTHOUSE AND MEADE, INC.**  
**BIOLOGICAL AND ENVIRONMENTAL SERVICES**  
1602 Spring Street  
Paso Robles, CA 93446  
(805) 237-9626

**August 2015**

Revised 12-20-2016

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# Agenda Item 1

*Althouse and Meade, Inc. – 906.01*

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*Cover Page: The Links golf course near Fifth Tee, view east, June 26, 2015.*

## Synopsis

- This biological report examines a 230.6-acre Study Area located in Paso Robles, San Luis Obispo County, California. The Study Area is The Links Golf Course property consisting of fairways, greens, club house, buildings, and other golf course features including vineyards and managed open areas.
- Habitat types identified and mapped in the Study Area consist of managed turf grass, bare ground areas, California annual grassland, agriculture pond, anthropogenic, vineyard, potential wetland, and ephemeral pool. Adjacent habitat is vineyard, rural residential, and the Paso Robles Airport. The site is mostly flat terrain on the northern portion with some rolling low hills on the southern portion. There are no sensitive natural communities listed by the California Natural Diversity Database (CNDDDB) present in the Study Area. An ephemeral drainage traverses the Study Area with some patches of potential wetland habitat. The proposed Project would not affect the drainage, pools, or wetland patches.
- Botanical surveys conducted in 2008 and 2015 identified 93 species, subspecies, and varieties of vascular plants in the Study Area. Conditions are not suitable for special status plants due to the high level of disturbance and landscape management. This includes areas outside of golf course turf that are regularly managed to remove vegetation around turf areas. Vineyards surround fairways on the eastern portion of the Study Area. Special status plant species were not detected in the Study Area.
- Wildlife species detected in the Study Area include common species. Special status animal species were not found within the Study Area. Golf courses have been utilized by the federally endangered and state listed threatened San Joaquin kit fox (*Vulpes macrotis mutica*) in the Bakersfield area, and if kit fox would occur in the Paso Robles area, habitats such as The Links could be utilized by them. The last known occurrence of kit fox within ten miles of the Study Area was approximately 2.75 miles to the southwest in 1991, and 7 miles to the east near Whitley Gardens in 2006.
- This revision dated December 20, 2016, provides specific information for mitigation measure BR- 11, based on updated project plans.

## **1.0 Introduction**

This biological report provides information regarding biological resources associated with an approximately 230.6-acre site (Study Area) in Paso Robles, San Luis Obispo County (Figure 1). Results are reported for botanical and wildlife surveys of the Study Area conducted in 2008 and 2015. A habitat inventory and results of database and literature searches of special status species reports within a six 7.5-minute 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. Lists of plant and animal species that were identified or are expected in the Study Area are provided.

This report provides agencies and stakeholders with information regarding biological resources in the Study Area, and assesses 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 where necessary.

### **1.1 Project Location and Description**

The proposed project (Project) is located on a 230.6 acre site at 5151 Jardine Road, Paso Robles, approximately 4.3 miles east of US Highway 101 and 1 mile north of Highway 46. The Project consists of the construction of paved spaces for recreational vehicle (RV) overnight camping, an expanded clubhouse in existing buildings, tennis courts, both paved and non-paved roads, and outdoor amenities for RV guests (Attachment A). The Project would be constructed on and around an existing golf course and would utilize existing buildings and other infrastructure. New construction is primarily paved surface for RV spaces and connecting roads that would add approximately 21.8 acres of paved surface. The current modular clubhouse building would be removed and replaced by completion of a partially built access traffic circle. A secondary site access road would be built from near the corner of Beacon Road and Aerotech Center Way, and an alternate exit route would be connected with Jardine Road north of the existing main entrance road. Some fairways would be adjusted for RV spaces and access roadways. Turf area would be reduced by several acres. The reduction in water use for irrigation of turf is planned to be a net water savings over the increase in water use by the Project. The Project would retain the 18-hole links style golf course with some modifications and would add facilities for RV camping near the golf course. Existing buildings will be converted to use as the clubhouse and support facilities.

## 1.2 Responsible Parties

TABLE 1. RESPONSIBLE PARTIES. Applicant, biological consultant, and lead agency are provided.

Applicant	Biological Consultant
<b>Vino Visits, LLC</b> P.O. Box 510, Paso Robles, CA 93446 Contact: Tom Erskine	<b>Althouse and Meade, Inc.</b> 1602 Spring Street, Paso Robles, CA 93446 (805) 237-9626 Contact: Dan Meade, Ph.D
Lead Agency	Agent of Applicant
City of El Paso de Robles Community Development Department Planning Division Attention: Darren Nash 1000 Spring Street, Paso Robles, CA 93446 (805) 237-3970	LandSite, Inc. PO Box 378, Cayucos, CA 93430 (805) 441-2454 Contact: Dan Lloyd

## 2.0 Methods

The Study Area was surveyed for biological resources by Althouse and Meade, Inc. in May 2008, and again on June 9, June 26, and July 23, 2015. Surveys were conducted by Principal Scientist Daniel Meade, Ph.D. and Biologist Kyle Weichert. In 2015 the surveys assessed habitat type and conditions in the Study Area, examined botanical resources, and searched for special status species and common wildlife. Due to the time of year of the 2015 surveys, and low rainfall that ended early in the year, a complete floristic study of the property was not possible. Therefore, the survey focused on changes in land use and areas of natural habitat. Biological surveys were conducted on foot and using a golf cart in order to compile species lists, search for special status plant and animal habitat, to map habitats, and to photograph the Study Area. The entire Study Area was surveyed for biological resources.

Habitat types occurring in the Study Area were inspected, described, and catalogued (Section 5.0). Plant and animal species observed in the Study Area were identified and recorded (Sections 6.0 and 7.0). Survey transects focused on non-turf grass areas in any habitat appropriate for special status plants. Transects were utilized to map boundaries of different vegetation types, describe general conditions and dominant species, compile species lists, and evaluate potential habitat for special status species. Identification of botanical resources in a previous survey by Althouse and Meade, Inc. in 2008 included field observations and laboratory analysis of collected material (Table 4). In 2015 botanical surveys were limited to late season flowering species and perennial species. Botanical nomenclature used in this document follows the Jepson Manual, Second Edition (Baldwin et al. 2012). We also provide Jepson Manual First Edition names in brackets where nomenclature has recently changed.

Wildlife documentation included observations of animal presence, nests, tracks, and other wildlife sign. Observations of wildlife were recorded during field surveys in the Study Area (Table 5). Birds were identified by sight, using 10-power binoculars, or by vocalizations.

Reptiles and amphibians were identified by sight, often using binoculars. Mammals recorded in the Study Area were identified by sight, sign, and/or tracks.

Maps were created using aerial photo interpretation, field notation, and GPS data imported to ArcGIS, a Geographic Information System (GIS) software program. Data were overlaid on a 2012 National Agriculture Imagery Program (NAIP) aerial of San Luis Obispo County (USDA 2012). 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 (CNDDDB June 23, 2015 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 six USGS 7.5-minute quadrangles including and within 5 miles of the Study Area: Estrella, Creston, Paso Robles, Ranchito Canyon, San Miguel, and Templeton.

Additional special status species research consisted of reviewing previous biological reports for the area and searching online museum and herbarium specimen records for locality data within San Luis Obispo County. We reviewed online databases of specimen records maintained by the Museum of Vertebrate Zoology (MVZ) at the University of California, Berkeley, the California Academy of Sciences (CAS), and the Consortium of California Herbaria (CCH). Additional special status species with potential to occur on or near the Study Area were added to our special status species list (refer to Table 2 and Table 3).

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 with potential to occur on or near the Study Area is individually discussed (refer to Sections 4.4 and 4.6).

## **3.0 Existing Conditions**

### **3.1 Environmental Setting**

The property is currently occupied by The Links golf course, which was designed and built beginning in 1996. The Links golf course is an 18-hole links style course. A “links” style golf course broadly includes layouts that are on wide open ground with few trees and relatively flat terrain (Figure 2). The Links is such a facility, with open flat ground on the front nine holes located to the north and west of the central clubhouse, and more rolling terrain on the back nine holes located southwest of the clubhouse. A blue-line drainage traverses the property through the back nine (southern) portion (see Figure 1). The drainage is an ephemeral watercourse that flows during storm events. A water feature is located near Jardine Road between the eighth and ninth holes. This water feature is an approximately one acre agriculture pond that serves as an irrigation supply holding pond and a water hazard for the ninth hole. The course is mowed and used by the public every day of the year. Grounds outside of the golf course turf are maintained as bare ground or planted in vineyard.

The 230.6 acre Study Area is adjacent to fenced vineyards on the north and west sides (Figure 2). Fenced airport property is located to the southwest, single family residences to the south, and Jardine Road with single family residences to the east. The golf course itself is fenced along

Jardine Road with a landscape fence permeable to wildlife. The remainder of the property is not fenced, but is adjacent to vineyard wildlife fence. Residential neighborhoods of Jardine area occupy all of the land from the golf course boundary to 0.5 mile to the east and 1 mile to the south. An area of open grassland abuts the golf course on airport property adjacent to the southwest portion of the course. Access to the site for animals is difficult due to the fencing and residential uses.

### *3.1.1 Potential for listed species*

The only listed species that could occasional occur in the Study Area is San Joaquin kit fox (*Vulpes macrotis mutica*). South and east of the Links Golf Course property is the Jardine residential development. This development consists of 1 or 2 acre lots, typically heavily utilized for residences, driveway landscaping, storage, outbuildings, animal pens, and gardens. Most properties are fenced. West of the Links property, beyond chain link fences that pose a barrier to kit foxes, is the Paso Robles Airport. Habitat on the airport property is primarily annual grassland and dry farmed grain fields. North of the golf course a vineyard extends along the entire boundary. It is fenced with wildlife fencing that is a barrier to passage of foxes. Jardine Road is a thoroughfare for many residences and vineyards. Traffic usually passes the golf course property at 45 to 60 miles per hour.

Available habitat for San Joaquin kit fox (SJKF) in the vicinity of the Links Golf Course property includes the open spaces of the Paso Robles Airport to the west and south, although it is chain-linked fenced. To the south grassland areas occur on a partially developed industrial park and between Dry Creek Road and Highway 46. South of Highway 46 a mosaic of vineyards and annual grasslands provides habitat for more than 10 miles to the south and southeast. To the east beyond the 0.5 mile wide Jardine area, a vineyard and grassland mosaic occurs for about one mile and includes the Estrella River corridor. The Estrella River is the vicinity that a kit fox has been tracked during passage through the area. The Estrella River curves to the north of the property approximately 0.8 miles distant at the closest point. Between the Estrella River and the Links property vineyards and open grasslands occur with a few widely scattered residences and a portion of the more dense Jardine development. North of the Estrella River for approximately 3 miles the vineyard and grassland mosaic occurs until the Cholame Hills. This low hill country north of the Estrella River consists of a mix of open grassland and blue oak habitat that extends well into Monterey County and is the best remaining open habitat for kit fox passage in the Paso Robles area.

## **3.2 Soils**

The United States Department of Agriculture (USDA) Soil Survey Geographic (SSURGO) data (2007) and Soil Survey of San Luis Obispo County, California, Paso Robles Area (1983) and USDA SSURGO Data (Tabular data version 4, Spatial data version 1, 2008) delineate seven soil map units within the Study Area boundaries (Figure 3). These soils include Arbuckle fine sandy loam (101), Arbuckle-Positas complex (102), Arbuckle-San Ysidro complex (106), Clear Lake clay, drained (130), Cropley clay (133), Rincon clay loam (188), and San Ysidro loam (197). This soil survey was not meant to be applied at the acre-scale, but does indicate the soil map units in the vicinity of small properties.

# Agenda Item 1

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.”

**Arbuckle fine sandy loam, 2 to 9 percent slopes (101)** occurs in the northeastern portion of the Study Area. It is a very deep, gently sloping to moderately sloping, well drained soil formed in mixed rock alluvium. It occurs on terraces. Included with this soil in mapping are about five percent San Ysidro loam, five percent of a soil similar to Arbuckle except that it has more than one percent organic matter in the surface layer and five percent is small areas of Cropley clay and Hanford fine sandy loam. This Arbuckle soil map unit has moderately slow permeability, moderate to high available water capacity, and a moderate erosion hazard.

**The Arbuckle-Positas complex, 9 to 15 percent slopes (102)** is present in the southeast and southwest corners of the Study Area. It consists of approximately forty percent Arbuckle fine sandy loam and thirty percent Positas coarse sandy loam. Also included in this map unit are areas of Greenfield fine sandy loam, Cropley clay, and Hanford fine sandy loam. Both the Arbuckle and Positas soils are very deep, well drained soils formed in alluvium from mixed rocks. The Arbuckle soil has a moderately slow permeability and a moderate to high available water capacity. The Positas soil has a very slow permeability and a moderate to high available water capacity. This complex is in capability units IIIe-1 (14) irrigated and IVE-1 (14) non-irrigated. The Storie index rating is 59. On the Olsen Ranch Specific Plan Area the Arbuckle-Positas complex covers a large area in the center of the property with rolling hills and dry farmed pastures, and also a small knoll in the southwestern corner. Valley oaks are scattered throughout this soil type.

**The Arbuckle-San Ysidro complex, 2 to 9 percent slopes (106)** occurs over the majority of the Study Area. It consists of approximately forty percent Arbuckle fine sandy loam and twenty percent San Ysidro loam. 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 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 located in low areas associated with old drainageways. It is moderately well drained, with a very slow permeability and a moderate to high available water capacity. This complex is in capability units IIe-1 (14) irrigated, and IVE-1 (14) non-irrigated. The Storie index rating is 72.

**Clear Lake clay, drained (130)** occurs in a small patch in the southeast corner of the Study Area is a very deep, level, drained soil formed in alluvium derived from mixed rocks. Included in this soil in mapping is about 20 percent of a soil similar to Clear Lake soil except that the surface layer is only 20 to 40 inches thick, 15 percent is soil similar to Clear Lake soil except that



the surface layer is dark brown, and 10 percent is small areas of Cropley clay, Mocho clay loam, Sorrento clay loam, and Still clay loam. This soil has slow permeability. Surface runoff is slow and erosion is not a problem. This soil is in capability units IIs-5 (14) irrigated, and IVs-5 (14) nonirrigated. The Storie index rating is 38.

**Cropley clay, 2 to 9 percent slopes (133)** is a very deep, gently sloping to moderately sloping, moderately well drained soil formed in alluvium derived from sedimentary rocks. It is on alluvial fans. Included with this soil in mapping are about 10 percent Capay clay and 5 percent small areas of Mocho clay loam, Rincon clay loam, and Still clay loam. This Cropley soil has slow permeability. Surface runoff is medium, and erosion hazard is moderate. This soil is in capability units IIe-5 (14) irrigated and IVe-5 (14) non-irrigated. A small patch of this soil type is present on the southern edge and southeastern corner of the Study Area.

**Rincon clay loam, 2 to 9 percent slopes (188)** occurs on the northwest edge of the Study Area. It is a very deep, gently sloping to moderately sloping, well drained soil formed in alluvium. It is on alluvium fans. Included with this soil in mapping are about 10 percent of a soil similar to Rincon soil except that it has a granular surface layer of dark gray clay loam, 5 percent Arbuckle fine sand loam, and 5 percent small areas of Cropley clay, Lockwood shaly loam, and San Ysidro loam. This Rincon soil has slow permeability, and the available water capacity is high to very high. The surface runoff is medium, and the hazard of erosion is moderate. This soil is in capability units IIe-3 (14) irrigated, and IVe-3 (14) non-irrigated.

**San Ysidro loam, 0 to 2 percent slopes (197)** occurs in the southwest corner of the Study Area. This very deep, nearly level, moderately well drained soil formed in alluvium derived from mixed rocks. San Ysidro soil has very slow permeability and moderate to high available water capacity. Surface runoff is slow and hazard of erosion is slight. During periods of heavy rain, this soil is subject to ponding, and vernal pools may form in San Ysidro soils. The subsoil has high shrink-swell potential. This soil has severe limitations for building sites, roads, and streets because of the high shrink-swell potential and low strength of the subsoil. Foundations and footings should be designed to prevent structural damage by shrinking and swelling of the subsoil. San Ysidro loam is in capability units IVs-3 (14) irrigated and non-irrigated. This rating means that this soil has severe limitations for field crops, or requires very careful management, or both (IV). These limitations can be the result of a shallow, droughty, or stony soil that has problems or limitations of slow or very slow permeability of the subsoil or substratum. The clayey subsoil of San Ysidro soils is semi-consolidated (3) and creates such a limitation.

## 4.0 Special Status Plants and Animals

### 4.1 Introduction to California Rare Plant Ranks (Formerly CNPS lists)

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 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.

## **4.2 Introduction to CNDDDB Definitions**

"Special Plants" is a broad term used to refer to all the plant taxa inventoried by the CNDDDB, regardless of their legal or protection status (CDFW 2015b). Special plants include vascular plants and high priority bryophytes (mosses, liverworts, and hornworts).

"Special Animals" is a general term that refers to all of the animal taxa inventoried by the CNDDDB, regardless of their legal or protection status (CDFW 2015a). 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 3). 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](http://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.

## **4.3 Potential Special Status Plant List**

Table 2 lists 30 special status plant species, subspecies, and varieties reported from the region. Federal and California State status, global and State rank, 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. Potential habitat for special status plant species is highly confined to a few patches, however due to the history of disturbance in the Study Area any special status species are very unlikely to occur.

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TABLE 2. SPECIAL STATUS PLANT LIST. The 30 of special status plants reported from the region are listed. Potentially suitable habitat is present on the Study Area for five special status plant species, however management practices make occurrence unlikely..

	<b>Common and Scientific Names</b>	<b>Fed/State Status Global/State Rank CRPR</b>	<b>Blooming Period</b>	<b>Habitat Preference</b>	<b>Potential Habitat?</b>	<b>Detected Within Study Area?</b>	<b>Effect of Proposed Activity</b>
1.	<b>Douglas' Fiddleneck</b> <i>Amsinckia douglasiana</i>	None/None G3/S3 4.2	March – June	Unstable shaly sedimentary slopes; (100) 150–1600 m. SCoR, w WTR	No. Appropriate habitat is not present in the Study Area.	No	No effect
2.	<b>Douglas' Spineflower</b> <i>Chorizanthe douglasii</i>	None/None G4/S4 4.3	April – July	Foothill woodland, pine forest, chaparral, sandy or gravelly soils; 200-1600 m. e SCoRO, SCoRI	No. Appropriate habitat is not present in the Study Area.	No	No effect
3.	<b>Dwarf Calycadenia</b> <i>Calycadenia villosa</i>	None/None G3/S3 1B.1	May – October	Dry, rocky hills, ridges, in chaparral, woodland, meadows and seeps; <1100 m. c&s SCoRO	No. Appropriate habitat is not present in the Study Area.	No	No effect
4.	<b>Eastwood's Larkspur</b> <i>Delphinium parryi</i> ssp. <i>eastwoodiae</i>	None/None G4T2/S2 1B.2	March – May	Coastal chaparral, grassland, on serpentine; 100-500 m sCCo, SCoRO (San Luis Obispo County)	No. Appropriate habitat is not present in the Study Area.	No	No effect
5.	<b>Elegant Wild Buckwheat</b> <i>Eriogonum elegans</i>	None/None G3/S3 4.3	May – November	Sand or gravel; 200 – 1200 m. SnFrB, SCoR, WTR	No. Appropriate habitat is not present in the Study Area.	No	No effect
6.	<b>Hardham's Evening-primrose</b> <i>Camissoniopsis hardhamiae</i>	None/None G1Q/S1 1B.2	April – May	Decomposed carbonate soils, in chaparral, cismontane woodland, Monterey, SLO Counties	No. Appropriate habitat is not present in the Study Area.	No	No effect
7.	<b>Hogwallow Starfish</b> <i>Hesperevax caulescens</i>	None/None G3/S3 4.2	March – June	Clay soils, mesic sites in valley and foothill grassland; 0-505 m.	Yes. Appropriate habitat is present in grassy areas on clay soils.	No	No effect
8.	<b>Hoover's Manzanita</b> <i>Arctostaphylos hooveri</i>	None/None G3/S3 4.3	February – April	Rocky slopes, upland chaparral, open ponderosa-pine forest near coast; 450-1100 m.SCoRO	No. Appropriate habitat is not present in the Study Area.	No	No effect
9.	<b>Indian Valley Spineflower</b> <i>Aristocapsa insignis</i>	None/None G2?/S2? 1B.2	May – September	Foothill woodland; 300-600 m. SCoRI (Monterey, SLO Counties)	No. Appropriate habitat is not present in the Study Area.	No	No effect

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	Common and Scientific Names	Fed/State Status Global/State Rank CRPR	Blooming Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
10.	<b>Jared's Pepper-grass</b> <i>Lepidium jaredii</i> ssp. <i>jaredii</i>	None/None G2T1T2/S1S2 1B.2	March – May	Alkali bottoms, slopes, washes, <500 m. SCoRI, SnJV	No. Appropriate habitat is not present in the Study Area.	No	No effect
11.	<b>Jones' Bush-mallow</b> <i>Malacothamnus jonesii</i>	None/None G4/S4 4.3	May – July	Open chaparral in foothill woodland; 250-830 m. SCoRO (Monterey, SLO Counties)	No. Appropriate habitat is not present in the Study Area.	No	No effect
12.	<b>Kellogg's Horkelia</b> <i>Horkelia cuneata</i> var. <i>sericea</i>	None/None G4T2/S2? 1B.1	April – September	Old dunes, coastal sand hills; <200 m. CCo	No. Appropriate habitat is not present in the Study Area.	No	No effect
13.	<b>Large-flowered Nemacladus</b> <i>Nemacladus secundiflorus</i> var. <i>secundiflorus</i>	None/None G3T3?/S3? 4.3	April – May	Dry, gravelly slopes; 200-2000 m. s SNH, SCoR	No. Appropriate habitat is not present in the Study Area.	No	No effect
14.	<b>Lemmon's Jewelflower</b> <i>Caulanthus lemmonii</i>	None/None G3/S3 1B.2	March – May	Dry, exposed slopes, grassland, chaparral, scrub; 80-1100 m. sw SnJv, se SnFrb, e SCoRO, SCoRI	No. Appropriate habitat is not present in the Study Area.	No	No effect
15.	<b>Lompoc Ceanothus</b> <i>Ceanothus cuneatus</i> var. <i>fascicularis</i>	None/None G5T4/S4 4.2	February – April	Chaparral on coastal sandy mesas; <400 m. s CCo	No. Appropriate habitat is not present in the Study Area.	No	No effect
16.	<b>Mesa Horkelia</b> <i>Horkelia cuneata</i> var. <i>puberula</i>	None/None G4T1/S1 1B.1	February – September	Dry, sandy coastal chaparral; gen 70-700 m. SCoRO, SCo	No. Appropriate habitat is not present in the Study Area.	No	No effect
17.	<b>Mt. Diablo Cottonweed</b> <i>Micropus amphibolus</i>	None/None G3G4/S3S4 3.2	March – May	Bare, grassy, or rocky slopes; 50-800 m. NCoR, SnFrB, s SCoRO	No. Appropriate habitat is not present in the Study Area.	No	No effect
18.	<b>Oval-leaved Snapdragon</b> <i>Antirrhinum ovatum</i>	None/None G3/S3 4.2	May – November	Heavy, adobe-clay soils on gentle, open slopes, also disturbed areas; 200-1000 m. s SnJV, s SCoRI	Yes. Appropriate habitat is present in grassy areas on clay soils.	No	No effect
19.	<b>Palmer's Spineflower</b> <i>Chorizanthe palmeri</i>	None/None G4?/4.2 4.2	May – August	Serpentine; 60-700 m. SCoRO (w Monterey, w San Luis Obispo cos.)	No. Appropriate habitat is not present in the Study Area.	No	No effect

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	Common and Scientific Names	Fed/State Status Global/State Rank CRPR	Blooming Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
20.	<b>Round-leaved Filaree</b> <i>California macrophylla</i>	None/None G3?/S3? 1B.1	March – May	Clay soils in cismontane woodland, valley and foothill grassland; 15-1200 m. ScV, n SnJV, CW, SCo, n ChI	No. Appropriate habitat is not present in the Study Area.	No	No effect
21.	<b>Salinas Milk-vetch</b> <i>Astragalus macrodon</i>	None/None G4/S4 4.3	April – July	Eroded pale shales or sandstone, or serpentine alluvium; 300-950 m. SCoR	No. Appropriate habitat is not present in the Study Area.	No	No effect
22.	<b>San Luis Obispo Owl's-clover</b> <i>Castilleja densiflora</i> var. <i>obispoensis</i>	None/None G5T2/S2 1B.2	April	Coastal grassland, <100 m. Endemic to SLO County.	No. Appropriate habitat is not present in the Study Area.	No	No effect
23.	<b>Santa Cruz Microseris</b> <i>Stebbinsoseris decipiens</i>	None/None G2/S2 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 in the Study Area.	No	No effect
24.	<b>Santa Lucia Dwarf Rush</b> <i>Juncus luciensis</i>	None/None G2G3/S2S3 1B.2	April – July	Vernal pools, ephemeral drainages, wet meadow habitats, and streams; 300-1900 m. CaRH, n SNH, SCoRO, TR, PR, MP.	Unlikely. Some low quality pool habitat is present in the Study Area.	No	No effect
25.	<b>Shining Navarretia</b> <i>Navarretia nigelliformis</i> ssp. <i>radians</i>	None/None G4T2/S2 1B.2	May – July	Vernal pools, clay depressions, dry grasslands; 150-1000 m. SCoR	Yes. Appropriate habitat is present in grassy areas on clay soils.	No	No effect
26.	<b>Small-flowered Gypsum-loving Larkspur</b> <i>Delphinium gypsophilum</i> ssp. <i>parviflorum</i>	None/None G4T3?Q/S3? 3.2	March – June	Clay soil in cismontane woodland; 200-350 m.	No. Appropriate habitat is not present in the Study Area.	No	No effect
27.	<b>Small-flowered Morning-glory</b> <i>Convolvulus simulans</i>	None/None G4/S4 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.	Yes. Appropriate habitat is present in grassy areas on clay soils.	No	No effect

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	Common and Scientific Names	Fed/State Status Global/State Rank CRPR	Blooming Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
28.	<b>Spreading Navarretia</b> <i>Navarretia fossalis</i>	FT/None G2/S2 1B.1	April – June	Chenopod scrub, marshes and swamps, playas, and vernal pools; 30-1300 m. SCoRO, SCo, to Baja Cal.	No. Appropriate habitat is not present in the Study Area.	No	No effect
29.	<b>Woodland Woollythreads</b> <i>Monolopia gracilens</i>	None/None G2G3/S2S3 1B.2	March – July	Chaparral, serpentine grassland, cismontane woodland, sandy to rocky soils; SnFrB, SCoR	No. Appropriate habitat is not present in the Study Area.	No	No effect
30.	<b>Yellow-flowered Eriastrum</b> <i>Eriastrum luteum</i>	None/None G2/S2 1B.2	May – June	Bare sandy decomposed granite slopes in cismontane woodland, chaparral, forest; 360-1000 m. SCoR, Monterey, SLO Counties	No. Appropriate habitat is not present in the Study Area.	No	No effect

**California Geographic Subregion Abbreviations:**

CCo: Central Coast	SnFrB: San Francisco Bay	SLO: San Luis Obispo	CW: Central West
SCo: South Coast	TR: Transverse Ranges	SN: Sierra Nevada	SW: South West
SCoR: South Coast Ranges	WTR: Western Transverse Ranges	SnJt: San Jacinto Mtns	DMoj: Mojave Desert
SCoRO: Outer South Coast Ranges	SnJV: San Joaquin Valley	SnBr: San Bernardino	PR: Peninsular Range
SCoRI: Inner South Coast Ranges	ScV: Sacramento Valley	Teh: Tehachapi Mtn Area	

**State/Rank Abbreviations:**

FE: Federally Endangered	PT: Proposed Federally Threatened	CT: California Threatened
FT: Federally Threatened	CE: California Endangered	Cand. CE: Candidate for California Endangered
PE: Proposed Federally Endangered	CR: California Rare	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)

## **4.4 Special Status Plants Discussion**

Five special status plant species could occur in the Study Area based on an analysis of known ecological requirements of these species and the potential habitat conditions observed in the Study Area, however these plant species were not found. Land management within the Study Area greatly reduces the likelihood that these species could occur due to regular disturbance (cultivation, herbicide, mowing). Even with the high level of ground management within the Study Area, to be consistent with regulatory agency botanical survey guidelines (USFWS 2000, CDFG 2009) seasonally timed floristic surveys are recommended for spring 2016 to coincide with potential special status plant bloom times. It is not expected that special status plant species occur within the Study Area.

## **4.5 Potential Special Status Animals List**

Table 3 lists 20 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.

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TABLE 3. SPECIAL STATUS ANIMAL LIST. The 20 special status animals known or reported from the region are listed. There are five special status animals that could potentially occur within the Study Area based on review of preferred habitat types.

	Common and Scientific Names	Fed/State Status Global/State Rank CDFW Rank	Nesting/ Breeding Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
1.	<b>American Badger</b> <i>Taxidea taxus</i>	None/None G5/S3 SSC	February – May	Needs friable soils in open ground with abundant food source such as California ground squirrels.	Yes. Suitable open habitat is present in the Study Area.	No	No effect
2.	<b>Atascadero June Beetle</b> <i>Polyphylla nubila</i>	None/None G1/S1 SA	N/A	Known only from sand dunes in Atascadero and San Luis Obispo, San Luis Obispo County.	No. Dune habitat is not present in the Study Area.	No	No effect
3.	<b>Burrowing Owl</b> <i>Athene cunicularia</i>	None/None G4/S3 SSC	March 15 – August 15	Burrows in squirrel holes in open habitats with low vegetation.	No. Open habitat in the Study Area is highly disturbed	No	No effect
4.	<b>California Horned Lark</b> <i>Eremophila alpestris actia</i>	None/None G5T3Q/S3 WL	March 15 – August 15	Nests on the ground in open habitats. More common in the interior.	No. Open habitat in the Study Area is highly disturbed	No	No effect
5.	<b>California Red-legged Frog</b> <i>Rana draytonii</i>	FT/None G2G3/S2S3 SSC	January – September	Lowlands and foothills in or near sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks for larval development.	No. Aquatic habitat present in the Study Area is shallow and ephemeral.	No	No effect
6.	<b>Coast Horned Lizard</b> <i>Phrynosoma blainvillii</i>	None/None G3G4/S3S4 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 in the Study Area.	No	No effect
7.	<b>Golden Eagle</b> <i>Aquila chrysaetos</i>	None/None G5/S3 FP	March 15 – August 15	Nests in large, prominent trees in valley and foothill woodland. Requires adjacent food source.	Yes. Appropriate foraging habitat is present in the Study Area; however, nesting habitat is not present.	No	No effect



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	Common and Scientific Names	Fed/State Status Global/State Rank CDFW Rank	Nesting/ Breeding Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
8.	<b>Lark Sparrow*</b> <i>Chondestes grammacus</i>	None/None G5/SNR SA (Nesting)	March 15 – August 15	Nests on the ground near edges of grasslands and tree or shrublands.	No. Appropriate nesting habitat is not present in the Study Area, but suitable foraging habitat is present.	No	No effect
9.	<b>Least Bell's Vireo</b> <i>Vireo bellii pusillus</i>	FE/CE G5T2/S2 WL	March 15 – August 15	Riparian habitat, near water or dry streambed, <2000 ft. Nests in willows, mesquite, baccharis.	No. Appropriate habitat is not present in the Study Area.	No	No effect
10.	<b>Lompoc Grasshopper</b> <i>Trimerotropis occulens</i>	None/None G1G2/S1S2 SA	n/a	Unknown. Known only from Santa Barbara and San Luis Obispo Counties	Unlikely. The last record in vicinity of the Study Area is from 1909.	No	No effect
11.	<b>Pallid Bat</b> <i>Antrozous pallidus</i>	None/None G5/S3 SSC	Spring – Summer	Rock crevices, caves, tree hollows, mines, old buildings, and bridges.	No. Appropriate roosting habitat is not present in the Study Area.	No	No effect
12.	<b>Salinas Pocket Mouse</b> <i>Perognathus inornatus psammophilus</i>	None/None G4T2?/S2? SSC	n/a	Annual grassland and desert shrub in Salinas Valley, with friable soils	No. The Study Area is outside the known range of this subspecies.	No	No effect
13.	<b>Yellow-billed Magpie*</b> <i>Pica nuttallii</i>	None/None G3G4/S3S4 SA (Nesting & Communal Roosts)	March 15 – August 15	Open oak and riparian woodlands near grassland, pasture, or cropland in Central Valley from south of San Francisco to Santa Barbara.	No. Appropriate nesting habitat is not present in the Study Area, but suitable foraging habitat is present.	No	No effect
14.	<b>San Joaquin Kit Fox</b> <i>Vulpes macrotis mutica</i>	FE/CT G4T2/S2 SA	December – July	Annual grasslands or grassy open stages with scattered shrubby vegetation. Needs loose textured sandy soil and prey base.	Yes. Appropriate habitat is present in the Study Area.	No	Not significant with mitigation

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	Common and Scientific Names	Fed/State Status Global/State Rank CDFW Rank	Nesting/ Breeding Period	Habitat Preference	Potential Habitat?	Detected Within Study Area?	Effect of Proposed Activity
15.	<b>San Joaquin Whipsnake</b> <i>Masticophis flagellum ruddocki</i>	None/None G5T2T3/S2? 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 in the Study Area.	No	No effect
16.	<b>Silvery Legless Lizard</b> <i>Anniella pulchra pulchra</i>	None/None G3G4T3T4Q/S3 SSC	May – September	Sandy or loose loamy soils under coastal scrub or oak trees. Soil moisture essential.	No. Appropriate habitat is present in the Study Area.	No	No effect
17.	<b>Townsend's Big-eared Bat</b> <i>Corynorhinus townsendii</i>	None/Cand. CT G3G4/S2 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. Appropriate habitat is not present in the Study Area.	No	No effect
18.	<b>Vernal Pool Fairy Shrimp</b> <i>Branchinecta lynchi</i>	FT/None G3/S2S3 SA	Rainy Season	Clear water sandstone depression pools, grassed swale, earth slump, or basalt flow depression pools.	Unlikely. Vernal pools are not present in the Study Area.	No	No effect
19.	<b>Western Pond Turtle</b> <i>Emys marmorata</i>	None/None G3G4/S3 SSC	April – August	Permanent or semi-permanent streams, ponds, lakes.	Unlikely. Turtles could use the ag pond, but management of pond and surrounding area and low recruitment potential make this very unlikely.	No	No effect
20.	<b>Western Spadefoot</b> <i>Spea hammondi</i>	None/None G3/S3 SSC	January – August	Vernal pools in grassland and woodland habitats	Yes. Suitable pool habitat may occur in the Study Area.	No	No effect

Habitat characteristics are from the Jepson Manual and the CDNNB.

\*not listed in the CNDDDB or CNPS for the search area, but possibly for the location.

### 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

SA: CDFW Special Animal

SSC: CDFW Species of Special Concern

FP: CDFW Fully-Protected

WL: CDFW Watch List

## 4.6 Special Status Animals Discussion

There are five special status animal species that could potentially occur based on an analysis of known ecological requirements of these species and the habitat conditions that were observed in the Study Area.

- A. **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. Badgers are highly mobile and hunt ground squirrels and other small and medium-sized prey. The closest reported occurrence in the CNDDDB is from approximately 7.4 miles east of the Study Area along Highway 46 in Shandon (CNDDDB #194). Badgers are known by A&M biologists to occur on adjacent airport property and as road kill on Airport Road approximately 1.25 miles from the Study Area. Appropriate habitat and prey base is present in patches on the Study Area for American badger. Badgers were not detected in the Study Area during the 2008 and 2015 wildlife surveys.
- B. **Golden Eagle** (*Aquila chrysaetos*) is designated a Fully Protected species by the CDFW. Fully Protected species may not be taken under any circumstances, and authorization for take may not be granted (refer to Section 4.2). The golden eagle is also protected under the federal Bald and Golden eagle Protection Act. Golden eagles require large trees for nesting and open hunting grounds with abundant prey. Habitat within the Study Area is suitable for use by foraging golden eagles, but nesting habitat is not present in the Study Area. Occupied golden eagle nests were not detected in the Study Area during the 2008 and 2015 wildlife surveys.
- C. **San Joaquin Kit Fox** (*Vulpes macrotis mutica*) is a federally listed endangered species and a state listed threatened species. In San Luis Obispo County they are known from the Carrizo Plains, Camp Roberts, and Shandon with transient individuals tracked along the Estrella River. Golf courses have been utilized by San Joaquin kit fox in the Bakersfield area, and if kit fox would occur in the Paso Robles area, habitats such as The Links could be utilized by them. The last known occurrence of kit fox within 10 miles of the Study Area was approximately 2.75 miles to the southwest in 1991, and 7 miles to the east in the Whitley Gardens area in 2006. The open habitat in the Study Area could provide appropriate habitat for San Joaquin kit fox. Development on the property will permanently remove habitat for San Joaquin kit fox. This area is considered within the three to one mitigation ratio area (as per the San Luis Obispo County Standard Kit Fox Mitigation Ratios map, which is found at:

[http://www.slocounty.ca.gov/planning/environmental/San\\_Joaquin\\_Kit\\_Fox.htm](http://www.slocounty.ca.gov/planning/environmental/San_Joaquin_Kit_Fox.htm).

- D. San Joaquin kit fox was not detected in the Study Area during the 2008 and 2015 wildlife surveys.

We conducted a search of local, state, and federal databases of San Joaquin kit fox records within 10 miles of the Links property. A total of 839 records are mapped within a 10 mile radius of the property (Figure 6 and Table 6). Of these, 825 records are from a Camp Roberts database of telemetry records, incidental observations, and spotlight observations of kit fox on the military base between 1999 and 2001. These records are from west of U.S. Highway 101, from 8 to 10 miles northwest of the Links property. Camp Roberts has several hundred additional data points from 10 to 13 miles from the

subject property. Telemetry data from kit foxes collared on Camp Roberts also revealed movement to the east via the Estrella River (1999, 2000). SJKF have not been observed on Camp Roberts since 2007. East of The Links Study Area is a 1975 report of a road-killed animal on Highway 46 East, approximately 6.6 miles distant. A 1980 report is from the Paso Robles Municipal Airport, approximately 1.1 miles west of the property. This is the closest reported occurrence to the project. In 1990 and 1991 kit fox were observed on and near the Chandler Ranch, from 3.3 to 3.9 miles southwest of the Links property. The most recent report of San Joaquin kit fox within 10 miles of the project is from approximately eight miles east in the Whitley Gardens area where a single fox track was recorded at a scent station by Rincon Consultants during a protocol survey. A kit fox scat survey conducted in 2014 may have detected kit fox south of Whitley Gardens, but has not yet appeared in the record.

TABLE 6. SAN JOAQUIN KIT FOX SIGHTING RECORDS. Kit fox sighting records within at least 10 miles of the Links Golf Course property.

Date	Location	Observation Type	Source	Distance from the Links Property
1975	Highway 46 East	Road kill	S. Morrell (ERSP)	6.6 miles east-southeast
1975	Approximately 3.8 miles southwest of Shandon “near Shedd Canyon”	Sighting	S. Morrell (ERSP) CNDDDB #986	9.97 miles east-southeast
1980	Paso Robles Airport	“Population – date approximate”	J. Lidberg (ESRP)	1.1 miles west
1987	SW of San Miguel, East of Mahoney Road and North of San Marcos Road	Sighting	SLO County Dept. of Agriculture CNDDDB #946	7.2 miles west-northwest
1990	Gruenhagen flat area, vicinity of Estrella River, Hwy 46& Whitley Gardens	Den sighting; fox sighting; road kill on Hwy 46	P. Leal CNDDDB #943	6.5 miles east-southeast
1990	Chandler Ranch, within the undeveloped city limits of Paso Robles	Sighting 28 June 1990; foraging and denning site	W. Vanherweg CNDDDB #945	3.9 miles south-southwest
1990–1991	0.9 miles southeast of intersection of Union Road and Golden Hill Road. Chandler Ranch.	Sightings 8 June 1990 5 June 1991	S. Orloff and O. Berry (1991) CNDDDB #941 W. Vanherweg (1990)	3.3 miles southwest
1993	Unknown	Unknown	G. Smith (ERSP)	9.2 miles northwest
1994–2004	Camp Roberts Containment Area	Multiple sightings, spotlighting obs., and road kill	Camp Roberts CA ARNG 1995, 1997 M. Hanson 1994; U.S. DoD, 2001; J. Wooding 1997	8.8 miles northwest
1994–1997	Camp Roberts	Spotlighting obs, capture/release	Camp Roberts CA ARNG 1995, 1997; M. Hanson 1994	Average distance 9.2 miles northwest

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Date	Location	Observation Type	Source	Distance from the Links Property
1994–1995, 1997	Camp Roberts (southern part)	Sightings, Spotlighting obs., capture/release	Camp Roberts CA ARNG 1995, 1997; M. Hanson 1994	Average distance 8.5 miles west-northwest
1999	Confluence of Estrella and Salinas Rivers	Transient individual fox	Camp Roberts telemetry data	5.6 miles northwest
1998–2001	Camp Roberts	Active and inactive dens, incidental observations, telemetry data, spotlight obs.	Camp Roberts data set (includes telemetry, incidental, and spotlight observations)	825 sighting reports within 10 miles; average distance 8.9 miles
2000	Estrella River, east of Salinas River	Transient individual fox	Camp Roberts telemetry data	4.3 miles northwest
2006	Continental vineyards	Single footprint	Rincon protocol survey report	Exact position unknown. Approximately 8 miles east

**E. Vernal Pool Fairy Shrimp (*Branchinecta lynchi*)** is a federally listed threatened species known from the vicinity of the Study Area. It occurs in vernal pools and other ephemeral pools where water accumulates for more than three weeks during the rainy season. The closest reported occurrence is from approximately 1.3 miles south of the Study Area just north of Highway 46 (CNDDDB #294). As a result of an unusual 2.8” rainfall event on July 19 – 20, 2015, an ephemeral pool formed in a fairway bunker located along the margins of two golf fairways in the southern Study Area (Figure 6). This was the only location in the Study Area that exhibited any potential to form a pool, and was dry soon after the observation (Photo 10). Vernal pool fairy shrimp habitat was not detected in the Study Area during the 2008 and 2015 surveys. Vernal pools do not occur in the Study Area.

**F. Western Spadefoot Toad (*Spea hammondi*)** is a CDFW Species of Special Concern known from 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, depending upon water temperature. The closest reported occurrence is from approximately 0.9 miles east of the Study Area (CNDDDB #364). An ephemeral pool formed in a fairway bunker located along the margins of two golf fairways in the southern Study Area following an unusual 2.8” rainfall event on July 19 – 20, 2015. This was the only location in the Study Area that exhibited any potential to form a pool, and was dry soon after the observation (Photo 10). Western spadefoot toad was not detected in the Study Area during the 2008 and 2015 wildlife surveys.

## 4.7 Special Status Species Not Expected to Occur

The remaining 44 special status species reported to occur in the Estrella, Creston, Paso Robles, Ranchito Canyon, San Miguel, and Templeton quadrangles are not expected to occur in the Study Area due to the absence of required soil type, lack of appropriate habitat, or because the Study Area is substantially outside the known range of the species.

## 4.8 Potential Sensitive Natural Communities

Sensitive natural communities have not been reported to the CNDDDB in the Estrella, Creston, Paso Robles, Ranchito Canyon, San Miguel, and Templeton quadrangles. Sensitive natural communities were not detected in the Study Area.

## 5.0 Habitat Types

The Links property consists of eight habitat types: managed turf grass, California annual grassland, agriculture pond, bare ground areas, anthropogenic, vineyard, and potential wetland, and ephemeral pool (anthropogenic). All of the habitat types on the property except the potential wetland habitats are managed. The turf areas are mowed and maintained daily for golf. California annual grasslands onsite are poor quality habitats confined to a few areas near parking lots. They are subject to regular disturbance by frequent mowing and golf carts. Most of the area outside of the golf course turf is mowed or plowed for weed control regularly and produces little cover during the dry season. The agriculture pond is used for irrigation and as a course amenity. It is managed with an aeration device and occasional treatments to reduce vegetation and algae. The bare ground areas are between and around fairways. The channel of an ephemeral drainage crosses the Study Area; however, no riparian or aquatic habitat is present in the channel. Vegetation in the channel consists of turf, small patches of potential wetland, annual grasses, and ruderal species.

### 5.1 Turf Grass

The golf course fairways, greens, tee areas, and the driving range consist of turf grasses maintained by mowing and landscape management practices including fertilization, aeration with punching tools, and occasional pesticide application. The dominant turf grass on The Links is Bermuda grass (*Cynodon dactylon*). Gophers are removed from the turf areas by use of metal traps. Bait stations for rodent control were not observed on the property. Bunkers on the golf course are mostly not sanded but are lined with either turf or naturally occurring grasses mowed short.

### 5.2 California Annual Grassland

Very few patches of grassland habitat remain on the subject property. These occur in waste areas such as unfinished construction areas and between fairways and parking lots and the edges of the property. It is a disturbed habitat dominated by ripgut brome (*Bromus diandrus*), wild oats (*Avena fatua*, *A. barbata*), soft chess brome (*Bromus hordeaceus*), and foxtail barley (*Hordeum murinum*). In the spring the grassland community includes a number of native and exotic forbs, such as fiddleneck (*Amsinckia intermedia*), mustards (*Brassica nigra*, *Hirschfeldia incana*),

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vetch (*Vicia villosa*, *V. sativa*), lupines (*Lupinus bicolor*, *L. nanus*, *L. formosus*, *L. microcarpus*), clarkia (*Clarkia purpurea* ssp. *quadrivulnera*), and clovers (*Trifolium hirtum*, *T. microcephalum*). Less than one acre of poor quality annual grassland can be found in the Study Area.

## 5.3 Agriculture Pond

The pond is approximately 1 acre in size located in the eastern portion of the course between holes eight and nine (Photo 6). It is managed as an irrigation pond and kept relatively free of tules and cattails, which occur at the pond margins. Cottonwoods and willows occur on the southern margin of the pond along the ninth fairway.

## 5.4 Bare Ground

Areas around the golf course turf areas are maintained as bare ground. Ruderal forbs are occasionally present in the bare ground areas such as purslane (*Portulaca oleracea*), lamb's-quarters (*Chenopodium album*), and common tarweed (*Centromadia pungens*). Regular disturbance and maintenance of these areas prevents occurrence of most vegetation (< 5% cover).

## 5.5 Anthropogenic

Anthropogenic habitat in the Study Area consists of multiple structures, maintenance yards, and paved roads and parking lots. Structures associated with the golf course operations include the clubhouse and three buildings currently used for storing and maintaining golf carts and maintenance equipment. One of these buildings will be used for the new clubhouse.

## 5.6 Vineyard

Vineyards are in the eastern portion of the Study Area, along the periphery of the golf course (Photos 7 and 8). These vineyards consist mostly of bare ground between vineyard rows. Annual grasses and ruderal forbs such as wild oats (*Avena* spp.) and prickly lettuce (*Lactuca serriola*) are occasionally present throughout the area. A portion of the ephemeral drainage runs between vineyard blocks.

## 5.7 Potential Wetland

Potential wetland habitat occurs in a small patch near the southwestern edge of the Study Area, where the ephemeral drainage leaves the property, running west. The drainage widens in this area making the bank and channel indiscernible. This created a small patch with several wetland species such as umbrella sedge (*Cyperus eragrostis*) and loosestrife (*Lythrum hyssopifolium*) before draining offsite to the west (Photo 9). Another potential wetland occurs on the main drainage below the culvert under the entrance road. Potential wetland patches may occur in the main drainage where culverts for cart paths detain some moisture.

## 5.8 Ephemeral Pool

A pool formed in the southern portion of the Study Area in a golf bunker following the record setting rainfall of July 19 and 20, 2015 (Photo 10). The pool persisted for several days. The bed of the pool consists of bare ground with patchy turf grass and ruderal forbs. Aquatic animal species were not detected in the pool. It is not known if the pool could persist long enough in the rainy season to provide habitat for branchiopods or western spadefoot toad. No other ephemeral pools were observed on the Study Area.

## 6.0 Botanical Inventory

### 6.1 Botanical Survey Results

Botanical surveys conducted in May 2008 and June and July 2015 identified 93 species, subspecies and varieties of vascular plant taxa in the Study Area (Table 4). The list includes 33 species native to California and 60 introduced (naturalized or planted) species. Based on the botanical surveys, native plant species account for approximately 35 percent of the taxa within the Study Area; introduced species account for approximately 65 percent.

The Study Area is dominated by introduced turf grass that is maintained daily for golf. The primary grass is Bermuda grass (*Cynodon dactylon*) and patches of other non-native grass species are also present. The majority of the species identified from the Study Area are typical of managed, disturbed, and ruderal habitats. Special status plant species were not observed in the Study Area during the 2008 and 2015 botanical surveys and would be unlikely to occur due to the disturbed condition of the Study Area. Rainfall amounts in the Paso Robles area for the 2014 to 2015 seasons were less than average, which may influence what species were detectable in 2015.

#### 6.1.1 Plant list

TABLE 4. VASCULAR PLANT LIST. The 93 species of vascular plants identified at the Study Area consist of 33 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 scientific name.

Scientific Name	Status	Origin	Common Name
<b>Trees – 4 Species</b>			
<i>Eucalyptus</i> sp.	None	Planted	Gum tree
<i>Platanus racemosa</i>	None	Planted	Western sycamore
<i>Populus fremontii</i> subsp. <i>fremontii</i>	None	Planted	Fremont cottonwood
<i>Quercus lobata</i>	None	Native	Valley oak
<b>Shrubs – 5 Species</b>			
<i>Arctostaphylos glauca</i>	None	Planted	Landscape manzanita
<i>Baccharis pilularis</i>	None	Native	Coyote brush
<i>Baccharis salicifolia</i>	None	Native	Mule fat
<i>Salix laevigata</i>	None	Native	Red willow



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Scientific Name	Status	Origin	Common Name
<i>Vitis vinifera</i>	None	Planted	Cultivated grape
<b>Herbs –71 Species</b>			
<i>Achyrachaena mollis</i>	None	Native	Blow wives
<i>Acmispon americanus</i> var. <i>americanus</i> [= <i>Lotus purshianus</i> var. <i>purshianus</i> ]	None	Native	Spanish clover
<i>Amaranthus albus</i>	None	Introduced	Tumbleweed amaranth
<i>Amsinckia intermedia</i> [= <i>A. menziesii</i> var. <i>intermedia</i> ]	None	Native	Common fiddleneck
<i>Anagallis arvensis</i>	None	Introduced	Scarlet pimpernel
<i>Anthemis cotula</i>	None	Introduced	Mayweed
<i>Asclepias fascicularis</i>	None	Native	Narrow-leaved milkweed
<i>Brassica nigra</i>	None	Introduced	Black mustard
<i>Capsella bursa-pastoris</i>	None	Introduced	Shepherd's purse
<i>Carduus pycnocephalus</i>	None	Introduced	Italian thistle
<i>Centaurea solstitialis</i>	None	Introduced	Yellow star thistle
<i>Centromadia</i> [= <i>Hemizonia</i> ] <i>pungens</i> subsp. <i>pungens</i>	None	Native	Common tarweed
<i>Chenopodium album</i>	None	Introduced	Lamb's-quarters
<i>Chondrilla juncea</i>	None	Introduced	Skeleton weed
<i>Cirsium vulgare</i>	None	Introduced	Bull thistle
<i>Clarkia purpurea</i> ssp. <i>quadrivulnera</i>	None	Native	Four spot
<i>Convolvulus arvensis</i>	None	Introduced	Bindweed
<i>Crassula connata</i>	None	Native	Pygmyweed
<i>Croton</i> [= <i>Eremocarpus</i> ] <i>setigerus</i>	None	Native	Dove weed
<i>Cyperus eragrostis</i>	None	Native	Umbrella sedge
<i>Datura wrightii</i>	None	Native	Jimsonweed
<i>Deinandra</i> [= <i>Hemizonia</i> ] <i>pentactis</i>	None	Native	Salinas tarplant
<i>Erigeron</i> [= <i>Conzya</i> ] <i>canadensis</i>	None	Native	Common horseweed
<i>Erodium botrys</i>	None	Introduced	Filaree
<i>Erodium cicutarium</i>	None	Introduced	Redstem filaree
<i>Heliotropium curassavicum</i> var. <i>oculatum</i>	None	Native	Seaside heliotrope
<i>Heterotheca grandiflora</i>	None	Native	Telegraph weed
<i>Hirschfeldia incana</i>	None	Introduced	Mustard
<i>Lactuca serriola</i>	None	Introduced	Prickly lettuce
<i>Lamium amplexicaule</i>	None	Introduced	Henbit
<i>Logfia</i> [= <i>Filago</i> ] <i>gallica</i>	None	Introduced	Narrowleaf cottonrose
<i>Lotus corniculatus</i>	None	Introduced	Birdfoot trefoil

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Scientific Name	Status	Origin	Common Name
<i>Lupinus bicolor</i>	None	Native	Miniature lupine
<i>Lupinus formosus</i>	None	Native	Showy lupine
<i>Lupinus microcarpus</i>	None	Native	Chick lupine
<i>Lythrum hyssopifolium</i>	None	Introduced	Loosestrife
<i>Malva nicaeensis</i>	None	Introduced	Bull mallow
<i>Malvella leprosa</i>	None	Native	Alkali mallow
<i>Marrubium vulgare</i>	None	Introduced	Horehound
<i>Matricaria [=Chamomilla] discoidea</i>	None	Introduced	Pineapple weed
<i>Medicago polymorpha</i>	None	Introduced	California burclover
<i>Melilotus albus [=M. alba]</i>	None	Introduced	White sweet clover
<i>Melilotus indicus [=M. indica]</i>	None	Introduced	Annual sweetclover
<i>Plagiobothrys acanthocarpus</i>	None	Native	Popcorn flower
<i>Plagiobothrys canescens</i>	None	Native	Popcorn flower
<i>Plantago erecta</i>	None	Native	California plantain
<i>Plantago lanceolata</i>	None	Introduced	English plantain
<i>Polygonum aviculare</i> subsp. <i>depressum [=P. arenastrum]</i>	None	Introduced	Common knotweed
<i>Portulaca oleracea</i>	None	Introduced	Purslane
<i>Pseudognaphalium luteoalbum</i> [= <i>Gnaphalium luto-album</i> ]	None	Introduced	Jersey cudweed
<i>Rumex crispus</i>	None	Introduced	Curly dock
<i>Salsola tragus</i>	None	Introduced	Russian thistle
<i>Senecio vulgaris</i>	None	Introduced	Common groundsel
<i>Schoenoplectus</i> sp.	None	Native	Tule
<i>Silene gallica</i>	None	Introduced	Catchfly
<i>Silybum marianum</i>	None	Introduced	Milk thistle
<i>Sisymbrium irio</i>	None	Introduced	London rocket
<i>Sonchus asper</i> subsp. <i>asper</i>	None	Introduced	Prickly sow-thistle
<i>Spergula arvensis</i>	None	Introduced	Stickwort
<i>Spergularia rubra</i>	None	Introduced	Red sand spurrey
<i>Stellaria media</i>	None	Introduced	Chickweed
<i>Trichostema lanceolatum</i>	None	Native	Vinegar weed
<i>Trifolium hirtum</i>	None	Introduced	Rose clover
<i>Trifolium microcephalum</i>	None	Native	Miniature clover
<i>Typha</i> sp.	None	Native	Cattail
<i>Uropappus lindleyi</i>	None	Native	Silver puffs
<i>Urtica urens</i>	None	Introduced	Dwarf nettle

Scientific Name	Status	Origin	Common Name
<i>Verbena lasiostachys</i>	None	Native	Verbena
<i>Vicia sativa</i>	None	Introduced	Common vetch
<i>Vicia villosa</i>	None	Introduced	Winter vetch
<i>Xanthium strumarium</i>	None	Native	Cocklebur
Grasses –13 Species			
<i>Agrostis exarata</i>	None	Native	Spike bent grass
<i>Avena barbata</i>	None	Introduced	Slender wild oat
<i>Avena fatua</i>	None	Introduced	Wild oat
<i>Bromus diandrus</i>	None	Introduced	Ripgut brome
<i>Bromus hordeaceus</i>	None	Introduced	Soft chess brome
<i>Bromus madritensis</i> subsp. <i>rubens</i> [= <i>B. rubens</i> ]	None	Introduced	Red top brome
<i>Cynodon dactylon</i>	None	Introduced	Bermuda grass
<i>Eleusine tristachya</i>	None	Introduced	Threespike goosegrass
<i>Festuca</i> [= <i>Vulpia</i> ] <i>myuros</i>	None	Introduced	Rattail sixweeks grass
<i>Festuca perennis</i> [= <i>Lolium multiflorum</i> ]	None	Introduced	Italian rye grass
<i>Hordeum marinum</i> ssp. <i>gussoneanum</i>	None	Introduced	Mediterranean barley
<i>Hordeum murinum</i>	None	Introduced	Foxtail barley
<i>Paspalum dilatatum</i>	None	Introduced	Dallis grass

## 7.0 Wildlife Inventory

### 7.1 Wildlife Survey Results

At least 72 animal species are listed that could potentially occur in the Study Area (Table 5). These include at least 2 invertebrates, 3 amphibians, 6 reptiles, 44 birds, and 17 mammals. Small mammal trapping studies were beyond the scope of this report, although several species are likely to occur. 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. Wildlife species detected in the Study Area include 1 amphibian, 1 reptile, 18 birds, and 5 mammals.

Gophers on the property are trapped when they enter managed turf areas. Ground squirrels are present in some out of bounds and rough areas on the property. Voles and mice occur in annual grassland areas that are not mowed short. Rodent poison bait stations were not observed on the property; however, trapping is done when squirrels enter or are too close to the turf areas. Rodents are absent from turf areas and are present in low numbers in the annual grassland and open areas of the property.

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TABLE 5. WILDLIFE LIST. At least 72 animal species have the potential to occur in 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
<b>Crustaceans – 2 Species</b>				
Vernal Pool Fairy Shrimp	<i>Branchinecta lynchi</i>	FT		Vernal pools, ephemeral pools with no flow
Versatile Fairy Shrimp	<i>Branchinecta lindahli</i>	None		Vernal pools, ephemeral pools with no flow
<b>Amphibians – 3 Species</b>				
California (Western) Toad	<i>Anaxyrus [=Bufo] boreas halophilus</i>	None		Grassland, woodland
Sierran Treefrog [=Pacific Chorus Frog]	<i>Pseudacris sierra</i> [formerly <i>P. regilla</i> ]	None	✓	Many habitats near water
Western Spadefoot Toad	<i>Spea hammondi</i>	SSC		Grassland habitat with seasonal pools
<b>Reptiles – 6 Species</b>				
Northern Pacific Rattlesnake	<i>Crotalus oreganus oreganus</i>	None		Dry, rocky habitats
California Alligator Lizard	<i>Elgaria multicarinata multicarinata</i>	None		Open grassland, woodland, chaparral
Pacific Gopher Snake	<i>Pituophis catenifer catenifer</i>	None		Woodland, grassland, rural
Western Red-tailed [=Gilbert's] Skink	<i>Plestiodon [=Eumeces] gilberti rubricaudatus</i>	None		Woodland, grassland, chaparral; inland areas
Skilton's [=Western] Skink	<i>Plestiodon [=Eumeces] skiltonianus skiltonianus</i>	None		Woodland, grassland, chaparral, inland and coastal
Coast Range [=Western] Fence Lizard	<i>Sceloporus occidentalis bocourtii</i>	None	✓	Wide range; variety of habitats
<b>Birds – 44 Species</b>				
Red-winged Blackbird	<i>Agelaius phoeniceus</i>	None	✓	Marshes, fields
Golden Eagle	<i>Aquila chrysaetos</i>	Fully Protected		Open or mountainous areas
Western Scrub Jay	<i>Aphelocoma californica</i>	None	✓	Oak, riparian woodlands
Great Horned Owl	<i>Bubo virginianus</i>	None		Woodland, grassland
Red-tailed Hawk	<i>Buteo jamaicensis</i>	None	✓	Open, semi-open country
Anna's Hummingbird	<i>Calypte anna</i>	None		Many habitats

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Althouse and Meade, Inc. – 906.01

Common Name	Scientific Name	Special Status	Found On-site?	Habitat Type
Lawrence's Goldfinch	<i>Carduelis lawrencei</i>	SA (Nesting)	✓	Oak woodlands, savanna
Lesser Goldfinch	<i>Carduelis psaltria</i>	None	✓	Riparian, oak woodlands
American Goldfinch	<i>Carduelis tristis</i>	None		Weedy fields, woodlands
House Finch	<i>Carpodacus mexicanus</i>	None	✓	Riparian, grasslands, chaparral, and woodlands
Turkey Vulture	<i>Cathartes aura</i>	None	✓	Open country
Hermit Thrush	<i>Catharus guttatus</i>	None		Woodland and brush
Lark Sparrow	<i>Chondestes grammacus</i>	SA (Nesting)		Woodland edges
Northern Flicker	<i>Colaptes auratus</i>	None		Woodlands
Rock Pigeon	<i>Columba livia</i>	None	✓	Urban areas
American Crow	<i>Corvus brachyrhynchos</i>	None		Many habitats, esp. urban
Yellow-rumped Warbler	<i>Dendroica coronata</i>	None	✓	Woodlands, brush, open country
Brewer's Blackbird	<i>Euphagus cyanocephalus</i>	None	✓	Open habitats
American Kestrel	<i>Falco sparverius</i>	None		Open, semi-open country
Bullock's Oriole	<i>Icterus bullockii</i>	None		Oak, riparian woodlands
Hooded Oriole	<i>Icterus cucullatus</i>	None		Urban, mixed woodland
Dark-eyed Junco	<i>Junco hyemalis</i>	None		Oak woodland
Loggerhead Shrike	<i>Lanius ludovicianus</i>	SSC		Nests in shrubs, trees near open areas
Acorn Woodpecker	<i>Melanerpes formicivorus</i>	None		Oak woodland
Song Sparrow	<i>Melospiza melodia</i>	None	✓	Oak, riparian woodland
Northern Mockingbird	<i>Mimus polyglottos</i>	None	✓	Riparian, chaparral and woodlands. Also urban
Savannah Sparrow	<i>Passerculus sandwichensis</i>	None		Open habitats, marshes, grasslands
Yellow-billed Magpie	<i>Pica nuttalli</i>	SA (Nesting)		Oak savanna
Nuttall's Woodpecker	<i>Picoides nuttallii</i>	SA (Nesting)		Oak, riparian woodlands
Downy Woodpecker	<i>Picoides pubescens</i>	None		Oak, riparian woodlands
Hairy Woodpecker	<i>Picoides villosus</i>	None		Oak, riparian woodlands
Bushtit	<i>Psaltriparus minimus</i>	None	✓	Woodlands, chaparral
Great-tailed Grackle	<i>Quiscalus mexicanus</i>	None		Rural and developed areas, agricultural, urban areas
Say's Phoebe	<i>Sayornis saya</i>	None		Open country, grassland

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Althouse and Meade, Inc. – 906.01

Common Name	Scientific Name	Special Status	Found On-site?	Habitat Type
Western Bluebird	<i>Sialia mexicana</i>	None	✓	Woodland near open areas
White-breasted Nuthatch	<i>Sitta carolinensis</i>	None		Oak savannah, woodland
Western Meadowlark	<i>Sturnella neglecta</i>	None	✓	Open habitats, grasslands
European Starling	<i>Sturnus vulgaris</i>	None	✓	Agricultural, livestock areas
Violet-green Swallow	<i>Tachycineta thalassina</i>	None		Oak, riparian woodlands, open areas near water
Bewick's Wren	<i>Thryomanes bewickii</i>	None		Riparian woodland, scrub
Western Kingbird	<i>Tyrannus verticalis</i>	None	✓	Grasslands, savanna
Cassin's Kingbird	<i>Tyrannus vociferans</i>	None		Open and semi-open areas
Mourning Dove	<i>Zenaida macroura</i>	None	✓	Open and semi-open habitats
White-crowned Sparrow	<i>Zonotrichia leucophrys</i>	None		Oak, riparian woodlands
<b>Mammals – 17 Species</b>				
Coyote	<i>Canis latrans</i>	None	✓	Open woodlands, brushy areas, wide ranging.
California Pocket Mouse	<i>Chaetodipus californicus</i>	None		Chaparral, brush habitats
Big brown bat	<i>Eptesicus fuscus</i>	None		Deciduous forest areas, also in habitats ranging from timberline meadows to lowland deserts
Black-tailed Jackrabbit	<i>Lepus californicus</i>	None		Grasslands
Long-tailed Weasel	<i>Mustela frenata</i>	None		Grasslands
California Myotis	<i>Myotis californicus</i>	None		Tunnels, hollow trees, buildings, bridges.
Mule Deer	<i>Odocoileus hemionus</i>	None		Many habitats
California Ground Squirrel	<i>Spermophilus beecheyi</i>	None	✓	Grasslands
Wild Boar	<i>Sus scrofa</i>	None		Woodlands
Desert Cottontail	<i>Sylvilagus audubonii</i>	None		Brushy habitats
Brush Rabbit	<i>Sylvilagus bachmani</i>	None	✓	Brushy habitats
Brazilian Free-tailed Bat	<i>Tadarida brasiliensis</i>	None		Variety of habitats; roosts in bridges, buildings, caves
American Badger	<i>Taxidea taxus</i>	SSC		Open country
Valley Pocket Gopher	<i>Thomomys bottae</i>	None	✓	Variety of habitats
Gray Fox	<i>Urocyon cinereoargenteus</i>	None		Chaparral, dry woodlands
San Joaquin Kit Fox	<i>Vulpes macrotis mutica</i>	FE		Open grasslands, scrub

Common Name	Scientific Name	Special Status	Found On-site?	Habitat Type
Red Fox	<i>Vulpes vulpes</i>	None	✓	Forest and open country

## 8.0 Project Overview

### 8.1 General Discussion of Study Area Site Conditions

The Study Area is occupied by The Links golf course and surrounding by managed bare ground and vineyard. Areas next to fairways and greens are kept plowed to bare ground or are planted to grape vines. The Links golf course has maintained bare ground between fairways and golf course areas for many years. These areas are considered in play for golfers and allow play to proceed more rapidly than with high rough cover. In the past several years coyote bush patches that grew between fairways and by greens have been removed to open the playing area. During recent inspection (June 2014) the entire property was managed as turf grass, vineyard under installation, buildings, roads, and paths, one agriculture pond, or bare ground open space. Natural habitat is essentially absent from the Study Site.

Land uses adjacent to the Study Area consist of vineyards to the north and west, one to two acre residential lots of the Jardine development to the east and south, and dry farmed fields on Paso Robles Airport property at the southwest corner.

### 8.2 Regulatory Framework

#### 8.2.1 CEQA guidance

The California Environmental Quality Act (CEQA) requires the lead agency to evaluate potential environmental effects of the project. The lead agency must also identify other State and local agencies (known as responsible agencies) that will be issuing a discretionary approval subject to CEQA for an activity that is part of the project. The following section of the State CEQA Guidelines provides general direction for the evaluation of biological resource impacts as a part of the environmental review of proposed projects.

CEQA Guidelines Section 15065 states that a Lead Agency shall find that a project may have a significant effect on the environment and thereby require an Environmental Impact Report (EIR) be prepared for the project where “there is substantial evidence, in light of the whole record,” that the project, among other things, has the potential to substantially 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, or substantially reduce the number or restrict the range of an endangered, rare or threatened species.

A significant effect may also be identified by considerable cumulative environmental effects, even if the individual effect is limited. The following definition of a significant effect is defined in Section 15382 of the CEQA Guidelines:

*“Significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area*

*affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.*

All of the plants constituting CNPS CRPR 1B meet the definitions of Section 1901, Chapter 10 of the California Native Plant Protection Act (CNPPA) in the California Fish and Game Code or Secs. 2062 and 2067 (California Endangered Species Act) of the California Fish and Game Code, and are eligible for State listing.

### *8.2.2 Federal and state resource protections*

The agencies that administer the Federal Endangered Species Act (FESA) and California Endangered Species Act (CESA) formally list plant and animal species determined to be Threatened or Endangered, and they have adopted regulations to implement these laws to protect such species.

Other federal statutes that provide protection for species and/or their habitats include, but are not limited to, the National Environmental Policy Act (NEPA), the Clean Water Act (for protection of federal wetlands), Bald and Golden Eagle Protection Act (BGEPA), Migratory Bird Treaty Act (MBTA), Executive Order 11990 (wetlands protection), and California Fish and Game Code sections 1601, 1602, and 1603 (Streambed Alteration Agreements).

#### *Wetlands:*

In conjunction with adopting a wetlands policy on March 9, 1987 the California Fish and Game Commission assigned the CDFG the task of recommending a wetlands definition. CDFG found the USFWS wetland definition and classification system to be the most biologically valid. The CDFG staff use this definition as a guide in identifying wetlands while conducting on-site inspections for the implementation of its Commission's wetlands policy. The California State Water Resources Control Board is in the process of adopting a uniform state wetlands definition based on the Section 404 standards used by the U.S. Army Corps of Engineers in administering Section 404 of the Clean Water Act.



## *Flora and fauna:*

Listed plants and animals under the Federal Endangered Species Act (FESA) have certain protections as specified therein (refer to Section 4.0). The United States Fish and Wildlife Service is the agency that regulates activities affecting terrestrial-based, Federally-listed species.

Certain species of nesting birds are protected from disturbance by The Migratory Bird Treaty Act of 1918, (as regulated by the United States Fish and Wildlife Service) and by sections 3503, 3503.5, and 3800 of the California Fish and Game Code. Special protections for bald and golden eagles are also contained in the federal Bald and Golden Eagle Protection Act.

## **9.0 Potential Impacts to Biological Resources**

Construction of the proposed RV camping and expanded clubhouse development could affect common and special status species, nesting birds, annual grassland, and oak trees. The overall proposed project is planned to impact about 53.5 acres of the Study Area. Other areas of the Study Area outside of the Project footprint will not be disturbed.

### **9.1 Potential Habitat Impacts**

Approximately 21.8 acres of new paved area is proposed for RV camping and some additional roads, based on preliminary plans (Wallace Group 2015; Attachment A). Some modifications to the layout of the golf course are proposed to facilitate the construction of paved areas. This would primarily impact turf grass and bare ground habitats and some anthropogenic and annual grassland habitat. An expanded clubhouse with further outdoor facilities is also proposed and would utilize already developed anthropogenic habitat. The Project would have no effect on the agriculture pond, vineyards, potential wetlands, or ephemeral pool habitat.

### **9.2 Potential Impacts to Ephemeral Drainages**

The Project would not affect the ephemeral drainage or other drainages on the site. Any crossings necessary for golf activities or road improvement would utilize existing structures of avoid fill in jurisdictional areas.

### **9.3 Potential Impacts to Oak Trees**

The Project could impact oak trees in the Study Area depending on final plans. Valley oak trees present in the Study Area may be impacted by the proposed Project if disturbance occurs within their CRZ. Mitigations and minimizations are recommended in Section 10.3. A complete evaluation of tree impacts by a qualified arborist or biologist is recommended if Project related disturbance is proposed within 1.5 times the canopy width of oak trees.

The City of Paso Robles requires mitigation for removal of oak trees with a diameter at breast height (DBH) of 6 inches or greater. Diameter at breast is measured at 4.5 feet from the ground or, if the trunk is split below 4 feet, at the narrowest point below the split. Impacts include any ground disturbance within the critical root zone (CRZ), or any trimming of branches 4 inches in diameter or greater. 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.

## **9.4 Potential Impacts to Nesting Birds**

Vegetation removal, including trimming and removal of native trees and grassland, and construction activities associated with the proposed structures could result in adverse impacts to nesting birds if conducted during nesting season (March 15 through August 15). Take of nests with eggs is prohibited by the Migratory Bird Treaty Act. Project activities that could adversely affect nesting birds can be mitigated (refer to Section 10.4).

## **9.5 Potential Impacts to Special Status Species**

Special status plant and animal species were not detected on the property; however, several could occur: American badger, golden eagle, San Joaquin kit fox, vernal pool fairy shrimp, and western spadefoot toad. Potential impacts are outlined below, and mitigation measures are recommended in Section 10.

### *9.5.1 Special status birds*

Construction activities could result in nest abandonment or loss of special status bird species if appropriate preconstruction surveys, setback requirements, and management practices are not implemented (refer to Section 10.4 and 10.5). Special status bird species could potentially nest near or in Study Area. Preconstruction surveys are recommended prior to activities that affect trees and shrubs during the nesting season, March 15 to August 15 (refer to Section 10.4.1).

### *9.5.2 Vernal pool fairy shrimp*

Vernal pool fairy shrimp were not detected in the Study Area. The project location is within critical habitat for vernal pool fairy shrimp. Vernal pools have not been detected in the Study Area. One ephemeral pool was found in the Study Area in a fairway bunker that is more than 250 feet from any proposed disturbance and would not be affected by the Project.

### *9.5.3 Western spadefoot toad*

Western spadefoot toad was not detected in the Study Area, but has been observed in the vicinity. One ephemeral pool was found in the Study Area in a fairway bunker that is more than 250 feet from any proposed disturbance and would not be affected by the Project.

### *9.5.4 American badger*

American badger was not detected in the Study Area, and no dens or evidence of their presence was found. American badger is known to occur on Paso Robles Airport property to the west of the Study Area, and could occur within the Study Area. Ground disturbance could affect American badger if preconstruction surveys are not conducted to protect badgers. (Refer to Section 10.5.4)

## 9.5.5 *San Joaquin kit fox*

San Joaquin kit fox was not detected in the Study Area. The proposed project is within the 3 to 1 standard mitigation ratio area for San Joaquin kit fox in San Luis Obispo County. Total project disturbance would be a maximum of 53.5 acres, and the Study Area and property containing the Project is 230.6 acres. The project is proposed for five phases:

- 11.56 acres for Phase 1
- 17.2 acres for Phase 2
- 10.28 acres for Phase 3
- 6.5 acres for Phase 4
- 7.96 acres for Phase 5

53.5 acres total for all phases

A SJKF habitat evaluation form was prepared (dated 7-26-2016) for the project that produced a score of 73. This means that the mitigation ratio for the site is in the range for three to one (3:1) mitigation acres to acres removed from use by kit fox. At a three to one mitigation the required acreage are:

Additional standard county mitigation measures for SJKF in the Paso Robles area are provided in Section 10.5.5.

## **10.0 Recommendations and Mitigations**

Special status plants and animals were not detected in the Study Area, however, some special status animals could occur during construction. This Section provides recommendations and mitigations to reduce the effect of the Project on biological resources. Where potentially adverse impacts to biological resources could occur during construction of the Project or due to the Project, we provide biological resource (BR) mitigation measures designed to offset adverse effects.

### **10.1 Habitats**

The proposed Project would primarily affect bare ground, turf grass, anthropogenic, and annual grassland habitats. These habitats types are not considered sensitive and do not require mitigation except where it affects special status species. Annual grassland in the Project area is considered potential habitat for kit fox and species specific mitigation measures are provided in Section 10.5. About 22 acres of the approximately 230.6 acre site will be affected by the proposed Project. Areas outside proposed construction, landscaping, and facilities would be retained as managed golf course and vineyard.

### **10.2 Ephemeral Drainages**

Impacts to waterways and aquatic habitat are typically subject to mitigation. Based on the Project plans, drainages will not be impacted. If outfall structures or other impacts to potential Clean Water Act jurisdictional features are proposed, the applicant would apply for appropriate permits from the U.S. Army Corps of Engineers, Regional Water Quality Control Board and the California Department of Fish and Wildlife. The following recommendations and minimization

measures are provided to ensure unanticipated impacts do not occur to the ephemeral drainages by Project-related sediment and erosion.

- BR-1.** Soil disturbance for the Project exceeds one acre. Prior to the onset of construction, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared. The SWPPP shall contain Best Management Practices (BMPs) to prevent pollutants from leaving the site and entering waters of the State.”
- BR-2.** Biodegradable fiber rolls shall be installed pursuant to Caltrans Fiber Roll Detail SC-5, available at <http://www.dot.ca.gov/hq/construc/stormwater/SC-05.pdf>. To minimize the risk of ensnaring and strangling wildlife, coir rolls, erosion control mats or blankets, straw or fiber wattles, or similar erosion control products shall be comprised entirely of natural-fiber, biodegradable materials. No "photodegradable" or other plastic erosion control materials shall be used.

### 10.3 Individual Oak Impacts

The proposed Project would not remove any oak trees. If ground disturbance activities are planned to occur within the canopy or Critical Root Zone of oak trees in the Study Area impacts and mitigations shall be addressed by a qualified arborist.

The following mitigation recommendations are based on guidelines set forth in the Paso Robles Tree Ordinance (City of El Paso de Robles - Ordinance No. 835 N.S).

- BR-3.** Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist or 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-4.** Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the drip-line or CRZ of the tree (whichever distance is greater), and trunk damage.
- BR-5.** If ground disturbance is proposed within the drip line or CRZ an oak tree protection plan shall be prepared and approved by the City of Paso Robles.
- BR-6.** Impacts to oak trees shall be assessed by a licensed arborist. Mitigations for impacted trees shall comply with the City of Paso Robles tree ordinance.

### 10.4 Nesting Birds

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 (as defined therein) of all native birds and their active nests, including raptors and other migratory non-game birds (as listed under the Federal MBTA).

- BR-7.** Within one week of ground disturbance activities, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. 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. A

preconstruction 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. A map of the Project site and nest locations shall be included with the report. The Project biologist conducting the nesting survey shall have the authority to reduce or increase the recommended buffer depending upon site conditions.

## **10.5 Avoidance, Minimization, and Mitigation for Special Status Species**

### *10.5.1 Special status birds*

In order to reduce the potential for disturbance of golden eagles during nesting season, the applicant shall implement BR-9 one week prior to ground disturbance or tree pruning activities (refer to Section 10.4). If nests of sensitive birds are identified in the work area, the following additional mitigation measures shall be implemented:

- BR-8.** Occupied nests of special status bird species shall be mapped using GPS or survey equipment. Work shall not be allowed within a 100 foot buffer while the nest is in use. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas
- BR-9.** Occupied nests of special status bird species that are within 100 feet of project work areas shall be monitored at least every two weeks through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.

### *10.5.2 Vernal pool fairy shrimp*

The Project will not be located near, and will not affect potential ephemeral pool or vernal pool habitat.

### *10.5.3 Western spadefoot toad*

The Project will not be located near, and will not affect potential ephemeral pool or vernal pool habitat.

### *10.5.4 American badger*

- BR-10.** A pre-construction survey shall be conducted within thirty days of beginning work on the site to identify if badgers are using the site. 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 area of disturbance, and shall examine both old and new dens. 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<sup>st</sup> and February 1<sup>st</sup> 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 that may include encouraging badgers to move offsite and/or trapping and relocation.

### *10.5.5 San Joaquin kit fox*

**BR-11.** Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles, Community Development Department(see contact information below) 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:
  - 34.68 acres for Phase 1
  - 51.6 acres for Phase 2
  - 30.84 acres for Phase 3
  - 19.5 acres for Phase 4
  - 23.88 acres for Phase 5

160.5 acres total for all phases

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 Wildlife 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 CDFW 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:

\$86,700 for Phase 1  
\$129,000 for Phase 2

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\$77,100 acres for Phase 3  
\$48,750 for Phase 4  
\$59,700 for Phase 5, or

\$401,250 total for all phases.

This fee is calculated based on the current cost-per-unit of \$2500 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 CDFW provides written notification about your mitigation options but prior to City permit issuance and initiation of any ground disturbing activities.

- c. Purchase credits in a CDFW-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 (see contact information below). 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:

\$86,700 for Phase 1  
\$129,000 for Phase 2  
\$77,100 acres for Phase 3  
\$48,750 for Phase 4  
\$59,700 for Phase 5, or

\$401,250 total for all phases.

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-12.** 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. preconstruction) 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.

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- 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. 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. 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.



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- BR-13.** 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-14.** 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-15.** 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-16.** 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-17.** 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-18.** 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-19.** 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

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

- BR-20.** 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-21.** 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

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## **12.0 Figures**

- Figure 1. USGS Topographic Map
- Figure 2. Aerial Photograph
- Figure 3. USDA Soils Map
- Figure 4. Animals – CNDDDB & USFWS Critical Habitat Map
- Figure 5. Plants – CNDDDB & USFWS Critical Habitat Map
- Figure 6. Study Area Map

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Figure 1 USGS Topographic Map

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## Figure 2 Aerial Photograph

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## Figure 3 USDA Soils Map



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## Figure 4 Animals - CNDDDB & USFWS Critical Habitat Map

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## Figure 5 Plants - CNDDDB & USFWS Critical Habitat Map

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## Figure 6 Biological Resource Map

## 13.0 Photographs



Photo 1. The first tee looking north east across bare ground area toward the eighth fairway. Photo taken June 26, 2015.



Photo 2. View across the first fairway showing turf grass conditions on the rough, the fairway, on bare ground beyond the fairway, and vineyards off the Study Area on neighboring property. Photo taken June 26, 2015.

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Photo 3. View to the northeast of bare ground with a fairway beyond in the northwest Study Area. This would be changed to a golf hole to create room for recreational vehicle spaces to the north. Photo taken June 26, 2015.



Photo 4. View to the southwest of bare ground and turf grass habitat near the center of the Study Area. Photo taken June 26, 2015.

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Photo 5. View to the west of existing modular club house of the proposed circular road and new club house in existing buildings. Photo taken July 23, 2015.



Photo 6. View north of the agricultural pond in the eastern Study Area. Photo taken June 26, 2015.

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Photo 7. View south of recently installed vineyard adjacent to fairway turf in the northwest Study Area. Photo taken July 23, 2015.



Photo 8. View north of vineyard and adjacent turf in the northwest Study Area. Photo taken July 23, 2015.

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Photo 9. View south of potential wetland habitat where the ephemeral main drainage leaves the site west in the southwestern Study Area. Photo taken July 23, 2015.



Photo 10. View west of a pool in the southern Study Area. This pool formed in a golf bunker and was the only pool in the Study Area. Photo taken July 23, 2015 following the record setting rain of 2.8" on July 19-20.



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Photo 11. View north showing the ephemeral drainage in the southern Study Area. The ephemeral drainage snakes through the southern Study Area and was intermittently wet at the time of the July 2015 site visit. Photo taken July 23, 2015 following the record setting rain of 2.8” on July 19-20.

## **Attachment A – Preliminary Concept Master Plan**

- Preliminary Concept Master Plan, The Links Golf Course & RV Resort, Paso Robles, California – Wallace Group, June 15, 2015

**Attachment B – San Joaquin kit fox habitat evaluation form**



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## San Joaquin Kit Fox Habitat Evaluation Form

Is the project within 10 miles from a recorded San Joaquin kit fox observation or within contiguous suitable habitat as defined in Question 2(A-E)?

**YES – Continue with evaluation form**

NO – Evaluation form/surveys are not necessary

1. Importance of the project area relative to Recovery Plan for Upland Species of the San Joaquin Valley, California (Williams et al, 1998).
  - A. Project would block or degrade an existing corridor linking core populations or isolate a subpopulation (20).**
  - B. Project is within a core population (15)
  - C. Project area is identified within satellite population (12)
  - D. Project area is within a corridor linking satellite populations (10)
  - E. Project area is not within any of the previously described areas but is within known kit fox range (5)
  
2. Habitat characteristics of the project area.
  - A. Annual grassland or saltbush scrub present >50% of site (15)**
  - B. Grassland or saltbush scrub present but comprises <50% of project area (10)
  - C. Oak savannah present on >50% of site (8)
  - D. Fallow ag fields or grain/alfalfa crops (7)
  - E. Orchards/vineyards (5)
  - F. Intensively maintained row crops or suitable vegetation absent (0)
  
3. Isolation of project area
  - A. Project area surrounded by contiguous kit fox habitat as described in Question 2a-e (15)
  - B. Project area adjacent to at least 40 acres of contiguous habitat or part of an existing corridor (10)**
  - C. Project area adjacent to <40 acres of habitat but linked by existing corridor (i.e.-river, canal, aqueduct) (7)
  - D. Project area surrounded by ag but less than 200 yards from habitat (5)
  - E. Project area completely isolated by row crops or development and is greater than 200 yards from potential habitat (0)
  
4. Potential for increased mortality as a result of the project implementation. Mortality may come from direct (e.g. – construction related) or indirect (e.g. –vehicle strikes due to increases in post development traffic) sources.
  - A. Increase in mortality likely (10)
  - B. Unknown mortality effects (5)**
  - C. No long term effect on mortality (0)
  
5. Amount of potential kit fox habitat affected
  - A. > 320 acres (10)
  - B. 160-319 acres (7)
  - C. 80-159 acres (5)
  - D. 40-79 acres (3)**
  - E. <40 acres (1)

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6. Results of project implementation

- A. Project site will be permanently converted and will no longer support foxes (10)**
- B. Project area will be temporarily impacted but will require periodic disturbance for ongoing maintenance (7)
- C. Project area will be temporarily impacted and no maintenance necessary (5)
- D. Project will result in changes to agricultural crops (2)
- E. No habitat impacts (0)

7. Project shape

- A. Large block (10)**
- B. Linear with >40 foot right-of way (5)
- C. Linear with <40 foot right-of-way (3)

8. Have San Joaquin kit foxes been observed within 3 miles of the project area within the last 10 years?

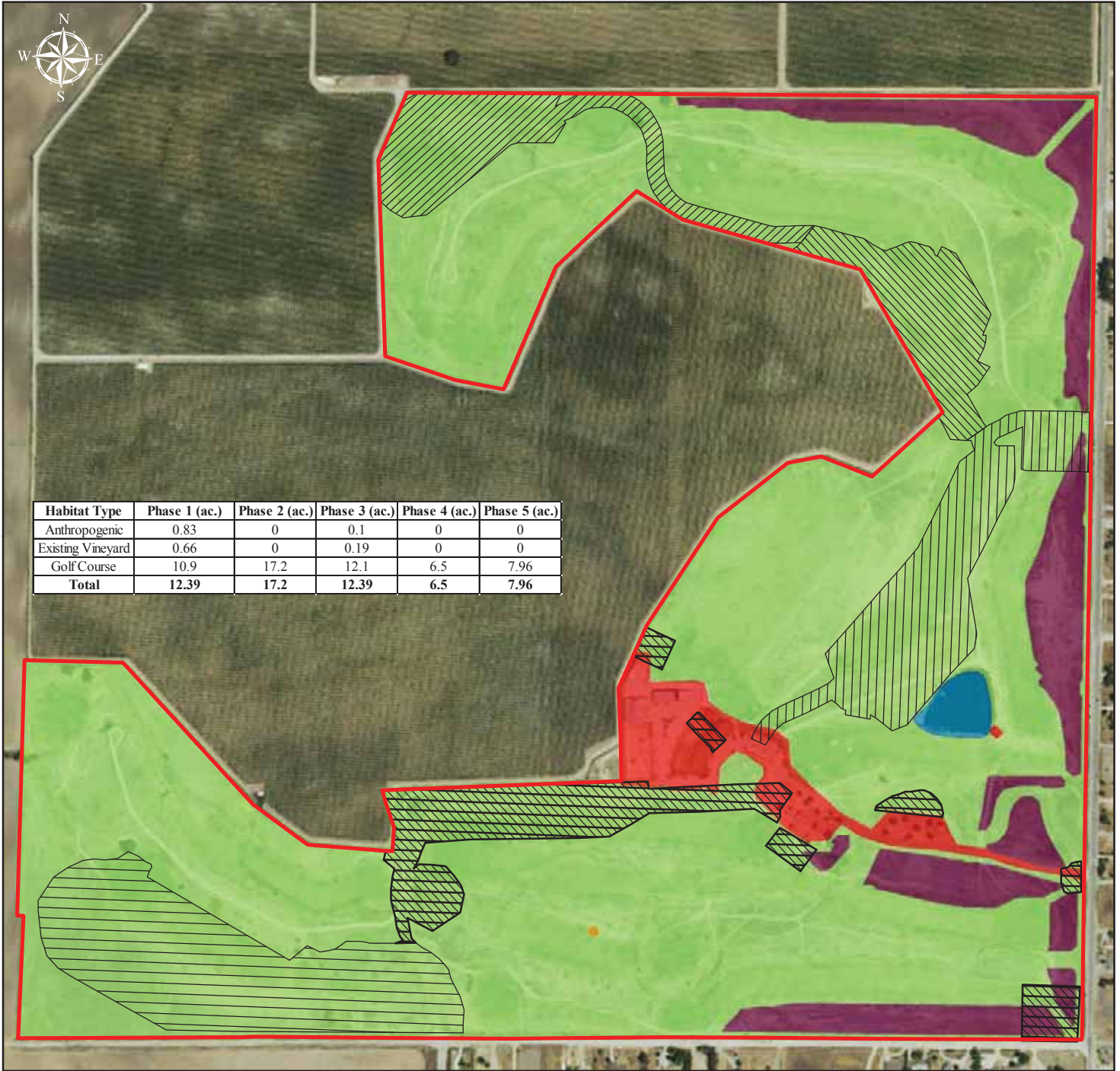
- A. Yes (10)
- B. No (0)**

### Scoring

1. Recovery importance	20
2. Habitat condition	15
3. Isolation	10
4. Mortality	5
5. Quantity of habitat impacted	3
6. Project results	10
7. Project shape	10
8. Recent observations	0
<b>Total</b>	<hr/> <b>73</b>

Revised 03/02-lpd

# Project Phases



**Limits of Disturbance Existing Habitat**

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Anthropogenic
- Ephemeral Pool
- Vineyard
- Golf Course
- Pond
- Potential Wetland

Study Area (231.8 acres)

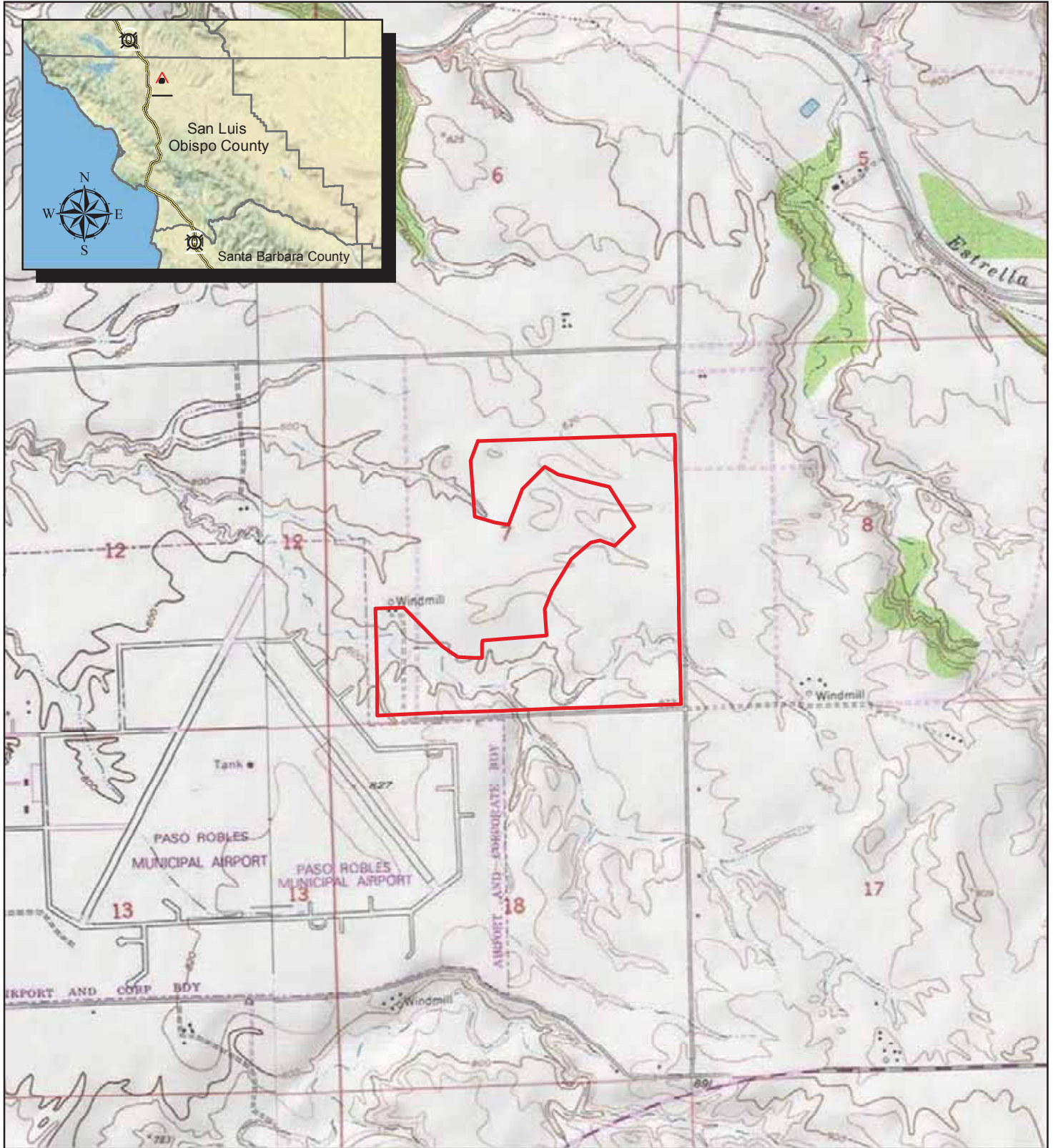


**Vino Vista**  
 5151 Jardine Road  
 Paso Robles, CA 93446

2014 San Luis Obispo County  
 NAIP Aerial Imagery  
 Map Updated: July 26, 2016, 12:07 PM



### Figure 1. USGS Topographic Map



**The Links**  
5151 Jardine Road  
Paso Robles, CA 93446

Map Updated: July 01, 2015, 01:42 PM



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BIOLOGICAL AND ENVIRONMENTAL SERVICES





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**C.A. SINGER & ASSOCIATES, Inc.**  
 Archaeology · Cultural Resources & Lithic Studies

Ms. Mandi Raike  
 Kirk Consulting  
 9720 Atascadero Avenue  
 Atascadero, CA 93422

January 19, 2007

Subject: Cultural resources survey and impact assessment for a ±230 acre property at 5151 Jardine Road in the City of Paso Robles, San Luis Obispo County, California [APN 025-441-041/044/045].

Dear Ms Raike:

As requested, a cultural resources survey and impact assessment has been completed for a ±230 acre property located about 8 km northeast of the City of Paso Robles in northern San Luis Obispo County. The subject property, designated APN 025-441-041/044/045, has a street address of 5151 Jardine Road and is now a small golf course called, "Links Course at Paso Robles". Irregular in outline, the subject property appears on the USGS Estrella, Calif. 7.5' topographic quadrangle; it falls entirely within Section 7 of Township 26S, Range 13E. The surveyed area is located east of Jardine Road and north of Beacon Road. The channel of Estrella Creek is about 2 km north and the Paso Robles Municipal Airport is southwest of the area. The location and dimensions of the surveyed property are shown on three attached maps. Map 1 is a portion of the USGS Paso Robles, Calif., 7.5' topographic quadrangle; Map 2 is part of the County Assessor's Map; Map 3 is a development plan for the property.

Archaeological records and reports on nearby properties were reviewed prior to the survey. Two reports, one for the Huerhuero Golf Course Project (Singer 1996) the other for the Tract 2269 development project (Singer 1997), were examined and an archaeological record search for the property was prepared by Mr. Mark Neal, Assistant Coordinator of the Central Coast Archaeological Information Center at the University of California, Santa Barbara (UCSB); Attachment A is a copy of the record search. The UCSB record search states that no cultural resources are recorded within one mile of the subject property, that the property has not been examined for resources, and, between 1982 and 2001, six surveys were done nearby.

An archaeological study was deemed necessary at this location because prehistoric and historic archaeological sites are known to exist in the general area and further development of the property could have an impact on undiscovered resources. A Phase I survey was undertaken to determine if cultural resources existed on the a property and to assess the potential for adverse impacts should the property be developed as planned (Map 3).

The field survey was completed by Clay A. Singer on January 9, 2007. The subject property is currently a small golf course ("Links Course at Paso Robles") with irrigated fairways and greens, sand traps, narrow (cart) roadways, a large pond with water fowl, a single story clubhouse and an

P.O. Box 99 · Cambria · California  
 phone: 805/927-0455 · fax: 80

**Attachment 4**  
 Archeological Study  
 PD 06-021 & Tent. Tract 2716  
 (Vista del Hombre)

equipment barn. The entire property has been thoroughly altered. Early in the 20th Century the property was mechanically cleared of natural vegetation and was likely dry farmed (cereals and hay). Around 1990, the surface was reconfigured and irrigated lawns replaced the surviving native perennials and exotic annual grasses. A century of grain cultivation and stock grazing modified the property long before it became a golf course.

This report reviews the prehistoric background of the region, describes the results of the surface reconnaissance survey and discusses the findings. It concludes with a summary and final recommendations regarding future development of the property. Several archaeological documents and previous record searches prepared by UCSB were reviewed for this project.

Located in the southern end of the Salinas River Valley, the subject property is about 6 km east of the Salinas River and 2 km south of the Estrella River, a tributary of the Salinas. The area consists of rolling tableland, part of the Paso Robles Formation. Prior to European colonization in the late 18th Century, the population of the Paso Robles area consisted mainly of Migueleño Salinan and Obispeño Chumash, people who shared common linguistic and cultural backgrounds. Ethnohistoric research by Robert O. Gibson (1983) suggests that at the time of the Spanish colonization the area was participating in the economic and political systems dominated by coastal Chumash communities like *Sejato*, at San Luis Bay. The Obispeño Chumash were the northernmost of the Chumash speaking peoples of California (Heizer 1978; Kroeber 1953). According to Gibson, the principal village in this region may have been a rancheria called "Las Gallinas" [Sp. 'the chickens']. Gibson (*ibid.*: 103ff, 261f) presents several lines of evidence that demonstrate the presence of Chumash communities in the southern reaches of the Salinas River drainage, however, the complete populations of these communities cannot be deduced from historical records. Prehistoric archaeological sites and their former inhabitants cannot be assigned contemporary ethnic identities.

Ancient Chumash and Salinan populations followed an annual cycle of marine and river fishing, fowling, terrestrial hunting, bulb, seed and nut harvesting, and collection of numerous indigenous plants. Communities called *rancherias* generally consisting of several related families, or larger extended kin groups. People lived in permanent villages and towns along the coast, and in the interior canyons and river valleys. An extensive commerce had flourished since earliest times, centering first around the exchange of luxury items, and later extending to consumer products and foods. Over the millennia, populations adapted to changes in climate, shifts in plant and animal resources, and altered social conditions. Before colonization local native California societies had evolved into large and complex, monetized, nonagricultural systems (Gibson 1983; King 1982). Aboriginal societies began to collapse soon after the introduction of European diseases, immediately after contact and colonization. Native societies disintegrated in large part due to epidemic diseases with high mortality rates and the exacerbating effects of Spanish, Mexican and American colonial practices.

The popular view of California Indians as "simple folk" has not been replaced by the recognition that most aboriginal societies, like the Chumash and the Salinan, had particularly sophisticated and complex social, political, and economic systems long before European colonists set foot in North America. All of California's native societies, some 70 or more in number when the Spanish arrived, were uniquely adapted to their particular environments, and lived in relative harmony with their neighbors. Many aspects of ancient society survive among contemporary Chumash and Salinan populations. One such tradition is a very firm attachment to the sea and the land of their ancestors, while another is a persistent interest in traditional sites and archaeological materials.

According to the Archaeological Information Center at UCSB (Attachment A), the subject property has never been systematically surveyed for cultural resources and no archaeological sites are

recorded on or next to the property. Several other surveys in the immediate area produced no prehistoric or early historic resources. Only 20th Century ranching refuse and associated agricultural features have been found and recorded in the vicinity (Singer 1996, 1997; Singer and Atwood 1988). The nearest recorded prehistoric site may be an isolated core of dark gray, grainy chert discovered in a field several kilometers away (Singer and Atwood 1988: 5 and Appendix B). However, a closer artifact is reported in a 2000 survey report by Nancy Farrell (cf. Attachment A - UCSB report E-4013).

Following a review of documents, maps and records an on-foot reconnaissance survey was conducted. The periphery of the property was inspected first to determine boundaries. Then a series of linear transects were walked across the golf course to inspect high points, areas with exposed soil, and elevated areas. Field notes were made that describe the topography, geology, flora, and features encountered. Some areas had no remaining soil, or the surface had been built over, or was covered completely by lawn grass. Thus, irrigated lawns, putting greens, sand traps, parking lots, built locations including the pond and pump building, and clubhouse were not examined.

The property is situated on the Paso Robles Formation tablelands that extend eastward from the Salinas River. The property is almost flat; elevation is about 820 to 840 feet. The tableland is composed of sediments, primarily of sands and silts, but including durable gravels and fossils of marine mammals (Chipping 1987). Well rounded gravels include shales, both Franciscan and Monterey cherts, metacherts, quartzites, andesites, rhyolites, and massive quartz. No gravel deposits of quality material were found on the property. Most soils contained small shale clasts.

Soils encountered on the property were exclusively sediments, light to medium brown in color, silty to clayey in texture, dry and compact. Several low swales were noted but no operational runoff channels or natural water source exists in the surveyed area. Overall ground visibility was good to excellent. Soils were observed next to trees, at rodent holes, in low areas, and at various open and exposed places. Stands of coyote bush are prominent and six leafless (valley?) oaks were noted. The property is essentially grass covered and almost treeless. Adjacent land to the north has recent rows of grape vines while the property to the west is part of the Municipal Airport. Properties located east of Jardine Road and south of Beacon Road are residential "ranchettes", parcels of one to five acres with a single family residence, one or more outbuildings, minimal landscaping, and sometimes a horse or two.


The surface survey of the property found no evidence of prehistoric or historic archaeological resources. Soils in low areas differed little from soils in elevated areas; all have sediments ranging from fine clay to small gravels. No evidence was found that any rock materials on the property were exploited and no anthropic soils were observed. Finally, the topography, geology, and overall condition of the surface suggest that subterranean resources do not exist here.

To conclude, a ±230 acre property on the tablelands northeast of the Paso Robles Municipal Airport was examined to determine if cultural resources existed in the area. The surveyed area is nearly flat tableland modified into a small golf course called, "Links Course at Paso Robles". At the present time the property is primarily irrigated grassland [links and greens] with a few old oak trees, an artificial pond lined with small willows and sedges, and a mixed population of water fowl. The property yielded no evidence of prehistoric or early historic resources. Furthermore, geologic and topographic conditions imply that subterranean resources are absent.

Past alterations of the property probably had no impact on local resources and future development will not impact any known or suspected cultural resources. Therefore, no further archaeological or

historical investigations are recommended. Should you have any questions regarding the survey described above, or the conclusions expressed in this report, please contact our Cambria office.

Sincerely yours,

  
Clay A. Singer  
Anthropologist

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1996 "Cultural Resources Survey And Impact Assessment For The Huerhuero Golf Course Project In The City Of El Paso De Robles, San Luis Obispo County, California [APN 025-431-010/014]". Report prepared for Interface-Dudek, Santa Barbara.

1997 "Cultural resources survey and impact assessment for Tract 2269, a 74 acre property near Huerhuero Creek in the City Of El Paso De Robles, San Luis Obispo County, California". Report prepared for Tom Erskine, Paso Robles.

Singer, Clay A. And John E. Atwood

1988 "Cultural Resources Survey And Impact Assessment For The Chandler Specific Plan Area Near The City Of El Paso De Robles, San Luis Obispo County, California". Report prepared for The Morro Group, Los Osos.

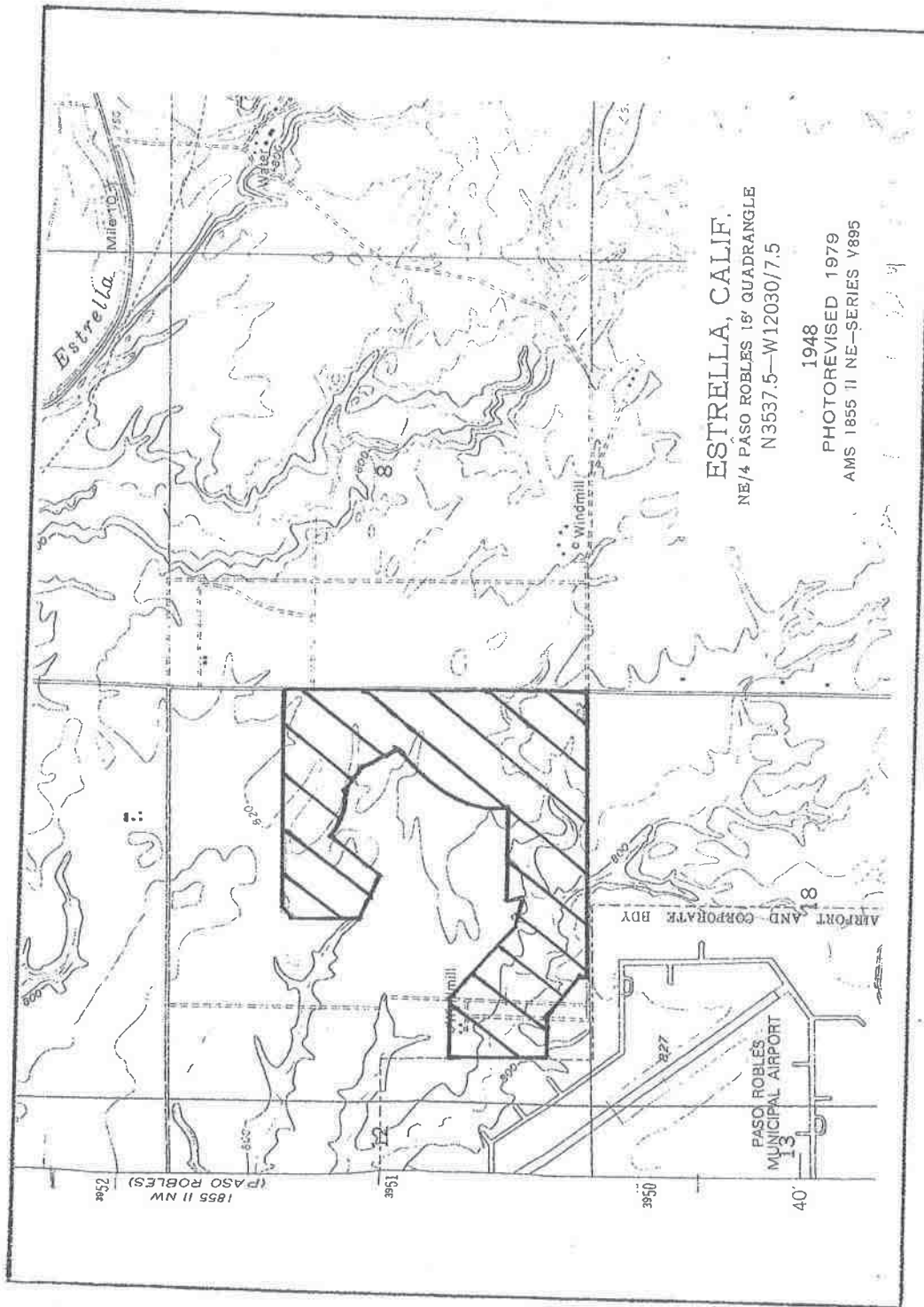
Attachments

Map 1. A portion of the USGS Paso Robles, Calif., 7.5' topographic quadrangle showing the property surveyed for cultural resources on Jardine Road, APN 025-441-041/044/045 (hached).

Map 2. Part of the County Assessor's Map showing surveyed property on Jardine Road, APN 025-441-041/044/04 (hached).

Map 3. Development plan for the property at 5151 Jardine Road, the "Links Course at Paso Robles".

- Attachment A - Archaeological records search prepared by Assistant Coordinator Mark Neal, Central Coast Information Center, University of California, Santa Barbara; dated January 16, 2007 (5 pages).



Map 1. A portion of the USGS Estrella, Calif., 7.5' topographic quadrangle showing the property surveyed for cultural resources, APN 025-441-041/044/045 (hatched), at 5151 Jardine Road.







# CENTRAL COAST INFORMATION CENTER

California  
Archaeological  
Inventory



## ATTACHMENT A

SAN LUIS OBISPO AND  
SANTA BARBARA COUNTIES

Department of Anthropology  
University of California, Santa Barbara  
Santa Barbara, CA 93106-3210  
(805) 893-2474  
FAX (805) 893-8707

1/16/2007

Clay Singer  
C.A. Singer and Associates  
P.O. Box 99  
Cambria, CA 93428

Dear Mr. Singer,

Enclosed are the results of the record search you requested for the Estrella Quad Record Search Project. Our records were searched for all known archaeological sites, historic resources, and previous cultural resource surveys within the search area indicated on the map you provided.

In this search, zero archaeological site(s) and six previous cultural resource survey(s) were found. The survey locations were mapped in colored pencil onto portions of the Estrella quad(s). A bibliography of these surveys is included. A search of the inventories for 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 yielded zero property evaluation(s) within the search radius.

According to our records, the project area has not been surveyed. Therefore a cultural resource survey is recommended.

Please contact me if you have any questions about this search.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Neal".

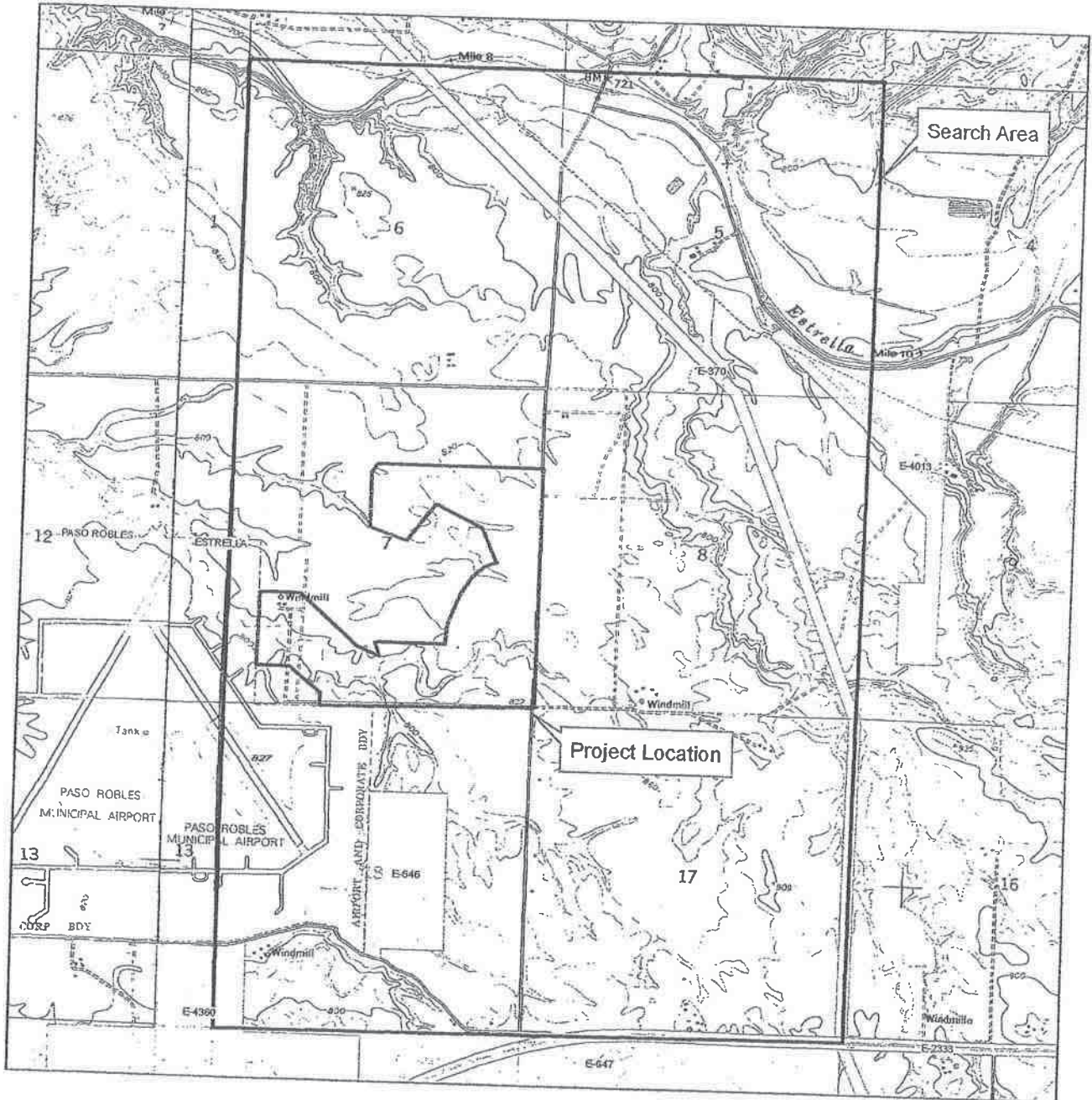
Mark Neal  
Assistant Coordinator

# Estrella Quad Record Search Project

C.A. Singer & Associates  
Estrella Quad, CA

Surveys Map - 1 of 1

Central Coast Information Center  
Department of Anthropology  
University of California  
Santa Barbara, CA 93106-3210  
(805) 893-2474  
(805) 893-8707 FAX



# Agenda Item 1

<b>E Number</b> 370	<b>Date</b> 1982	<b>Author</b> Hampson, R.; Breschini, G.; Haversat, T.	
<b>Title</b> Preliminary Cultural Resources Reconnaissance of a Proposed Natural Gas Pipeline and Electric Transmission Lines, Monterey, San Luis Obispo, and Kings Counties, California			
<b>Quad</b> Paso Robles, San Miguel, Ranchito Cyn, Estrella			
<b>Site</b> SLO-1058, SLO-1059, SLO-1060, SLO-1061-H, SLO-1062, SLO-1063,		<b>Comments</b>	
<b>Area</b>	<b>Units</b>	<b>ReportType</b>	<b>Pages</b>

<b>E Number</b> 646	<b>Date</b> 1983	<b>Author</b> Gibson, R.	
<b>Title</b> Results of Archaeological Surface Survey for the Airport Industrial Park, San Luis Obispo County, CA			
<b>Quad</b> Estrella			
<b>Site</b> Negative		<b>Comments</b>	
<b>Area</b>	<b>Units</b>	<b>ReportType</b>	<b>Pages</b>

<b>E Number</b> 647	<b>Date</b> 1984	<b>Author</b> Soule, W.	
<b>Title</b> Negative Archaeological Survey Report, State Water Resources Control Board, Division of Water Rights, Estrella River Winery			
<b>Quad</b> Estrella			
<b>Site</b> Negative		<b>Comments</b>	
<b>Area</b>	<b>Units</b>	<b>ReportType</b>	<b>Pages</b>

<b>E Number</b> 2333	<b>Date</b> 1992	<b>Author</b> PAR Environmental Services	
<b>Title</b> Historic Property Survey Report for Proposed Lane Widening of State Route 46, P.M. 32.2 to 36.4			
<b>Quad</b> Paso Robles,;Estrella			
<b>Site</b> Negative		<b>Comments</b>	
<b>Area</b> 4.2 linear	<b>Units</b>	<b>ReportType</b>	<b>Pages</b>

<b>E Number</b> 4013	<b>Date</b> 2000	<b>Author</b> Farrell, Nancy	
<b>Title</b> Cultural Resources Inventory of Portions of the Stimson-Lane Paso Robles Winery, Estrella District, San Luis Obispo County, CA			
<b>Quad</b> Estrella			
<b>Site</b> CRMS-ISO-1		<b>Comments</b> 19 pp	
<b>Area</b> 81 Acres	<b>Units</b>	<b>ReportType</b>	<b>Pages</b>

# Agenda Item 1

<b>E Number</b>	4360	<b>Date</b>	2001	<b>Author</b>	Conway, Thor
<b>Title</b>	An Archaeological Surface Survey at the Black Ranch, Highway 46, Paso Robles, San Luis Obispo County, CA				
<b>Quad</b>	Paso Robles, Estrella				
<b>Site</b>	Negative				
<b>Area</b>	19.32 acres	<b>Units</b>		<b>ReportType</b>	
				<b>Comments</b>	29 pp.
				<b>Pages</b>	

**CENTRAL COAST INFORMATION CENTER**

California  
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Santa Barbara  
and San Luis  
Obispo Counties

Department of Anthropology  
University of California  
Santa Barbara, CA 93106-3210  
(805)893-2474

Archaeological Survey Maps and Site Records Use Form

Billing: C.A. Singer and Associates  
Address: P.O. Box 99  
Cambria, CA 93428

Date: 1/16/2007  
Researcher: Clay Singer  
Phone:

Project Title: Estrella Quad Record Search Project

Type of Project: EIR

Continuation of Previous Search? No

Researcher vitae on file here? Yes

Area of Investigation: San Luis Obispo County

Current copy of researcher's confidentiality statement is on file? Yes

USGS Topo Maps Consulted: Estrella

Site Records Consulted: none

Survey Reports Consulted: E-370, E-646, E-647, E-2333, E-4013, E-4360

Historic Resources Inventory Consulted: none

Copies Made

Site Records Copied:

Historic Resources Records Copied:

Survey Reports Copied:

**PAID**

Fees

Invoice # 4121

**This is your invoice for the amount due.  
Payment is due 30 days after receipt of  
this invoice.  
Make check payable to UC Regents.  
Send check to Central Coast Information  
Center at above address.  
Return one copy of this form with payment.**

	Qty.	Amount
Hours of Staff Research (\$150/hr):	1	\$150.00
Hours of Client Research (\$100/hr)	0	\$0.00
Copies (\$0.15/page):	0	\$0.00
Hours of Staff Time (\$40/hr)	0	\$0.00
Express Fee (additional 50%):		\$0.00
Fax (\$1/page):	0	\$0.00
Postage/Other:		\$0.00

Date Check Received:

Total:

**\$150.00**

Check #:



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# WATER SUPPLY EVALUATION

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CABERNET LINKS AND  
RV RESORT

PASO ROBLES

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January 24, 2017



2490 Mariner Square Loop, Suite 215  
Alameda, CA 94501  
510.747.6920  
[www.toddgroundwater.com](http://www.toddgroundwater.com)

Received  
01/24/17  
City of Paso Robles  
Community Development

Agenda Item 1

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## List of Figures (follow text)

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Figure 1. Cabernet Links and RV Resort Project Location

Figure 2. Cabernet Links and RV Resort Conceptual Plan

Figure 3. Paso Robles Annual Rainfall



## 1. INTRODUCTION

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This Water Supply Evaluation (WSE) was prepared for the Cabernet Links and RV Resort Project (Project) located in the northeast corner of the City of Paso Robles. The Project is proposed to be built within the existing Links Golf Course on Jardine Road north of Highway 46 (**Figure 1**). The Project will consist of 290 recreational vehicle (RV) spaces clustered in groups around a reconfigured Links Golf Course. The Project will also contain two agricultural lots, five commercial lots, plus a Jardine Road frontage commercial lot with a convenience store<sup>1</sup>.

Currently, the Project site consists of an 18-hole golf course, driving range, and associated buildings which will be renovated for use as a pro shop/RV check in, restaurant, bar, banquet facility, maintenance facility, and bathroom/shower/locker rooms. The Paso Robles Airport is west and southwest of the site. To the east and southeast lie rural residential lands and to the north lie agricultural lands.

The Project will be built in five phases. Water supply will include potable water from the City and groundwater from private wells. Recycled water may be available in the future but it is not included in this evaluation because availability and timing for recycled water delivery to this area is uncertain. A centralized septic system is proposed for the RV Park, golf course, and supporting facilities. Individual septic systems are proposed for the separate commercial parcels.

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 Links Golf Course is in Airport Safety Zone 5. The City will determine Project compliance with its Airport Land Use Plan.

The City of Paso Robles has adopted an Urban Water Management Plan (UWMP) that details City water supplies and demands to the year 2045, or buildout (Todd, 2016). Potable water use from the Cabernet Links and RV Resort Project is not included in the City's 2015 UWMP.

This WSE was prepared in accordance with the City's Rules and Regulations for implementing projects subject to the California Environmental Quality Act (CEQA). The primary purpose of this WSE is to provide an independent evaluation of the Project's water needs and impacts on City water supplies. It documents Project water demand and available water supply, and determines if there is sufficient water supply to meet future water demands within the Project area and within the City's water supply service area under normal and dry hydrologic conditions for the next 20 years.

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<sup>1</sup> The 210-acre site will be re-subdivided into 9 lots from a previously approved, but not built, 39-lot project called the Gearhart Vista Del Hombre project which proposed 39 lots with 154,340 square feet of industrial building space.

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## 1.1. PROPOSED PROJECT

The proposed Project encompasses 230 acres and will be divided into 9 parcels as described below (Wallace, September 29, 2016). **Figure 2** is a conceptual plan for the Project. The parcel numbers below correspond to those listed on **Figure 2**.

Parcel 1 encompasses 189 acres and includes the golf course and RV resort. Parcel 1 existing and new components include:

- golf course, driving range and practice area
- pro shop/club house/restaurant
- banquet facility
- RV and golf check-in/clubhouse
- VIP clubhouse
- cart staging and cart storage areas
- maintenance yard
- existing pond
- resort recreational facility with restrooms and showers
- resort pool and spa tub area
- 290 RV spaces (2 at 30' x 60', 174 at 40' x 70' and 114 at 50' x 80')
- 5 RV restroom/shower/laundry facilities
- 5 RV spa tubs
- tennis/pickle ball courts, and
- 374 parking spaces at various locations on Parcel 1.

Parcels 2-6 are commercial lots, with areas as follows: Parcel 2 (2.12 acres), Parcel 3 (1.10 acres), Parcel 4 (1.05 acres), Parcel 5 (1.02 acres), Parcel 6 (1.12 acres). These five lots will be limited to wine, brewery, golf, or RV related uses such as wine and beer tasting or a golf apparel store (Wallace Group, November 2, 2016).

Parcel 7 includes 1.08 acres. This Jardine Road frontage commercial parcel will contain a convenience store for RV occupants and local residents.

Parcel 8 has 9.93 acres and Parcel 9 has 23.91 acres. These two agricultural parcels border the east, southeast and northeast portions of the project site and will be used for cabernet grape vineyards. The Project applicant indicates that the existing vineyard area (21.8 acres) will only increase by 2.5 acres for a maximum of 24.3 acres of planted vineyards at buildout (Wallace Group, December 7, 2016).

The Project will be built in five phases. The timing of the phases will depend upon market demand. Development guidelines have been created that provide specific criteria for preparing and submitting plans to the City for review and approval.

Phase 1: RV Area 1 (47 sites) and Parcels 2, 3, 4, 5, and 6

Phase 2: RV Area 2 (96 sites)

Phase 3: RV Area 3 (56 sites) and Parcel 7

Phase 4: RV Area 4 (49 sites)

Phase 5: RV Area 5 (42 sites)

# Agenda Item 1

## 1.2. BACKGROUND

The City of Paso Robles requires that certain 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 current UWMP. This requirement applies to all general plan amendments that propose an increase in residential, commercial, and/or industrial intensity and all annexations that have not been approved by the City Council as of January 1, 2014. 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 said 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 CEQA and is considered a project subject to SB610 as defined in Water Code Section 10912. The Cabernet Links and RV Resort Project is subject to CEQA, but is not subject to SB610 according to Water Code Section 10912. Therefore, this Cabernet Links and RV Resort Project analysis (required under the City's CEQA rules and regulations) is a water supply *evaluation* (WSE) rather than a water supply *assessment*. While a WSE may not be subject to all the requirements of SB610, the City has requested that this WSE provide information consistent with requirements of SB610.

Under SB610, documentation of water supply sources, quantification of water demands, evaluation of drought impacts, and provision of a comparison of water supply and demand are required to form the basis for an assessment of water supply sufficiency. This WSE follows the guidelines set out in the Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 and subsequent clarification posted on the California Department of Water Resources website (DWR, 2013).

A foundational document for preparation of a Water Supply Assessment or a WSE is an UWMP; the City has prepared and adopted a 2015 UWMP (Todd, 2016) in compliance with the Water Code. This includes compliance with the Water Conservation Act of 2009, also known as Senate Bill 7, which provides the regulatory framework for a statewide 20 percent reduction in urban per capita water demand by 2020. The 2015 UWMP included projected increases in water demand of both residential and non-residential land uses located within the City limits; this report discusses these projections. This Project is inside City limits but potable water demand for the Project is not included in the 2015 UWMP. The City requires that any project subject to CEQA and requiring a General Plan Amendment for increased residential, commercial, or industrial intensity complete a Water Supply Assessment (if required under Water Codes Sections 10910 and 10912) or a WSE to analyze potential impacts of any new water use on a case-by-case cumulative basis.

In order to enhance overall water supply reliability, new development—per City policy—is required to be served with surface and recycled water.

## 1.3. WSE PURPOSE AND ORGANIZATION

The purpose of this WSE is to document the City's existing and future water supplies for its service area and to compare them to the area's future water demand, including that of the proposed Project. This comparison, conducted for both normal and drought conditions in five-year increments over the next 20

# Agenda Item 1

years, is the basis for an assessment of water supply sufficiency in accordance with California Water Code Section 10910 (SB610).

The WSE incorporates current and future water supply and demand information from the City's 2015 UWMP, available City and County documents regarding water supplies (groundwater, Nacimiento supply, recycled water), current water use, and estimated water use of the Project and other approved and proposed projects. The analysis extends to 2045 (assumed to be City buildout), addresses water demands in five-year increments, and provides information consistent with SB610 WSA requirements.

While fulfilling SB610 information requirements, this WSE is organized to be easily read and understood, as follows:

- Section 1 introduces the Project and provides background.
- Section 2 focuses on the current and proposed water demands of the Project that is the subject of this WSE.
- Section 3 documents the City's existing and future supplies and demands in normal and drought years. The City currently relies on groundwater, surface water, and Lake Nacimiento water. Recycled water will be available in the future.
- Section 4 provides the comparison of water supply and demand (in normal and drought years) that fulfills the intent of SB610.
- Section 5 summarizes the report's conclusions.

## 2. PROJECT WATER DEMAND

This section addresses water demands for the existing property and presents water demand estimates for the proposed development.

### 2.1. CURRENT PROJECT WATER USE

The Links Golf Course currently relies on groundwater for its water supply. The golf course has one groundwater well located just north of the eastern end of proposed RV Area 1 on **Figure 2**. Pumping is reportedly not metered but water use estimates from the Wallace Group (October 24, 2016) were used to develop the current water use values in **Table 1**. Existing groundwater use at the Project site is approximately 414 acre-feet per year (AFY). The water use rates estimated by the Wallace Group were checked against other known water use rates and found to be reasonable.

**Table 1. Current Water Use, Cabernet Links and RV Resort Project, Paso Robles**

Water Use Category on Project Site	Current Total Water Use, AFY	Current Water Use Sources, AFY			Water Use Rate <sup>2</sup>
		Direct City Supplied Water	Non-Revenue City Water	Private Wells <sup>1</sup>	
1 Greens and Teas - 4.3 acres	36.98	-	-	36.98	8.6 AFY/acre
2 Other Turf - 80.8 acres	347.44	-	-	347.44	4.3 AFY/acre
3 Existing Vineyards - 21.8 acres	21.80	-	-	21.80	1 AFY/acre
4 Recreational Lake - 1.4 acres	6.58	-	-	6.58	4.7 AFY/acre
5 Visitor/Golf Patron - 150 visitors/day	0.84	-	-	0.84	5 gal/visitor/day
6 Employees - 10 full time equivalent/day	0.06	-	-	0.06	10 gal/emp/day
<b>Total Current Water Use</b>	<b>413.70</b>	<b>0.00</b>	<b>0.00</b>	<b>413.70</b>	<b>-</b>
<b>Current City Water Use =</b>		<b>0.00</b>			

AFY=acre-feet/year

1. Private well water for the golf course is from the existing The Links Golf Course well.

2. Acreages and water use rates are from the Wallace Group (October 24, 2016). Water use rates were confirmed to be representative of the water use category.

### 2.2. PROPOSED PROJECT WATER DEMAND

The Project is proposed to be built in five phases. Full buildout water use conditions are documented in this WSE. The Project will continue to use private well(s) to irrigate golf course turf and vineyards and to maintain the lake level (**Table 2**, rows 1, 2 and 4). City-supplied potable water will be used for the golf course facilities, ornamental areas, and RV site facilities (**Table 2**, rows 3, 5-11).

The five commercial lots (Parcels 2-6) were each estimated to use 1 AFY/lot (**Table 2**, row 12). These lots will be limited to wine, brewery, golf, or RV related uses and development plans for each will need to be submitted to the City for review and approval. The proposed convenience store (Parcel 7) will use an

## Agenda Item 1

estimated 1 AFY, similar to the other commercial lots (**Table 2**, row 13). A maximum of 24.3 acres of vineyards will use an estimated 24.3 AFY (**Table 2**, row 14).

Once completed, the Project will need about 102 AFY of City-supplied potable water and 437 AFY of groundwater.

Use of the golf course private well and any future wells proposed for the site are subject to the City's Private Water Well Ordinance (Ordinance No. 1021 N.S.) which has permit requirements for the development and use of private wells, policies for switching over to recycled water use, and requirements to follow the City's Water Conservation and Water Shortage Contingency Plan program. The Project will need to use recycled water for irrigation when, and if, recycled water is developed in the vicinity of the Project.

The Ordinance allows for operation of private wells under the following circumstances:

- Domestic use in an Agricultural zone where City water is not available.
- Agricultural use in an Agricultural zone where recycled water is not available.
- Irrigation use on golf courses or athletic fields in Agricultural or Parks and Open Space zones where recycled water is not available.

Private well use for golf course irrigation and lake use (**Table 2**, rows 1, 2, and 4) is permitted but ornamental landscaping (**Table 2**, row 3) is not.

Table 2. Future Water Use, Cabernet Links and RV Resort Project, Paso Robles

Water Use Category on Project Site	Buildout Total Water Use, AFY	Buildout Water Use Sources, <sup>1</sup> AFY			Water Use Rate <sup>4</sup>
		Direct City Supplied Water	Non-Revenue City Water <sup>2</sup>	Private Wells <sup>3</sup>	
<b>Parcel 1</b>					
1 Greens and Teas - 4.2 acres	36.12	-	-	36.12	8.6 AFY/acre
2 Other Turf - 86.1 acres	370.23	-	-	370.23	4.3 AFY/acre
3 Ornamental Areas - 58.1 acres	62.47	58.10	4.37	-	1 AFY/acre
4 Recreational Lake - 1.4 acres	6.58	-	-	6.58	4.7 AFY/acre
5 Pool and 5 Hot Tubs	0.54	0.50	0.04	-	0.50 AFY
6 Recreational Vehicle Spaces - 290 sites	18.34	17.05	1.28	-	75 gal/site/day (0.08401 AFY/site) & 70% occupancy
7 5 RV Restroom/Shower Facilities <sup>5</sup>	3.01	2.80	0.21	-	25 gal/use/day <sup>5</sup> (0.028 AFY/use) @ 100/day
8 Visitor/Golf Patron - 150 visitors/day	0.90	0.84	0.06	-	5 gal/visitor/day (0.0056 AFY/visitor)
9 Employees - 25 full time equivalent/day	0.30	0.28	0.02	-	10 gal/emp/day (0.0112 AFY/employee)
10 Restaurant - 200 meals/day	1.93	1.79	0.13	-	8 gal/meal (0.00896 AFY/meal) <sup>6</sup>
11 Special Event Visitors - 4,000 visitors/year	7.91	7.36	0.55	-	8 gal/visitor (0.00896 AFY/visitor)
<b>Parcels 2-6</b>					
12 5 Commercial Resort Developments <sup>7</sup>	5.38	5.00	0.38	-	1 AFY/lot <sup>7</sup>
<b>Parcel 7</b>					
13 Commercial Lot with Convenience Store <sup>7</sup>	1.08	1.00	0.08	-	1 AFY/lot <sup>7</sup>
<b>Parcels 8 &amp; 9</b>					
14 Existing (21.8) + New (2.5) Vineyards - 24.3 acres	24.30	-	-	24.30	1 AFY/acre
<b>Buildout Water Use</b>	<b>539.08</b>	<b>94.72</b>	<b>7.13</b>	<b>437.23</b>	<b>-</b>
<b>City Water Use =</b>		<b>101.85</b>			

AFY=acre-feet/year

1. Preliminary water use estimates may be refined during the Project planning process. Does not include construction water demands nor wastewater return flows.

2. Assumes that non-revenue (unaccounted-for) water is 7% of total water use: (e.g., 17.05 AFY x 0.07/0.93 = 1.28 AFY losses). Non-revenue water typically includes unmetered use (e.g., main flushing or firefighting), meter error, and leaks.

3. Private well(s) will supply water to the golf course and vineyard areas. Use of private wells is subject to requirements of the City's Private Well Policy Ordinance.

4. Acreages and water use rates are from the Wallace Group (October 24, 2016 and December 7, 2016) unless noted otherwise. Water use rates were confirmed to be representative of the water use category.

5. Buildout water use was not provided with the project description. The estimated water use was based on a USDA (2007) estimate of camping facility with flush toilets and showers (25-50 gal/day/person or 20 gal/day/person for day use toilets and showers) and a health club estimate (25 gal/person) from Redwood City (2007). The estimate assumes that 100 people would use these facilities per day.

6. The Wallace Group (October 24, 2017) memorandum has 8 gal/meal and 200 meals. Assuming 200 meals/day on average for the year results in 1.79 AFY (8 gal/meal \* 200 meals / 897.7 (gpd to AFY conversion)). Note that the Wallace Group memorandum had 0.37 AFY for the restaurant water use which corresponds to about 41 meals per day on average (0.37 \* 892.7 / 8). The calculation above assumes that the 200 meals per day average is the correct amount to use.

7. These are general water use rates per lot since exact development on these parcels has not yet been determined. Rate from Wallace Group (December 7, 2016).

### 3. CITY OF PASO ROBLES WATER DEMAND 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 3 summarizes projected population and water demands to buildout and the supplies projected to be used to meet those demands.

**Table 3. City of Paso Robles Supply and Demand Projections**

	2020	2025	2030	2035	2040	Buildout (2045 or later)
<b>Population</b>	32,300	34,400	37,700	39,900	41,900	44,000
<b>Water Demands (AFY)</b>	7,089	7,575	8,061	8,546	9,032	9,519
<b>Water Supply Sources to Meet Demands (AFY)</b>						
<b>Basin Wells</b>	2,600	2,506	2,602	2,124	2,610	2,200
<b>River Wells</b>	3,100	3,500	3,800	4,558	4,558	4,558
<b>Nacimiento Water from Water Treatment Plant</b>	1,120	1,120	1,120	1,120	1,120	2,017
<b>Nacimiento Water from the Recovery Well</b>	269	269	269	269	269	269
<b>Recycled Water for Potable Offset</b>	0	180	270	475	475	475
<b>Total Supply</b>	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.



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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 Area of the Salinas Valley Groundwater Basin (DWR Basin No. 3-004.06; herein Paso Robles Groundwater Basin) 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 appropriate 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 Area. Groundwater basin boundaries were modified by the DWR in 2016 and now define the Atascadero Area of the Salinas Valley Groundwater Basin (DWR Basin No. 3-004.11).

**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 about 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.

**Recycled Water.** Municipal recycled water is wastewater that has been treated to a specified quality to enable it to be used again. The City currently does not use recycled water but is actively pursuing such use. In 2014, the City completed a Recycled Water Master Plan update (AECOM, 2014) that identified potential recycled water customers, estimated recycled water quality and blending needs, identified recycled water distribution system possibilities, and developed preliminary cost options.

The Recycled Water Master Plan identified the potential to provide approximately 1,530 AFY of recycled water to customers within City boundaries to irrigate City parks, schools, and local government facilities; residential, commercial, and industrial landscape irrigation; and golf course irrigation. This estimate of

# Agenda Item 1

total recycled water includes potential deliveries offsetting potable water use that would otherwise be served by the City, and deliveries that would offset private well use. This estimate also accounts for blending recycled water with lower salinity sources to make it suitable for agricultural and golf course irrigation.

Recycled water amounts shown in the table above summarize recycled water that would offset potable water demand (475 AFY by 2035). Additional recycled water that is not needed within City boundaries will be available for use outside City boundaries for such uses as agricultural and vineyard irrigation and groundwater recharge.

New recycled water treatment facilities (tertiary treatment and disinfection) located at the City's municipal wastewater treatment plant have been designed and are planned for construction beginning in 2017. The first phase of the City's recycled water distribution system is currently being designed and will make recycled water available to large centralized irrigation uses within the City like golf courses, parks, and commercial landscaping areas. The system will be expanded in the future to serve additional landscape uses in the City, agricultural irrigation, and to allow indirect use of recycled water such as through groundwater recharge.

#### 4. 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 4 and 5** 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. 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 for single year droughts in five year increments between 2020 and buildout (2045 or later). Though customer water use in drought 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 irrigation. 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.

Water supply needed to serve the Project's potable water demand is not included in the 2015 UWMP. However, the Project can be served with water supplies currently available to the City without expanding groundwater pumping beyond historical levels. Costs for these provisions are included in the current water connection fees and water rates. Any distribution system capacity improvements (e.g., upsizing water mains or new mains) that may be needed to serve the Project are evaluated separately and would be the responsibility of the developer.

**Table 4. City of Paso Robles Normal Year Supply and Demand Projections**

<i>Acre-feet/year</i>	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

*Note: Supply totals are the supply that will be used to meet demands.*

**Table 5. City of Paso Robles Dry Year Supply and Demand Projections**

<i>Acre-feet/year</i>	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

*Note: Supply totals are the supply that will be used to meet demands.*

## 5. CONCLUSIONS

---

The findings of this WSE are summarized below.

- The Cabernet Links and RV Resort Project will be built on the existing Links Golf Course in northeast Paso Robles. The Project will consist of 290 RV spaces and renovated golf course buildings including a restaurant, bar, banquet facility, clubhouse, and pro shop. Two agricultural lots, five commercial lots, plus a Jardine Road frontage commercial lot with a convenience store are also part of the Project.
- The Links Golf Course currently relies on groundwater from a private onsite well for its water supply and uses an estimated 414 AFY.
- Once completed, the Project will use an estimated 539 AFY of water with an estimated 102 AFY of this City-supplied potable water and the remainder (437 AFY) from private groundwater well(s). Private groundwater use will increase 23 AFY (414 to 437 AFY).
- Water supply needed to serve the Project's potable water demand is not included in the 2015 UWMP. However, the Project can be served with water supplies currently available to the City without expanding groundwater pumping beyond historical levels. Costs for these provisions are included in the current water connection fees and water rates.

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 may continue to use the golf course groundwater well provided use complies with the City's Ordinance No. 1021 N.S. (Relating to Recycled Water Service and Private Wells within City Limits) as well as future legal and City policy decisions. Use of new wells will need to be approved by the City.

## 6. REFERENCES

---

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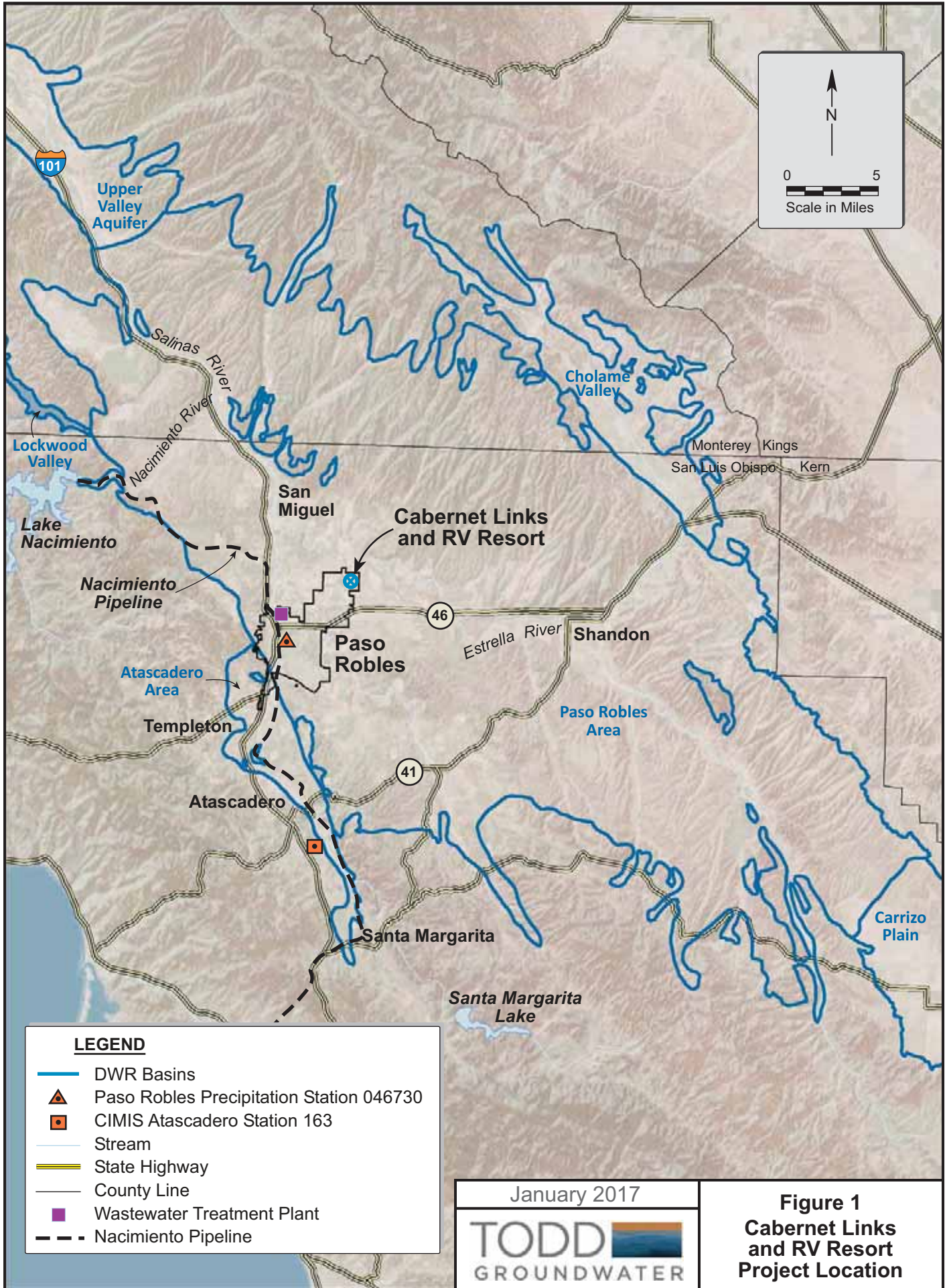
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# FIGURES

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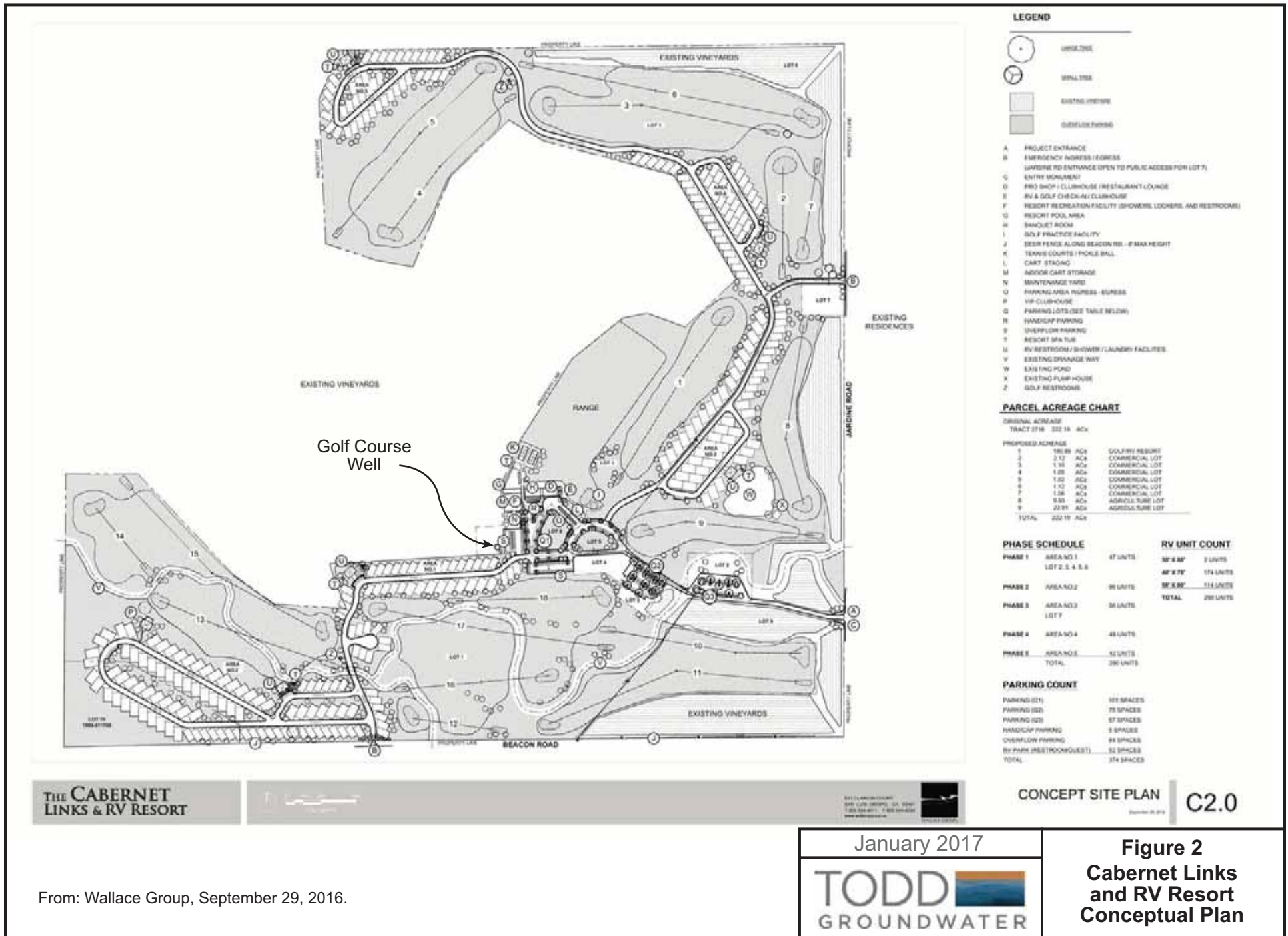
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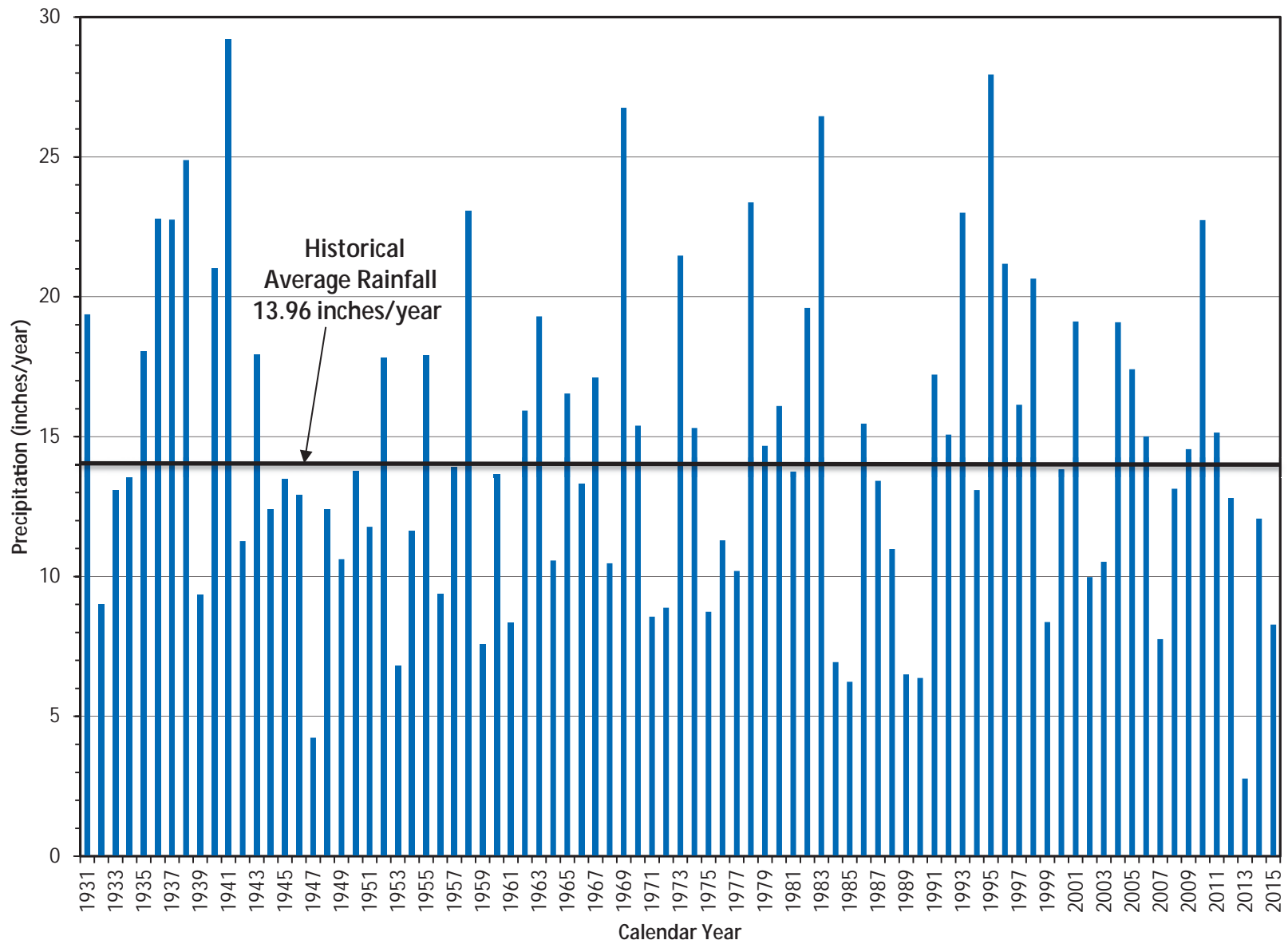
**Figure 1**  
**Cabernet Links and RV Resort**  
**Project Location**



# Agenda Item 1



From: Wallace Group, September 29, 2016.



Precipitation data from Paso Robles Station 046730.

January 2017

**TODD**   
GROUNDWATER

**Figure 3**  
**Paso Robles**  
**Annual Rainfall**

**CABERNET LINKS & RV RESORT  
CITY OF PASO ROBLES, CALIFORNIA**

**TRAFFIC STUDY**



December 15, 2016

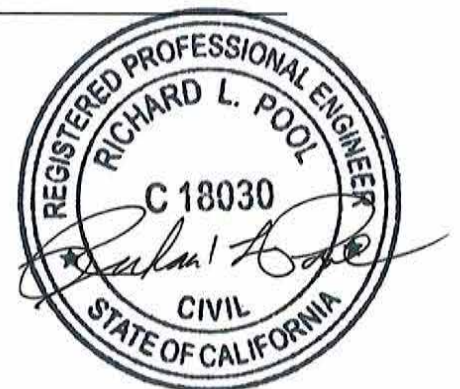
ATE Project 15063

Prepared for:

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December 15, 2016

15063R04

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c/o Mr. Tom Erskine  
P.O. Box 510  
Paso Robles, CA 93447

**TRAFFIC AND CIRCULATION STUDY FOR  
THE CABERNET LINKS & RV RESORT - PASO ROBLES, CALIFORNIA**

Associated Transportation Engineers is pleased to submit the following traffic and circulation study for the Cabernet Links & RV Resort, located on the Jardine Road north of State Route 46 in the City of Paso Robles, California. It is our understanding that the traffic study will be used by the City in processing the development application.

We appreciate the opportunity to assist you with this project.

Associated Transportation Engineers

By: Richard L. Pool, P.E.  
President



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## INTRODUCTION

The following traffic and circulation study contains an analysis of potential traffic impacts associated with development of the Cabernet Links & RV Resort proposed in the City of Paso Robles. The study reviews Existing, Existing + Project, Cumulative, Cumulative + Project traffic conditions in the vicinity of the site.

## PROJECT DESCRIPTION

The project site is located on the northwest corner of the Jardine Road/Beacon Road intersection north of State Route 46(East) as shown in Figure 1. The Cabernet Links & RV Resort would replace the approved Tract 2716 which consisted of approximately 154,340 square feet of industrial space and an 18 hole golf course on the subject property. The proposed Cabernet Links & RV Resort project includes the following:

- A 290 space R.V. Park with associated Amenities
- 60,000 Square Feet of Winery/Brewery Space on 6 Lots
- An 18 Hole Golf Course with Clubhouse and Restaurant
- 33.84 Acres of Vineyard Area

Figure 2 illustrates the project site plan. Access to the project site is provided via an existing driveway on Jardine Road and a new connection on Jardine Road approximately 1900 feet north of the existing driveway connection. Secondary/emergency access will be provided via a driveway connection to Beacon Road.

## STUDY AREA

The study-area roadways analyzed include State Route 46 (East) and Jardine Road. The facilities analyzed are summarized on Table 1.

**Table 1**  
**Study-Area Transportation Facilities**

<b>Roadways</b>	<b>Intersection</b>
State Route 46 (East)	State Route 46 (East)/Jardine Road
Jardine Road	Jardine Road/Project Driveway



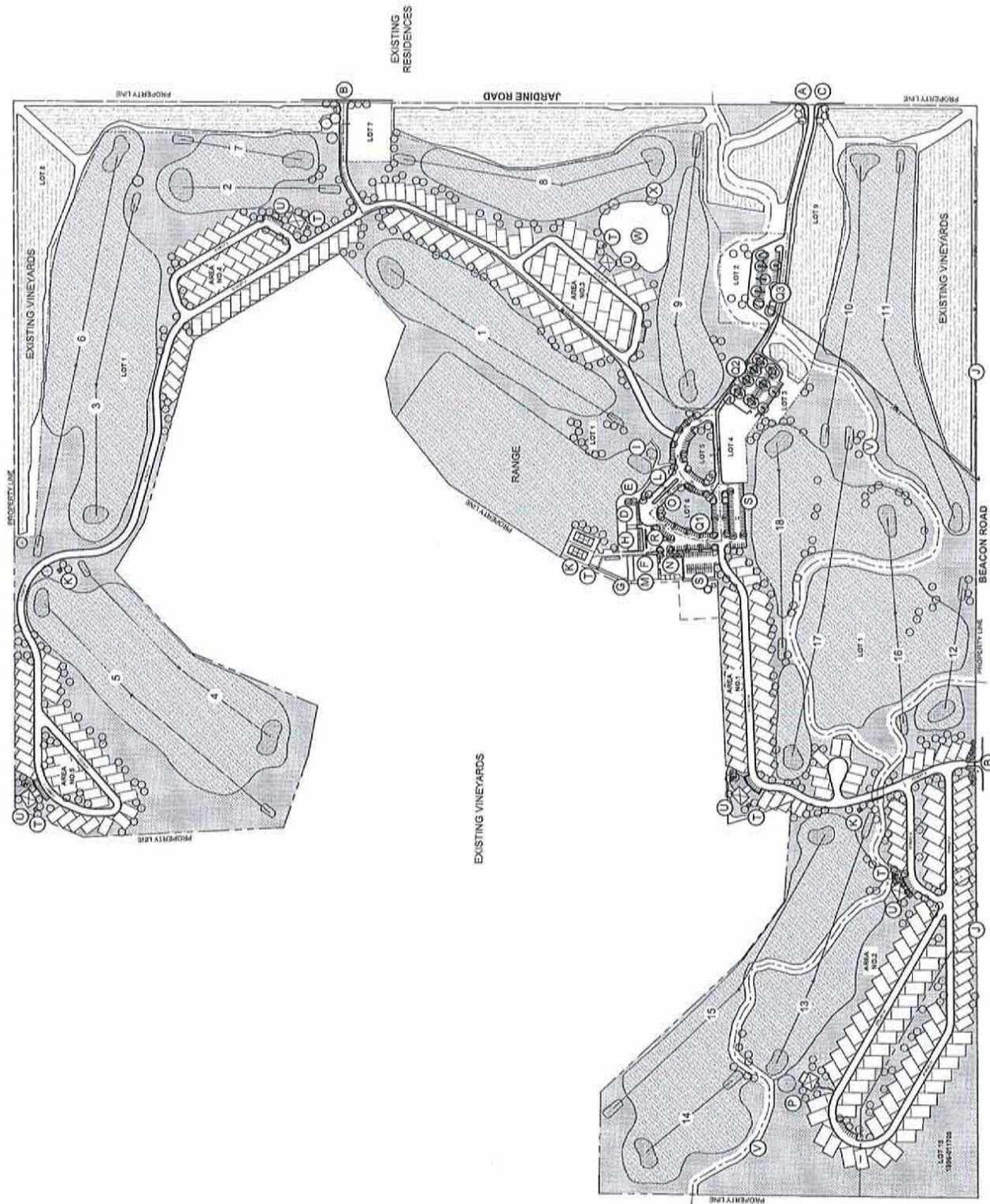
FIGURE 1

EXISTING STREET NETWORK AND PROJECT SITE LOCATION



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NOT TO SCALE

FIGURE 2

PROJECT SITE PLAN



## EXISTING CONDITIONS

### Street Network

The project site is served by a network of major highways, arterial streets and collector streets. The existing lane geometry is illustrated on Figure 3. The following text provides a brief discussion of major components of the study-area street network.

**State Route 46E**, located south of the project site, is an east-west state highway. Within the Paso Robles area, State Route 46E extends as a 4-lane divided expressway west of Union Road and a 4-lane divided highway east of Union Road.

**Jardine Road**, located adjacent to the project site is a north-south local road that extends north from State Route 46E. Jardine Road is a 2-lane roadway with no curb, gutter or sidewalk. Jardine Road will provide direct access to the project site via two driveway connections. Jardine Road is STOP-Sign controlled at State Route 46E.

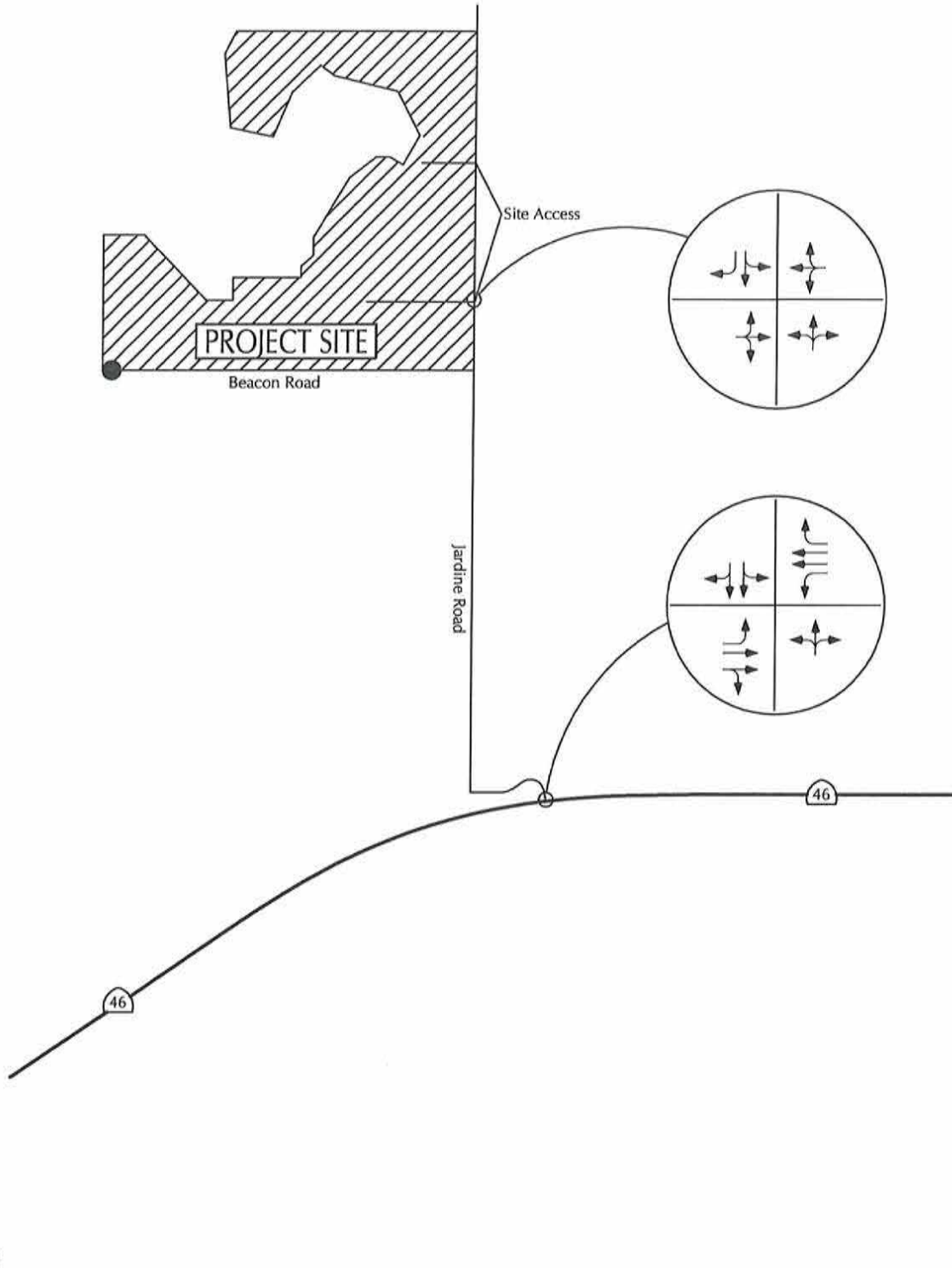
**Beacon Road**, located adjacent to the project site is a 2-lane east-west local road. Beacon Road is STOP-Sign controlled at Jardine Road. Emergency access to the Cabernet Links & RV Resort will be provided via a driveway connection to Beacon Road.

### Roadway Operation

Existing (2014) average daily traffic (ADT) volumes for State Route 46E were obtained from Caltrans<sup>1</sup>. The ADT volumes for Jardine Road were based on the peak hour volumes converted to ADT. The City of Paso Robles has de-emphasized the use of level of service for roadway operations in favor of capacity utilization as a performance measure. The operation of the segments of State Route 46E between U.S. Highway 101, Union Road and between Union Road and Jardine Road and Jardine Road north of Beacon Road were based on the City of Paso Robles roadway engineering design capacities (included in the Technical Appendix). The results show that the roadway segments operate at 66 percent, 30 percent and 21 percent of capacity as shown in Table 2. Per the City's Circulation Element, 66 percent and 30 percent capacity utilization indicates stable operation conditions for motorist. Per the Circulation Element, 21 percent capacity utilization indicates free-flow travel with a high maneuverability for motorist at all times during the day.

---

<sup>1</sup> 2014 Traffic Volumes on California State Highways, California Department of Transportation.



**Table 2  
Existing Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	29,500	44,880	66%
State Route 46E between Union Road and Jardine Road	4-Lane	22,000	73,000	30%
Jardine Road north of Beacon Road	2-Lane	2,000	9,600	21%

**Intersection Operation**

Figure 4 illustrates the existing A.M. and P.M. peak hour traffic volumes at the study-area intersections. Existing A.M. and P.M. peak hour traffic volumes for the State Route 46E/Jardine Road and Jardine Road/Project Driveway intersections were counted by ATE in February 2016. The existing A.M. and P.M. peak hour levels of service for study-area intersections are shown in Table 3 (worksheets are contained in the Technical Appendix).

State Route 46E/Jardine Road is a Caltrans facility, the level of service for the study-area intersection was calculated using the unsignalized methodology outlined in the Highway Capacity Manual. The level of service calculation worksheets, along with a brief discussion of the calculation procedures used, are contained in the Technical Appendix.

**Table 3  
Existing Intersection Levels of Service**

Intersection	A.M. Peak Hour	P.M. Peak Hour
Jardine Road/Project Driveway	7.3 sec./LOS A	7.5 sec./LOS A
State Route 46E/Jardine Road	14.2 sec./LOS B	12.2 sec./LOS B

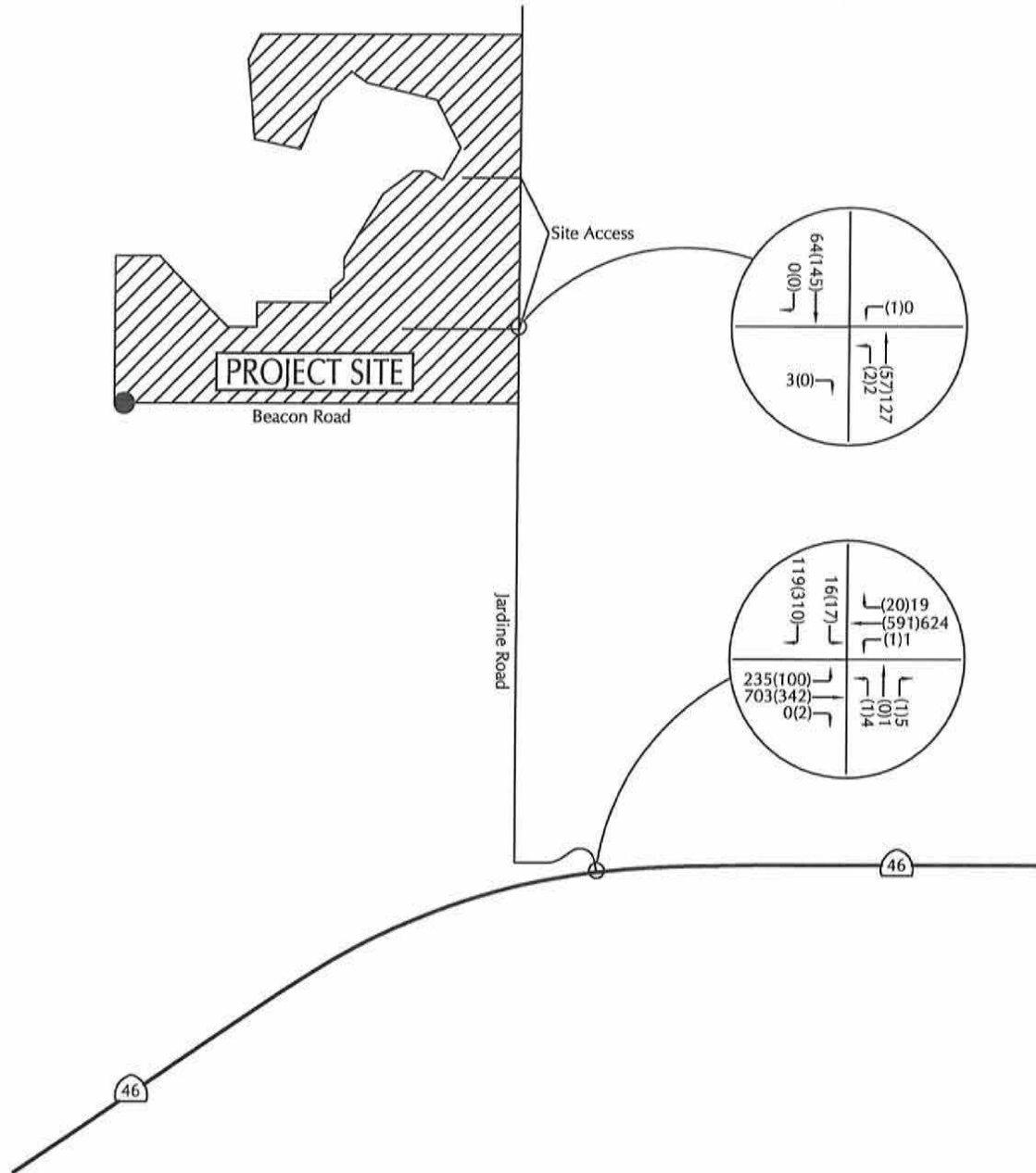
LOS based on average delay per vehicle in seconds.

The study-area intersections currently operates in the LOS "A" - "B" range for both the A.M. and P.M. peak hour periods as shown in Table 3. The intersection analyses show that the existing street system works well and has reserve capacity available.

**IMPACT THRESHOLDS**

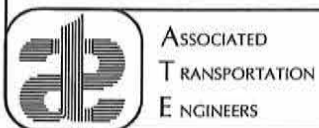
City of Paso Robles. Intersection operation is focused on specific operation impacts such as queuing and safety.

Caltrans. Caltrans has established the cusp of the LOS "C"/"D" range as the target level of service for State Highways. If a State Highway facility exceeds the target LOS, the existing LOS should be maintained.



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume



EXISTING TRAFFIC VOLUMES

FIGURE 4

**PROJECT GENERATED TRAFFIC VOLUMES**

The following is an evaluation of the A.M. and P.M. peak hour traffic volumes that will be generated by the Cabernet Links & RV Resort.

**Project Trip Generation**

Trip generation estimates were calculated for the approved and proposed land uses based on rates published in the Institute of Transportation Engineers (ITE), Trip Generation, 9<sup>th</sup> Edition<sup>2</sup>. The trip generation estimates are summarized in Table 4.

**Table 4  
Project Trip Generation**

Land Use	Size	ADT	Trips	
			A.M. Peak Hour (In/Out)	P.M. Peak Hour (In/Out)
<u>Proposed Project:</u>				
RV Resort	290 Spaces	720	61 (22/39)	78 (51/27)
Wine Tasting/Brewery Space <sup>(a)</sup>	6 Sites	360	14 (9/5)	41 (18/23)
Golf Course	18 Holes	643	12 (9/3)	53 (27/26)
Vineyard	33.84 Acres	68	2 (1/1)	7 (4/3)
Proposed Project Total Trip Generation:		1,791	89 (41/48)	179 (100/79)
<u>Approved Project:</u>				
Light Industrial	154,340 S.F.	1,076	142 (125/17)	150 (18/132)
Golf Course	18 Holes	643	37 (29/8)	53 (27/26)
Approved Project Total Trip Generation:		1,719	179 (154/25)	203 (45/158)
Difference:		+72	-90 (-113/23)	-24 (55/-79)

Note: (a) Trip Generation based on Santa Barbara County Winery Studies and adjusted by 25% to account for linked winery trips.

<sup>2</sup> Trip Generation, Institute of Transportation Engineers, 9<sup>th</sup> Edition, 2012.

# Agenda Item 1

The proposed project would generate 1,791 average daily trips, 89 A.M. peak hour trips and 179 P.M. peak hour trips. The approved project would generate 1,719 average daily trips, 179 A.M. peak hour trips and 203 P.M. peak hour trips. The difference between the proposed and approved project is an increase of 72 average daily trips, -90 A.M. peak hour trips and -24 P.M. peak hour trips, as shown in Table 4.

## Project Trip Distribution and Assignment

The average daily, A.M. and P.M. peak hour trips for the project were distributed onto the adjacent study-area roadway system. These percentages were developed based on the existing traffic volumes collected in the study-area, knowledge of the traffic and land use pattern present in the Paso Robles area, and the characteristics of the proposed development. The project is a recreational destination land use and as such much of the traffic is expected to be regional in nature (using State Route 46E). The project trip distribution is present in Table 5. Trip distribution and assignment for the project generated traffic is illustrated on Figure 5.

**Table 5  
Project Trip Distribution**

Route	Origin/Destination	Percent
State Route 46E West of Jardine Road	West	50%
State Route 46E East of Jardine Road	East	45%
Jardine Road North of State Route 46E	North	5%
<b>Total:</b>		<b>100%</b>

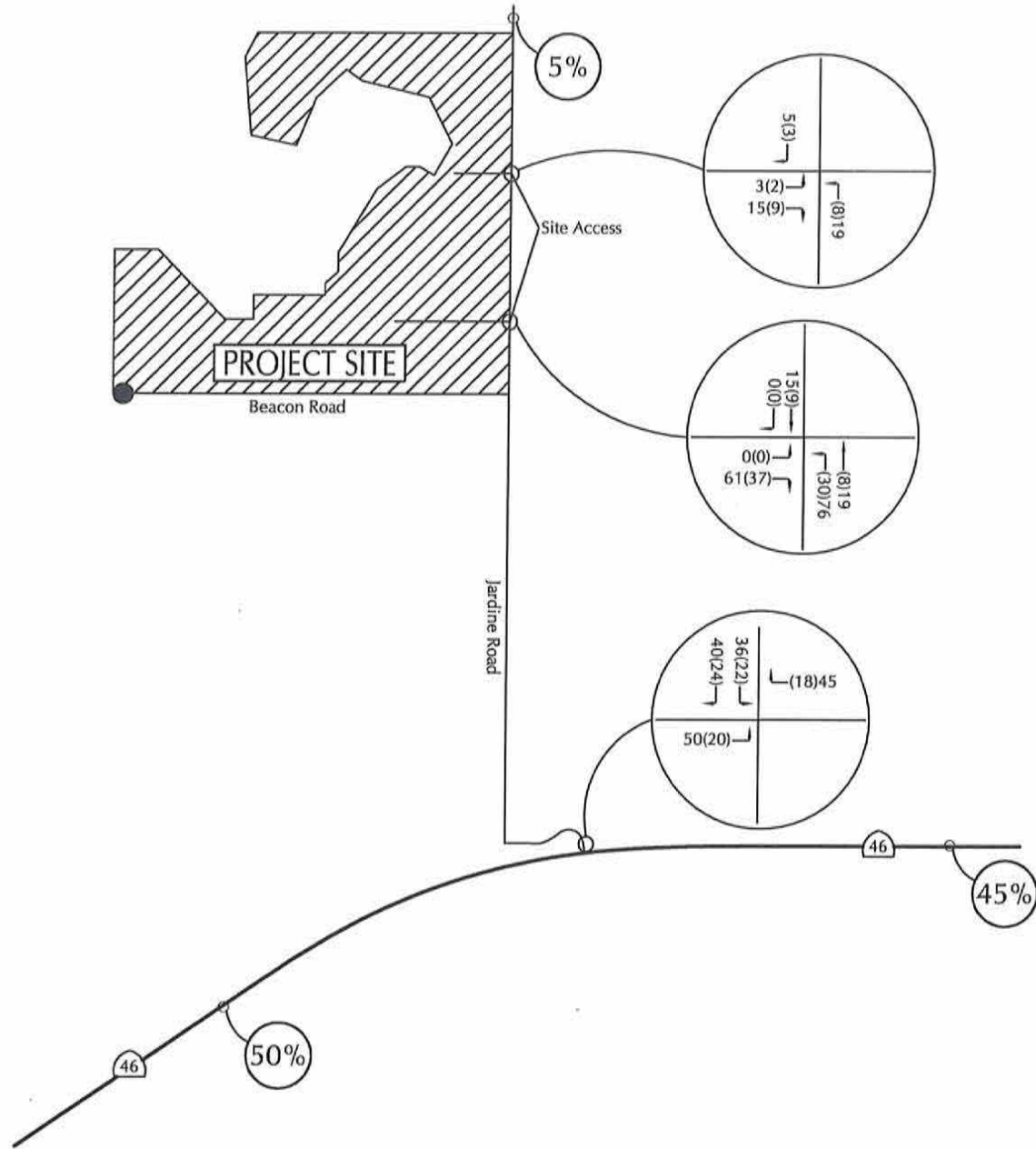
## PROJECT-SPECIFIC IMPACTS

### Roadway Operation

The existing + project roadway volumes and capacity utilization are presented in Table 6.

**Table 6  
Existing + Project Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	30,396	44,880	68%
State Route 46E between Union Road and Jardine Road	4-Lane	22,896	73,000	31%
Jardine Road north of Beacon Road	2-Lane	3,791	9,600	39%



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

N  
NOT TO SCALE



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TRANSPORTATION  
ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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With the addition of project-generated traffic, State Route 46E would operate at 68 percent of capacity between U.S. Highway 101 and Union Road and 32 percent of capacity between Union Road and Jardine Road as shown in Table 6. Jardine Road north of Beacon Road would operate at 42 percent of capacity. The City's Circulation Element states that 68 and 32 percent capacity utilization indicates stable operation conditions for motorist. The segment of State Route 46E in the study-area has sufficient reserve capacity to accommodate project traffic. The Circulation Element states that 39 percent capacity utilization indicates stable operation conditions for motorist. The segment of Jardine Road in the study-area has sufficient reserve capacity to accommodate project traffic.

## Intersection Operation

Intersection operation of the existing and existing + project conditions during the A.M. and P.M. peak hour periods are shown in Table 7. The level of service calculation worksheets are contained in the Technical Appendix. The existing + project traffic volumes are illustrated on Figure 6.

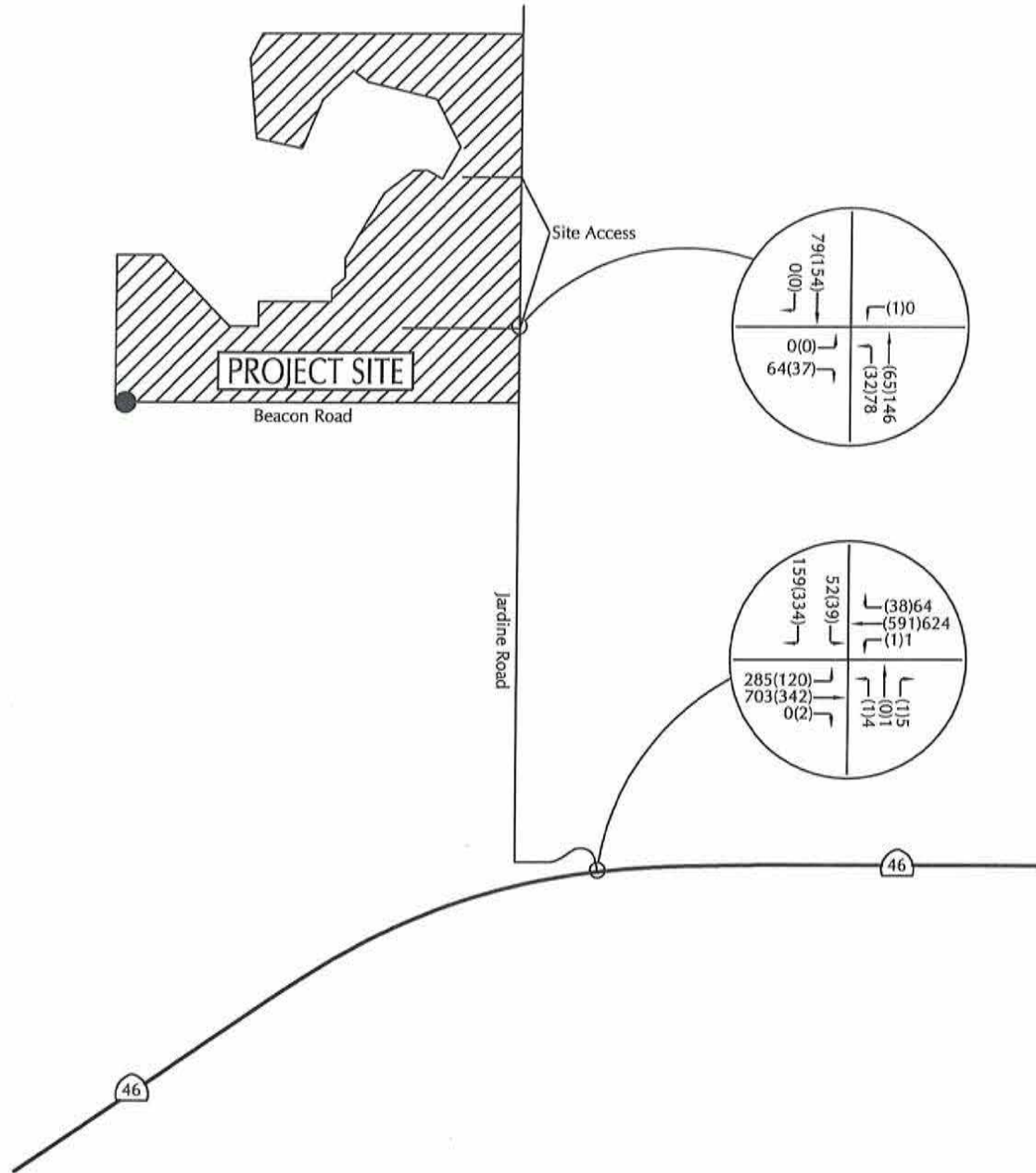
**Table 7**  
**Existing + Project Intersection Levels of Service**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Existing	Existing + Project	Existing	Existing + Project
Jardine Road/Project Driveway	7.3 sec./LOS A	7.8 sec./LOS A	7.5 sec./LOS A	8.1 sec./LOS A
State Route 46E/Jardine Road	14.2 sec./LOS B	14.9 sec./LOS B	12.2 sec./LOS B	16.0 sec./LOS C

LOS based on average delay per vehicle in seconds.

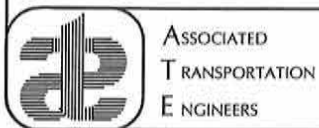
The project's addition to peak hour traffic would have only a minor affect on the study-area intersection, as illustrated in Table 7. The study-area intersection would operate in the LOS "A" - "C" range with the addition of traffic from the project. The intersection analyses show that the existing street system works well and has reserve capacity available.

ATE utilized the HCM software to evaluate the operation and queues at of the State Route 46E/Jardine Road intersection. Traffic generated by the Cabernet Links & RV Resort was added to the existing P.M. peak hour traffic volumes. Table 8 shows the 95<sup>th</sup> percentile queue lengths for the left-turn movements at the intersection with the existing + project P.M. peak hour volumes. The 95<sup>th</sup> percentile queue length is the queue that is exceeded 5% of the time during the peak hour.



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume



EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

**Table 8  
Left-turn Storage Requirements at the State Route 46E/Jardine Road Intersection  
Existing + Project P.M. Peak Hour Traffic Volumes**

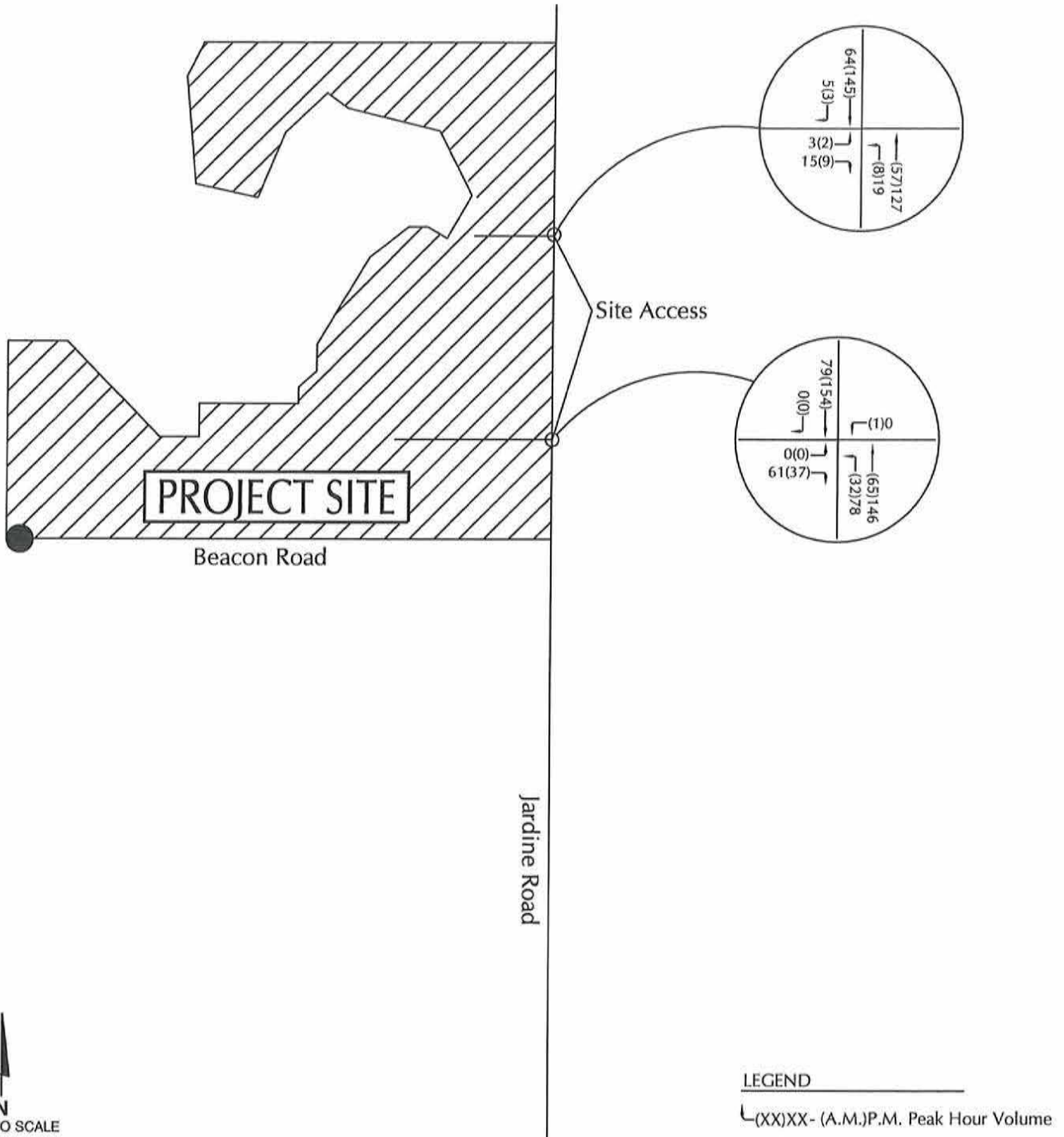
<b>Movement</b>	<b>Existing Storage Length</b>	<b>95% Queue Length</b>
Northbound Left-Turn	100 feet	25 feet
Southbound Left-Turn	460 feet	25 feet
Eastbound Left-Turn	900 feet	25 feet
Westbound Left-Turn	680 feet	25 feet

Table 8 shows that the 95<sup>th</sup> percentile queue lengths will not exceed the left-turn storage length with existing + project P.M. peak hour volumes.

**PROJECT SITE ACCESS AND CIRCULATION**

Access to the site will be provided by two driveway connections on Jardine Road as illustrated on project site plan. The main project driveway on Jardine Road is the existing Links Drive access connection which would provide access to the RV park, wine tasting/brewery lots, the golf course and the southern vineyard area. The new northern project driveway on Jardine Road would provide access to the RV park, a 1.08 acre commercial lot and the northern vineyard area. The new project connections to Jardine Road and Beacon Road would be designed and constructed to City of Paso Robles standards. Jardine Road is straight and level such that there is adequate sight distance at the project driveways. Given the estimated project trip generation, the project main driveway would operate at acceptable levels of service. Project driveway volumes are illustrated on Figure 7. City staff requested that the main project driveway on Jardine Road be evaluated to determine if left-turn lanes are need for project traffic. The following provides a discussion the left-turn lane evaluations at the project main driveway.

Jardine Road/Main Project Access: The need for a northbound left-turn lane on Jardine Road to accommodate left-turns into the project site was assessed based on criteria outlined in the NCHRP Report 279. That report established guidelines for determining the need for left-turn lanes based on the mix of left-turns and through volumes on 2-lane roadways. The results of the analysis for the main project driveway on Jardine Road shows that a separate left-turn lane is not warranted (NCHRP Report 270 warrant is contained in the Technical Appendix).



PROJECT DRIVEWAY VOLUMES

FIGURE 7

# Agenda Item 1

Jardine Road/Northern Project Access: The need for a northbound left-turn lane on Jardine Road to accommodate left-turns into the project site was assessed based on criteria outlined in the NCHRP Report 279. That report established guidelines for determining the need for left-turn lanes based on the mix of left-turns and through volumes on 2-lane roadways. The results of the analysis for the northern project driveway on Jardine Road shows that a separate left-turn lane is not warranted (NCHRP Report 270 warrant is contained in the Technical Appendix).

## **Pedestrian and Bicycle Facilities**

There are no existing pedestrian or bicycle facilities in the study-area. Pedestrian deficiencies would occur if the project fails to provide safe and accessible pedestrian connections between the project buildings and adjacent street, trails and transit facilities. The project will provide an internal pathway system for pedestrians. Since there are no existing off-site transit, pedestrian or bicycle facilities for the project to connect with, no pedestrian deficiencies are noted.

## **Transit Service**

The Paso Express provides fixed route and Dial-A-Ride service in the City of Paso Robles. The Dial-A-Ride service provided curb-to-curb service weekdays from 7:00 A.M. to 1:00 P.M. The San Luis Obispo Regional Transit Authority (RTA) provides regional fixed-route and Dial-A-Ride service to San Luis Obispo County. Route 9 service 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.

Transit deficiencies would occur if the project would disrupt existing or planned transit facilities or service; conflicts with City plan, guidelines or standards; or if the project adds trips to a line already operating at peak hour load capacity. The project is not expected to alter change or disrupt any of the transit facilities or lines, so no transit deficiencies are noted.

## **SHORT-TERM CUMULATIVE ANALYSIS**

The following analysis discusses short-term cumulative (5-10 year period) conditions using information and data contained in traffic studies and environmental documents completed for other development projects in this area of Paso Robles.

### **Short-Term Cumulative Projects**

The short-term cumulative traffic projection for the study-area roadways and intersections was based on the traffic volumes forecasted in the traffic impact analysis for the Destino Paso Resort Hotel prepared by Central Coast Transportation Consulting. The trip generation resulting from the development of the following approved/pending projects was considered in this traffic study.

# Agenda Item 1

- Paso Robles Union Road Residence Inn - 120 hotel rooms and related amenities located on the Union Road south of State Route 46(East).
- Vina Robles Hotel - 98 hotel rooms, south of Vina Robles Amphitheatre on Mill Road.
- Buena Vista Apartments - 142 apartments located 802 Experimental Station Road.
- River Oaks (next Generation) - 144 active adult homes, 127 single family lots, community center, and fitness/wellness center located north of River Oaks Drive and east of River Road.
- San Antonio Winery - 4 residences, tasting room, restaurant and retail in addition to existing facilities at 2610 Buena Vista Drive.
- San Antonio Winery - 126,000 square feet of processing facility at 2261 Wisteria Lane.
- Golden Hill RV Park - 332 RV lots located at the north end of Golden Hill Road.
- Wine Storage - 66,000 square foot wine storage building located at 2261 Wisteria Lane.
- Hilton Garden Inn - 166 hotel rooms located on the southeast corner of State Route 46(East)/Golden Hill Road.
- Discovery Gardens (La Entrada) - East of Airport Road on State Route 46(East) Phases 1 and 1a were assumed to be in place.
- Gran Cielo Cluster Development - 42 single family homes in the County south of Union Road and State Route 46(East).
- Homewood Suites - 105 hotel rooms located on the northwest corner of Golden Hill Road and Dallons Drive.

## Short-Term Cumulative Roadway Operation

The short-term cumulative roadway volumes and capacity utilization are presented in Table 9.

**Table 9**  
**Short-Term Cumulative Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	30,500	44,880	68%
State Route 46E between Airport Road and Jardine Road	4-Lane	23,000	73,000	32%
Jardine Road north of Beacon Road	2-Lane	2,000	9,600	21%

# Agenda Item 1

State Route 46E between U.S. Highway 101 and Union Road would operate at 68 percent of capacity as shown in Table 9. State Route 46E between Union Road and Jardine Road would operate at 32 percent of capacity. Jardine Road north of Beacon Road would operate at 21 percent of capacity. According to the City’s Circulation Element, 68 percent and 32 percent capacity utilization indicates stable operation conditions for motorist and limited delays throughout most of the day. The highway has sufficient reserve capacity. According to the Circulation Element, 21 percent capacity utilization indicates free-flow travel with a high maneuverability for motorist at all times during the day.

## Short-Term Cumulative Intersection Operation

The short-term cumulative levels of service for the study-area intersection are shown in Table 10. The level of service calculation worksheets are contained in the Technical Appendix. The short-term cumulative traffic volumes are illustrated on Figure 8.

**Table 10**  
**Short-Term Cumulative Intersection Levels of Service**

Intersection	A.M. Peak Hour	P.M. Peak Hour
Jardine Road/Project Driveway	7.3 sec./LOS A	7.5 sec./LOS A
State Route 46E/Jardine Road	16.2 sec./LOS C	13.9 sec./LOS B

LOS based on average delay per vehicle in seconds.

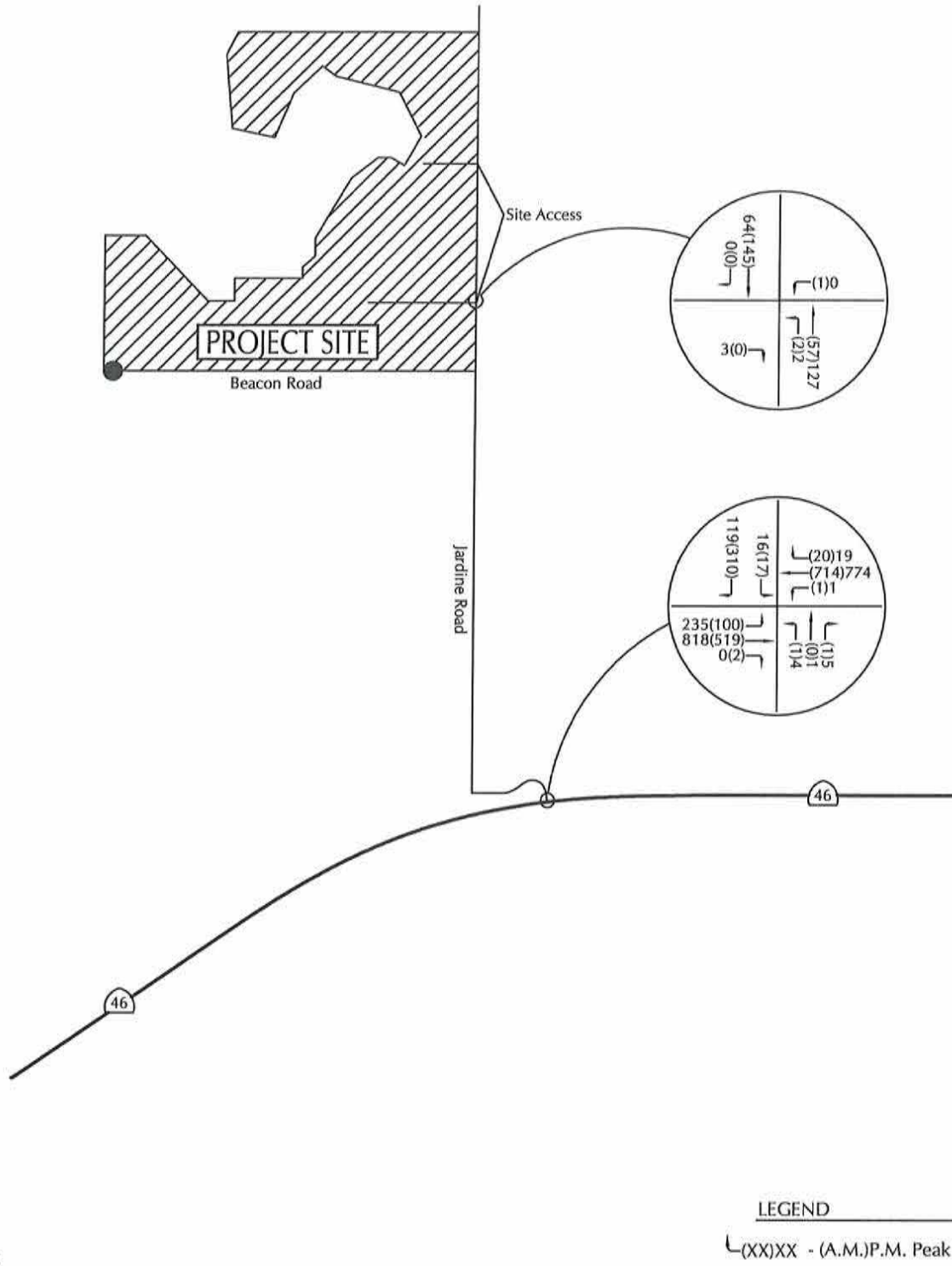
The State Route 46E/Jardine Road intersection is forecast to operate in the LOS “C” range with short-term cumulative traffic volumes during the A.M. and P.M. peak hour periods. The intersection analyses show that the existing street system works well and has reserve capacity available.

## Short-Term Cumulative + Project Roadway Operation

The short-term + project roadway volumes and capacity utilization are presented in Table 11.

**Table 11**  
**Short-Term Cumulative + Project Roadway Operation**

Roadway Segment	Geometry	ADT	LOS E Capacity	Capacity Utilization
State Route 46E between U.S. Highway 101 and Union Road	4-Lane	31,396	44,880	70%
State Route 46E between Union Road and Jardine Road	4-Lane	23,896	73,000	33%
Jardine Road north of Beacon Road	2-Lane	3,791	9,600	39%



CUMULATIVE TRAFFIC VOLUMES

FIGURE 8



# Agenda Item 1

With the addition of project-generated traffic, State Route 46E between U.S. Highway 101 and Union Road would operate at 70 percent of capacity as shown in Table 11. State Route 46E between Union Road and Jardine Road would operate at 33 percent of capacity. Jardine Road north of Beacon Road would operate at 39 percent of capacity. As stated in the City's Circulation Element, 70 percent of capacity indicates high density but stable operations with some delays throughout the day. While 33 percent capacity utilization indicates stable operation conditions for motorist and limited delays throughout most of the day. The highway has sufficient reserve capacity to accommodate project traffic. As stated in the Circulation Element, 39 percent of capacity indicates stable operating conditions for motorist throughout the day. The segment of Jardine Road in the study-area has sufficient reserve capacity to accommodate project traffic.

## Short-Term Cumulative + Project Intersection Operation

The short-term cumulative + project levels of service for the study-area intersection are shown in Table 12. The level of service calculation worksheets are contained in the Technical Appendix. The short-term cumulative + project traffic volumes are illustrated on Figure 9.

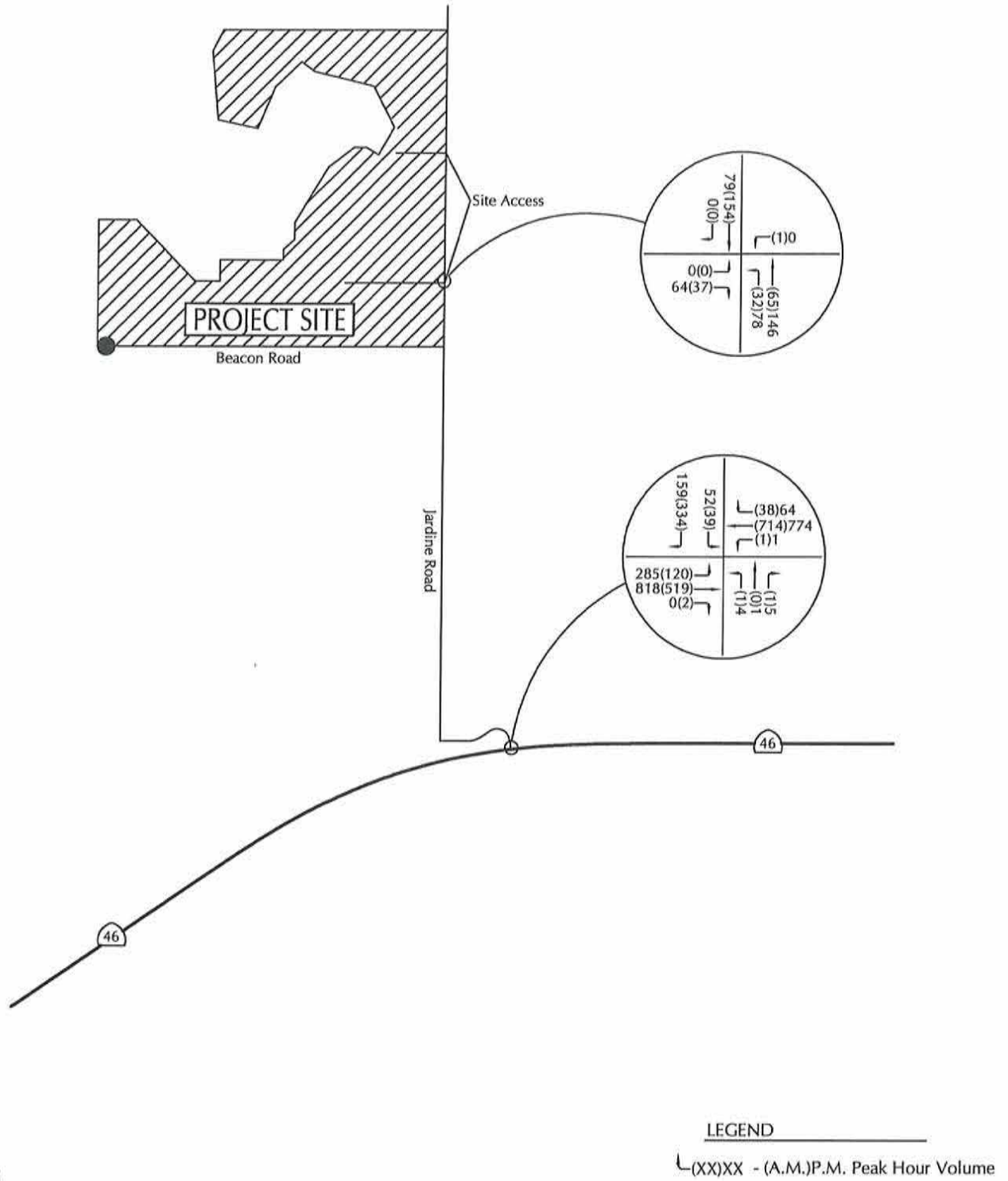
**Table 12**  
**Short-Term Cumulative + Project Intersection Levels of Service**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Cumulative	Cum. + Project	Cumulative	Cum. + Project
Jardine Road/Project Driveway	7.3 sec./LOS A	7.8 sec./LOS A	7.5 sec./LOS A	8.1 sec./LOS A
State Route 46E/Jardine Road	16.2 sec./LOS C	17.3 sec./LOS C	13.9 sec./LOS B	19.7 sec./LOS C

LOS based on average delay per vehicle in seconds.

The State Route 46E/Jardine Road intersection is forecast to operate in the LOS "A" - "C" range with short-term cumulative and short-term cumulative + project volumes during the A.M. and P.M. peak hour periods as shown in Table 12. The intersection analyses show that the existing street system works well and has reserve capacity available.

Traffic generated by the Cabernet Links & RV Resort was added to the short-term cumulative P.M. peak hour traffic volumes. Table 13 shows the 95<sup>th</sup> percentile queue lengths for the left-turn movements at the intersection with the short-term cumulative + project P.M. peak hour volumes.



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ASSOCIATED  
 TRANSPORTATION  
 ENGINEERS

CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 9

EKM - #15063

**Table 13**  
**Left-Turn Storage Requirement at the State Route 46E/Jardine Road Intersection**  
**Short-Term Cumulative + Project P.M. Peak Hour Traffic Volumes**

<b>Movement</b>	<b>Existing Storage Length</b>	<b>95% Queue Length</b>
Northbound Left-Turn	100 feet	25 feet
Southbound Left-Turn	460 feet	25 feet
Eastbound Left-Turn	900 feet	25 feet
Westbound Left-Turn	680 feet	25 feet

Table 13 shows that the 95<sup>th</sup> percentile queue lengths will not exceed the left-turn storage length with short-term cumulative + project P.M. peak hour volumes. The left-turn vehicle queues can be accommodated by the existing left-turn storage lengths.

**STATE ROUTE 46E DEFICIENCY PLAN**

The segment of State Route 46E between U.S. Highway 101 and Airport Road is forecast to operate above 100 percent of capacity under General Plan Buildout. The 2008 Comprehensive Corridor Study (CCS) prepared by Caltrans established that widening of State Route 46E to accommodate General Plan Buildout traffic would be ineffective without capacity and operational enhancements to U.S. Highway 101 and the U.S. Highway 101/State Route 46E interchange. The CCS also recognizes that capacity improvements to State Route 46E such as adding more lanes are in conflict with the City’s small town character, convenience for non-auto modes of transportation, safety and cost/benefit goals. To mitigate impacts to State Route 46E the CCS endorsed the development of a parallel route system of local roads north and south of State Route 46E between Jardine Road and River Road that would reduce the demand for travel on the highway.

Routes have been identified by the City of Paso Robles in the 2008 State Route 46E Parallel Route Study. The alignment of the route(s) will be studied by the City, and constructed with development of the land uses north and south of State Route 46E. The Parallel Route Study developed the following recommendations.

- A connection between Airport Road and Golden Hill Road via Wisteria Road corridor, including a bridge over Huerhuero Creek.
- A connection between the northern terminus of Golden Hill Road and the western terminus of Dry Creek Road, including a bridge over Huerhuero Creek.

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- Improvements to the intersection of State Route 46E and Union Road. The City shall monitor and plan for a grade separated interchange and interim improvements as needed. The improvement of this intersection will require that the north leg be extended to connect to Airport Road so that access to uses in the Airport area would be provided via the new intersection at State Route 46E/Union Road. At this time there is no conceptual design, funding or construction schedule for an interchange at the location.
- Improvement to facilities serving non-auto modes of travel will also reduce the auto demand along this corridor.

The project will be required to pay traffic mitigation fees to the City to offset its cumulative effect to the State Route 46E corridor.

■ ■ ■

## STUDY PARTICIPANTS AND REFERENCES

### Associated Transportation Engineers

Richard L. Pool, P.E., Principal Engineer  
Darryl F. Nelson, PTP, Senior Transportation Planner  
Erica Monson, Traffic Technician I

### Persons Contacted

John Falkenstein, City of Paso Robles

### References

2014 Traffic Volumes on California State Highways, California Department of Transportation Commission.

Highway Capacity Manual, National Research 2010.

General Plan 2011 Circulation Element, City of Paso de Robles General Plan, February 2011.

Paso Robles Union Road Residence Inn Traffic Impact Analysis, Central Coast Transportation Consulting, January 2016.

Hilton Garden Inn Traffic and Circulation Study, Associated Transportation Engineers, August 2014.

# Agenda Item 1

## TECHNICAL APPENDIX

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ATE TRAFFIC COUNT DATA

CITY OF PASO ROBLES ROADWAY ENGINEERING DESIGN CAPACITIES

LEVEL OF SERVICE DEFINITION

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - State Route 46E/Jardine Road

Reference 1 - Jardine Road/Links Drive (Project Driveway)

LEFT-TURN LANE WARRANT WORKSHEETS

**ATE TRAFFIC COUNT DATA**

## ITM Peak Hour Summary

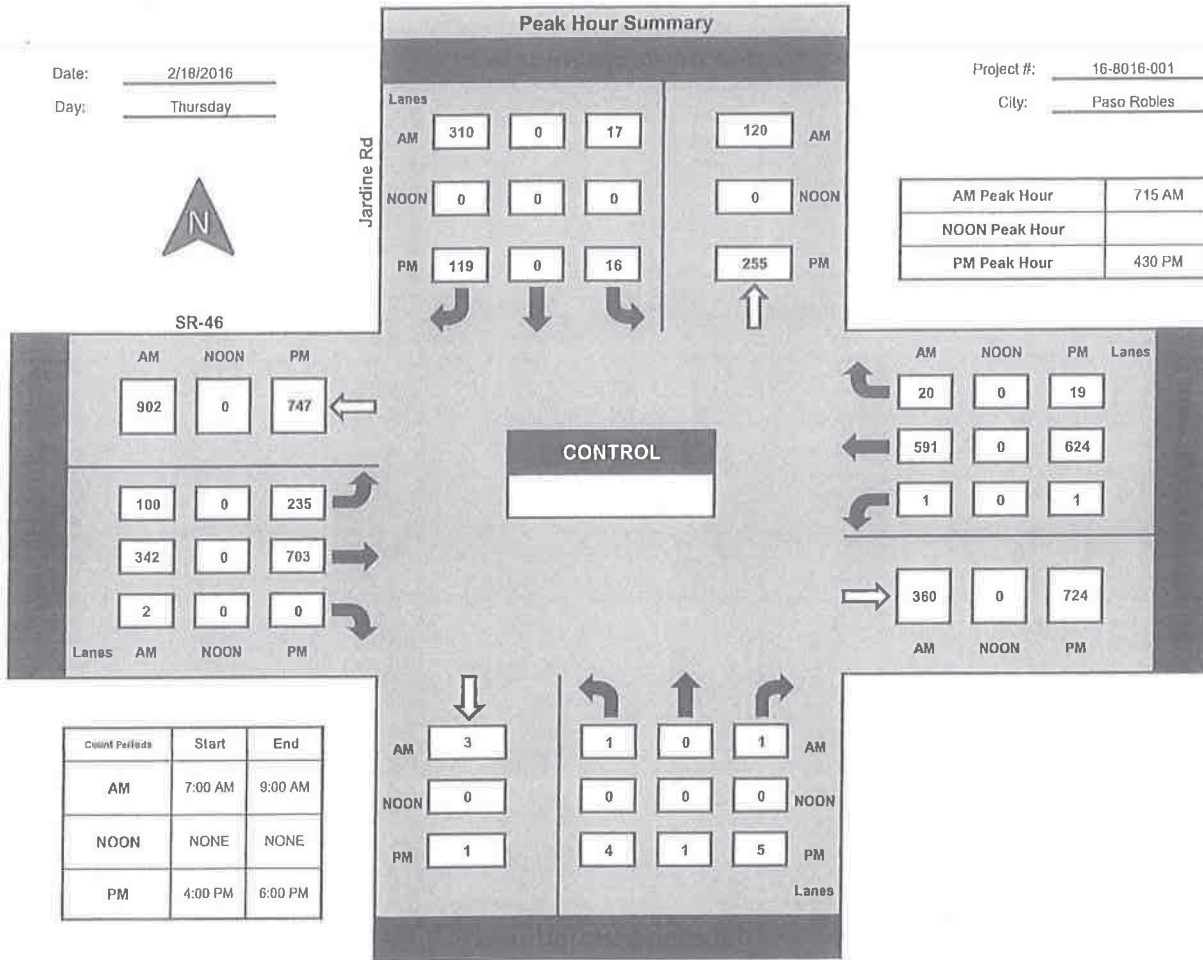


Prepared by:  
National Data & Surveying Services

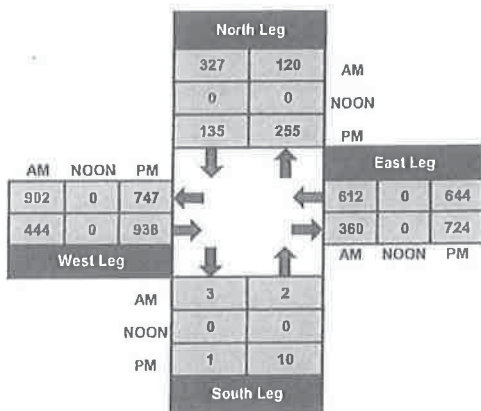
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Day: Thursday

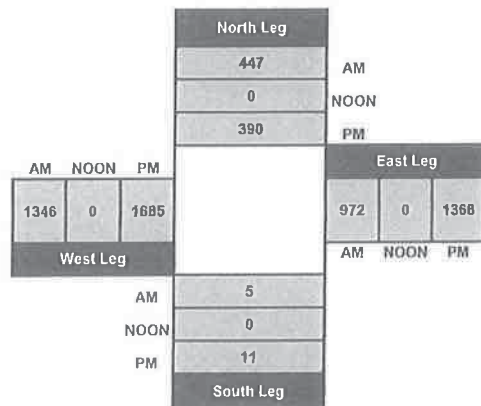
Project #: 16-8016-001  
City: Paso Robles



### Total Ins & Outs



### Total Volume Per Leg





## ITM Peak Hour Summary

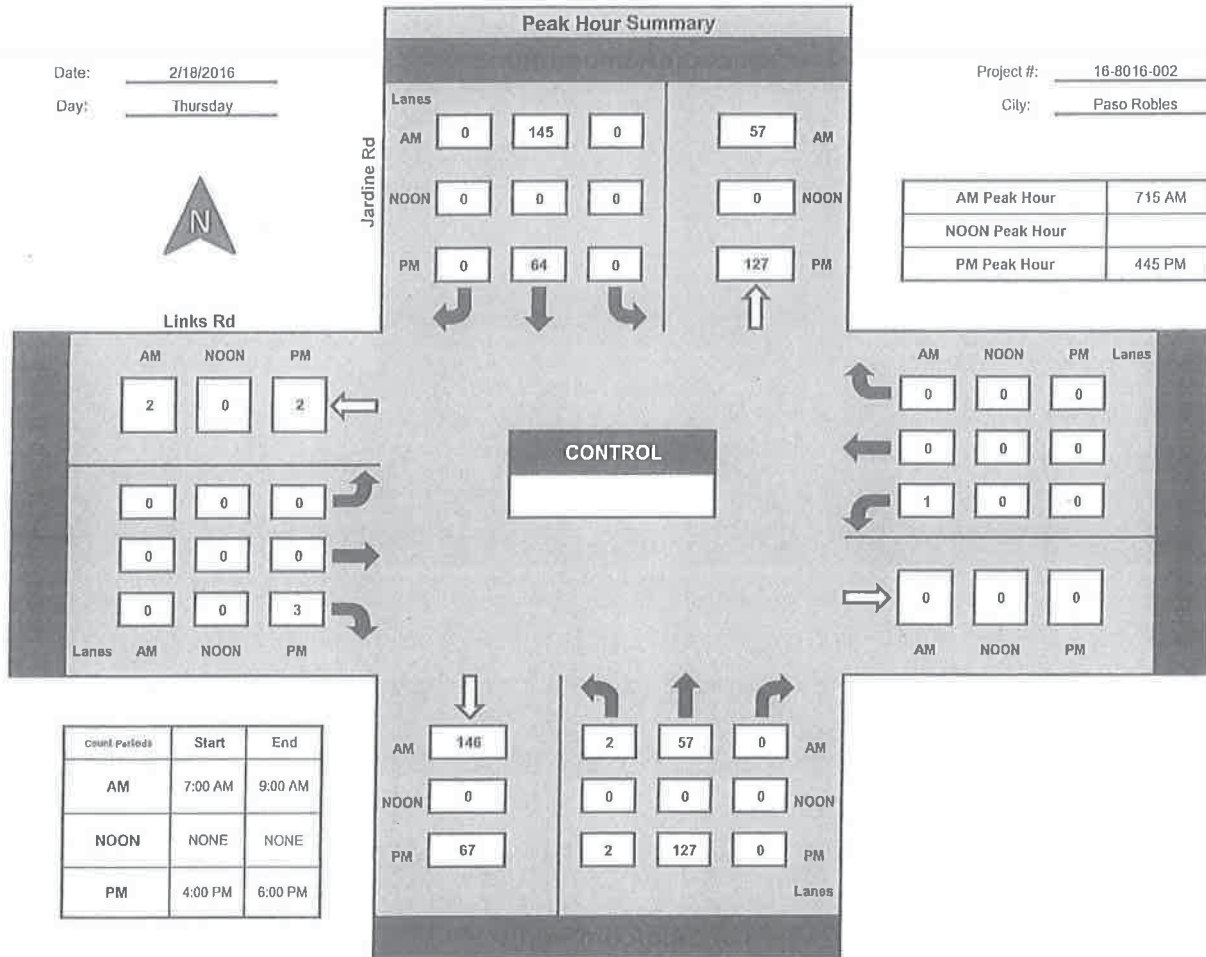


National Data & Surveying Services

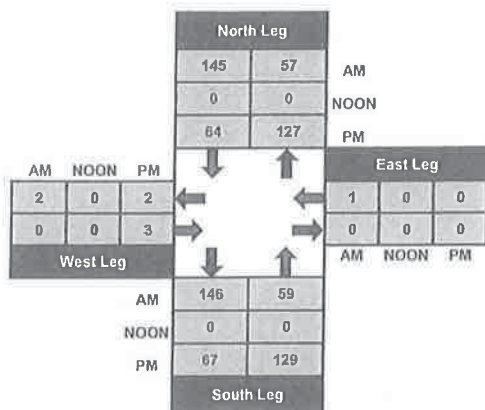
### Jardine Rd and Links Rd, Paso Robles

Date: 2/18/2016  
Day: Thursday

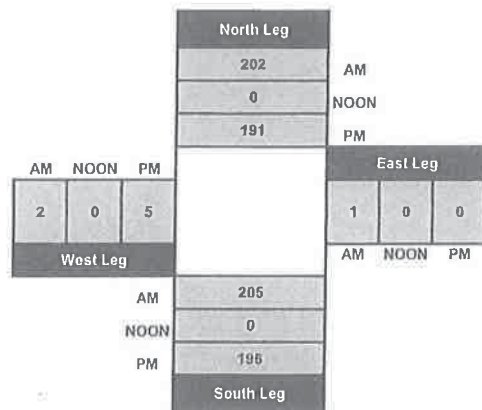
Project #: 16-8016-002  
City: Paso Robles



### Total Ins & Outs



### Total Volume Per Leg



**CITY OF PASO ROBLES  
ROADWAY ENGINEERING DESIGN CAPACITIES**

PASO ROBLES CIRCULATION ELEMENT DAILY ROADWAY LEVEL OF SERVICE SUMMARY												
BASE YEAR 2008												
STREET	SEGMENT	COUNT	FACILITY TYPE	LANES	ADT	LEVEL OF SERVICE CAPACITIES					LOS	CAPACITY UTILIZATION
						A	B	C	D	E		
RAMBOUILLET RD	CHAROLAIS RD TO NIBLICK	1,582	COLLECTOR	2	1,100	8,000	9,500	10,500	12,000	13,500	A	12%
S RIVER RD	NAVAJO RD TO CRESTON	11,226	ARTERIAL	2	9,260	0	0	9,100	16,700	17,700	D	63%
THEATRE DR	SR 46W TO SOUTH CITY LIMIT	9,606	ARTERIAL	2*	13,390	0	0	13,100	20,600	21,700	C	44%
S VINE ST	SR 46W TO 1ST ST	4,842	ARTERIAL	2	3,350	0	0	9,100	16,700	17,700	C	27%
VINE ST	3RD TO 4TH ST	4,037	COLLECTOR	2	1,730	8,000	9,500	10,500	12,000	13,500	A	30%
VINE ST	30TH ST TO 32ND ST	341	COLLECTOR	2	180	8,000	9,500	10,500	12,000	13,500	A	3%
SPRING ST	3RD ST TO 4TH ST	19,332	ARTERIAL	2*	18,400	0	0	13,100	20,600	21,700	D	89%
SPRING ST	6TH ST TO 7TH ST	15,635	ARTERIAL	2*	15,690	0	0	13,100	20,600	21,700	D	72%
ADJACENT JURISDICTIONS												
US 101	AT MONTEREY RD	22,700	FREEWAY	4	23,960	28,000	43,200	61,600	74,400	80,000	A	28%
US 101	SPRING TO SR 46E	20,000	FREEWAY	4	23,290	28,000	43,200	61,600	74,400	80,000	A	25%
US 101	SR 46E TO 13TH	35,500	FREEWAY	4	48,990	28,000	43,200	61,600	74,400	80,000	B	44%
US 101	NIBLICK TO SR 46W	64,000	FREEWAY	4	78,150	28,000	43,200	61,600	74,400	80,000	D	80%
US 101	S/O SR 46 W RAMPS	53,000	FREEWAY	4	66,660	28,000	43,200	61,600	74,400	80,000	C	66%
SR 46 E	US 101 TO UNION	26,600	EXPRESSWAY	4	30,320	26,400	30,000	34,800	42,480	44,880	B	59%
SR 46 E	UNION TO AIRPORT	24,800	HIGHWAY	4	23,990	21,400	35,200	50,600	65,600	73,000	B	34%
SR 46 E	AIRPORT TO DRY CREEK	19,700	HIGHWAY	2	20,480	10,700	17,600	25,300	32,800	36,500	C	54%
DRY CREEK	W/O JARDINE	1,300	ARTERIAL	2	550	0	0	9,100	16,700	17,700	C	7%
UNION	W/O PENMAN SPRINGS	3,300	ARTERIAL	2	1,530	0	0	9,100	16,700	17,700	C	19%
LINNE	W/O PENMAN SPRINGS	4,100	ARTERIAL	2	2,560	0	0	9,100	16,700	17,700	C	23%
CRESTON	N/O NEAL SPRINGS	4,200	ARTERIAL	2	2,680	0	0	9,100	16,700	17,700	C	24%
S RIVER	N/O SANTA YSABEL	2,300	COLLECTOR	2	1,690	8,000	9,500	10,500	12,000	13,500	A	17%
RAMADA	S/O VOLPI YSABEL	3,100	LOCAL	2	370	1,900	3,900	5,800	8,200	9,600	B	32%
THEATRE	N/O NUTWOOD	9,600	ARTERIAL	2	11,550	0	0	9,100	16,700	17,700	D	54%
SR 46 W	W/O GAHAN	7,200	HIGHWAY	2	2,760	10,700	17,600	25,300	32,800	36,500	A	20%
NACIMIENTO LAKE	W/O MUSTANG SPRINGS	7,300	ARTERIAL	2	4,870	0	0	9,100	16,700	17,700	C	41%

\* Note that an asterisk (\*) indicates the presence of a raised median or two-way left-turn lane on a two-lane arterial.

**LEVEL OF SERVICE DEFINITION**

## LEVEL OF SERVICE DEFINITIONS

"Levels of Service" (LOS) A through F are used to rate roadway and intersection operating conditions, with LOS A indicating very good operations and LOS F indicating poor operations. More complete level of service definitions are:

LOS	Definition
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

**Signalized Intersection Level of Service Definitions**

LOS	Delay <sup>a</sup>	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

<sup>a</sup> Average control delay per vehicle in seconds.

**Unsignalized Intersection Level of Service Definitions**

The HCM<sup>1</sup> uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

<sup>1</sup> Highway Capacity Manual, National Research Board, 2000

**INTERSECTION LEVEL SERVICE CALCULATION WORKSHEETS**

**Reference 1 - State Route 46E/Jardine Road**

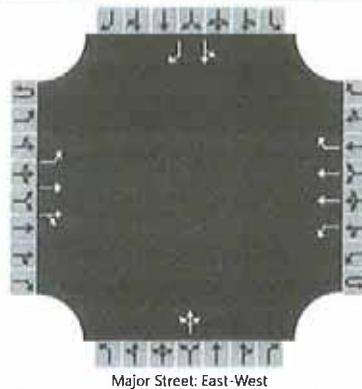
**Reference 2 - Jardine Road/Links Drive (Project Driveway)**

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	State Route 46/Jardine Rd		
Agency/Co.	ATE			Jurisdiction	City of Paso Robles		
Date Performed	3/8/2016			East/West Street	State Route 46		
Analysis Year	2016			North/South Street	Jardine Road		
Time Analyzed	A.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Cabernet Links & RV Resort						

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)		100	342	2		1	591	20		1	0	1		17	0	310
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	2															

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		109				1					2			18		337	
Capacity		914				1174					319			345		672	
v/c Ratio		0.12				0.00					0.01			0.05		0.50	
95% Queue Length		0.4				0.0					0.0			0.2		2.8	
Control Delay (s/veh)		9.5				8.1					16.4			16.0		15.6	
Level of Service (LOS)		A				A					C			C		C	
Approach Delay (s/veh)		2.1				0.0				16.4				15.6			
Approach LOS										C				C			

Average weighted Delay = 14.2 sec. LOS B

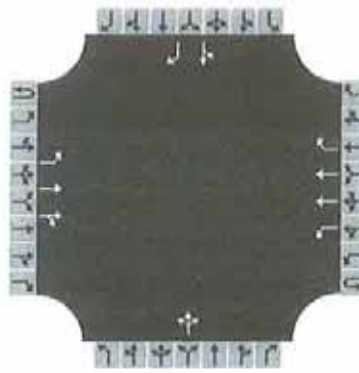


# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	State Route 46/Jardine Rd
Agency/Co.	ATE	Jurisdiction	City of Paso Robles
Date Performed	3/8/2016	East/West Street	State Route 46
Analysis Year	2016	North/South Street	Jardine Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Cabernet Links & RV Resort		

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)		235	703	0		1	624	19		4	1	5		16	0	119
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	2															

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		255				1					10				17		129	
Capacity		887				838					150				180		654	
v/c Ratio		0.29				0.00					0.07				0.09		0.20	
95% Queue Length		1.2				0.0					0.2				0.3		0.7	
Control Delay (s/veh)		10.7				9.3					30.7				27.1		11.9	
Level of Service (LOS)		B				A					D				D		B	
Approach Delay (s/veh)		2.7				0.0					30.7				13.6			
Approach LOS		B				A					D				B			

Average Weighted Delay = 12.2 sec.

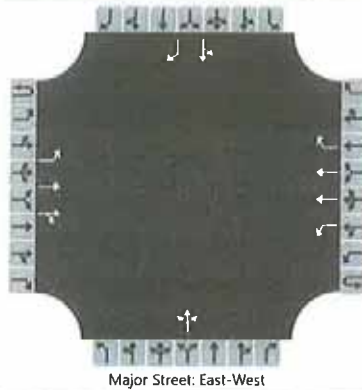
LOS B

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	State Route 46/Jardine Rd		
Agency/Co.	ATE			Jurisdiction	City of Paso Robles		
Date Performed	3/8/2016			East/West Street	State Route 46		
Analysis Year	2016			North/South Street	Jardine Road		
Time Analyzed	A.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Cabernet Links & RV Resort						

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)		120	342	2		1	591	38		1	0	1		39	0	334
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	2															

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		130				1					2			42		363		
Capacity		899				1174					266			331		672		
v/c Ratio		0.14				0.00					0.01			0.13		0.54		
95% Queue Length		0.5				0.0					0.0			0.4		3.3		
Control Delay (s/veh)		9.7				8.1					18.6			17.5		16.5		
Level of Service (LOS)		A				A					C			C		C		
Approach Delay (s/veh)		2.5				0.0					18.6				16.6			
Approach LOS											C				C			

*Average weighted delay = 14.9 sec.*

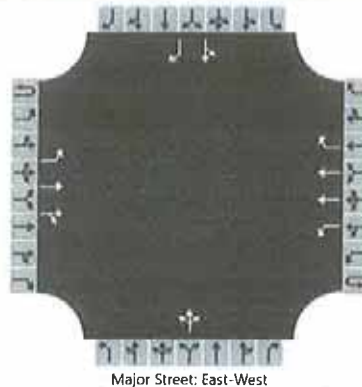
**LOS B**

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	State Route 46/Jardine Rd		
Agency/Co.	ATE			Jurisdiction	City of Paso Robles		
Date Performed	3/8/2016			East/West Street	State Route 46		
Analysis Year	2016			North/South Street	Jardine Road		
Time Analyzed	P.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Cabernet Links & RV Resort						

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)		285	703	0		1	624	64		4	1	5		52	0	159
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	2															

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		310				1					10				57		173
Capacity		850				838					115				141		654
v/c Ratio		0.36				0.00					0.09				0.40		0.26
95% Queue Length		1.7				0.0					0.3				1.7		1.1
Control Delay (s/veh)		11.6				9.3					39.1				46.8		12.5
Level of Service (LOS)		B				A					E				E		B
Approach Delay (s/veh)		3.4				0.0				39.1				21.0			
Approach LOS										E				C			

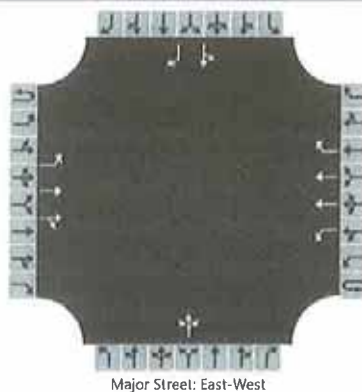
Average Weighted Delay = 16.0 sec. LOS C

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	State Route 46/Jardine Rd
Agency/Co.	ATE	Jurisdiction	City of Paso Robles
Date Performed	3/8/2016	East/West Street	State Route 46
Analysis Year	2016	North/South Street	Jardine Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Cabernet Links & RV Resort		

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)		100	402	2		1	631	20		1	0	1		17	0	310
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	2															

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		109				1					2			18		337		
Capacity		880				1110					290			322		650		
v/c Ratio		0.12				0.00					0.01			0.06		0.52		
95% Queue Length		0.4				0.0					0.0			0.2		3.0		
Control Delay (s/veh)		9.7				8.2					17.5			16.8		16.3		
Level of Service (LOS)		A				A					C			C		C		
Approach Delay (s/veh)		1.9				0.0					17.5				16.4			
Approach LOS		A				A					C				C			

Average Weighted Delay = 14.8 sec.

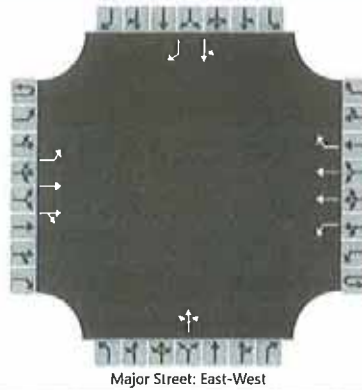
LOS B

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	State Route 46/Jardine Rd
Agency/Co.	ATE	Jurisdiction	City of Paso Robles
Date Performed	3/8/2016	East/West Street	State Route 46
Analysis Year	2016	North/South Street	Jardine Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Cabernet Links & RV Resort		

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)		235	762	0		1	667	19		4	1	5		16	0	119
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	2															

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		255				1					10				17		129
Capacity		851				793					132				167		632
v/c Ratio		0.30				0.00					0.08				0.10		0.20
95% Queue Length		1.3				0.0					0.2				0.3		0.8
Control Delay (s/veh)		11.0				9.5					34.4				28.9		12.2
Level of Service (LOS)		B				A					D				D		B
Approach Delay (s/veh)		2.6				0.0				34.4				14.1			
Approach LOS		B				A				D				B			

Average Weighted<sub>437</sub> Delay = 12.7 sec. LOS B

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

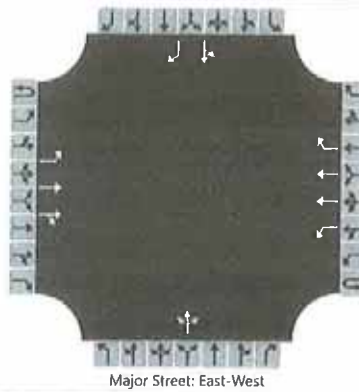
### General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	3/8/2016
Analysis Year	2016
Time Analyzed	A.M. Peak Hour
Intersection Orientation	East-West
Project Description	Cabernet Links & RV Resort

### Site Information

Intersection	State Route 46/Jardine Rd
Jurisdiction	City of Paso Robles
East/West Street	State Route 46
North/South Street	Jardine Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)		120	402	2		1	631	38		1	0	1		39	0	334
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	2															

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		130				1					2			42		363	
Capacity		866				1110					237			309		650	
v/c Ratio		0.15				0.00					0.01			0.14		0.56	
95% Queue Length		0.5				0.0					0.0			0.5		3.5	
Control Delay (s/veh)		9.9				8.2					20.3			18.5		17.3	
Level of Service (LOS)		A				A					C			C		C	
Approach Delay (s/veh)		2.3				0.0				20.3				17.4			
Approach LOS		C				C				C				C			

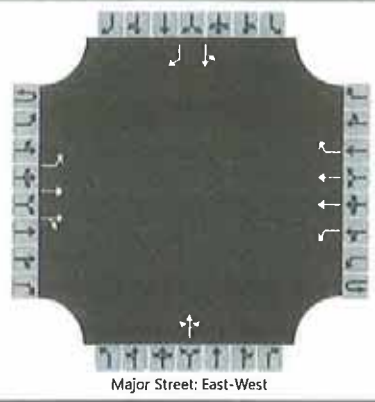
Average Weighted Delay = 15.6 sec [LOS C]

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	State Route 46/Jardine Rd
Agency/Co.	ATE	Jurisdiction	City of Paso Robles
Date Performed	3/8/2016	East/West Street	State Route 46
Analysis Year	2016	North/South Street	Jardine Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Cabernet Links & RV Resort		

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)		285	762	0		1	667	64		4	1	5		52	0	159
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	2															

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		310				1					10				57		173
Capacity		816				793					100				130		632
v/c Ratio		0.38				0.00					0.10				0.44		0.27
95% Queue Length		1.8				0.0					0.3				1.9		1.1
Control Delay (s/veh)		12.1				9.5					44.8				52.5		12.8
Level of Service (LOS)		B				A					E				F		B
Approach Delay (s/veh)		3.3				0.0				44.8				22.7			
Approach LOS		B				A				E				C			

*Average Weighted Delay = 17.1 sec.*

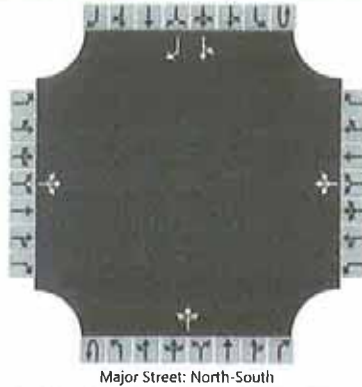
**LOS C**

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Jardine Road
Agency/Co.	ATE	Jurisdiction	City of Paso Robles
Date Performed	3/8/2016	East/West Street	Project Driveway
Analysis Year	2016	North/South Street	Jardine Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Cabernet Links & RV Resort		

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	1	
Configuration			LTR				LTR				LTR			LT		R	
Volume (veh/h)		0	0	0		1	0	0		2	57	0		0	145	0	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						1			2					158			
Capacity						761			1414					1533			
v/c Ratio						0.00			0.00					0.10			
95% Queue Length						0.0			0.0								
Control Delay (s/veh)			5.0			9.7			7.5					7.3			
Level of Service (LOS)			A			A			A					A			
Approach Delay (s/veh)	5.0				9.7				0.2								
Approach LOS	A				A												

Average weighted <sub>440</sub> Delay = 7.3 sec. LOS A

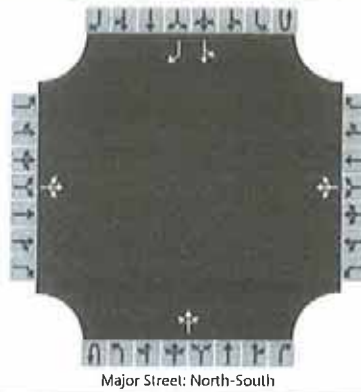


# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Jardine Road
Agency/Co.	ATE	Jurisdiction	City of Paso Robles
Date Performed	3/8/2016	East/West Street	Project Driveway
Analysis Year	2016	North/South Street	Jardine Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Cabernet Links & RV Resort		

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	1	
Configuration			LTR				LTR				LTR			LT		R	
Volume (veh/h)		0	0	3		0	0	0		2	127	0		0	64	0	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			3							2					70		
Capacity			989							1522					1438		
v/c Ratio			0.00							0.00					0.05		
95% Queue Length			0.0							0.0							
Control Delay (s/veh)			8.7				5.0			7.4					7.5		
Level of Service (LOS)			A				A			A					A		
Approach Delay (s/veh)	8.7				5.0				0.1								
Approach LOS	A				A												

*Average weighted Delay = 7.5 sec. LOS A*

# Agenda Item 1

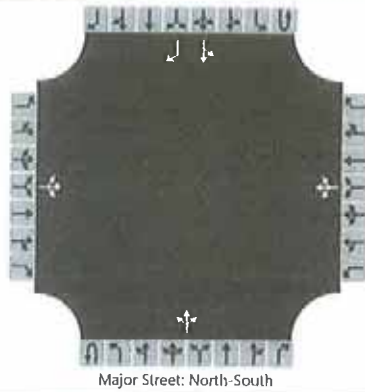
## HCS 2010 Two-Way Stop Control Summary Report

### General Information

### Site Information

Analyst	Darryl F. Nelson	Intersection	Jardine Road
Agency/Co.	ATE	Jurisdiction	City of Paso Robles
Date Performed	3/8/2016	East/West Street	Project Driveway
Analysis Year	2016	North/South Street	Jardine Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Cabernet Links & RV Resort		

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	1	
Configuration			LTR				LTR				LTR			LT		R	
Volume (veh/h)		2	0	46		1	0	0		40	57	0		0	145	3	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			52				1					43					158	
Capacity			871				571					1410					1533	
v/c Ratio			0.06				0.00					0.03					0.10	
95% Queue Length			0.2				0.0					0.1						
Control Delay (s/veh)			9.4				11.3					7.6					7.3	
Level of Service (LOS)			A				B					A					A	
Approach Delay (s/veh)	9.4				11.3				3.3									
Approach LOS	A				B													

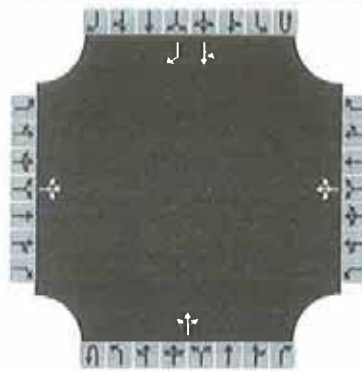
Average Weighted Delay = 7.8 sec. LOS A

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	Jardine Road		
Agency/Co.	ATE			Jurisdiction	City of Paso Robles		
Date Performed	3/8/2016			East/West Street	Project Driveway		
Analysis Year	2016			North/South Street	Jardine Road		
Time Analyzed	P.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Cabernet Links & RV Resort						

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	10	1	2	3	4	5	6		
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	1	
Configuration			LTR				LTR				LTR			LT		R	
Volume (veh/h)		3	0	79		0	0	0		97	127	0		0	64	5	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			89							105				70			
Capacity			963							1516				1438			
v/c Ratio			0.09							0.07				0.05			
95% Queue Length			0.3							0.2							
Control Delay (s/veh)			9.1				5.0			7.6				7.5			
Level of Service (LOS)			A				A			A				A			
Approach Delay (s/veh)	9.1				5.0				3.6								
Approach LOS	A				A												

*Average Weighted Delay = 8.1 sec.*

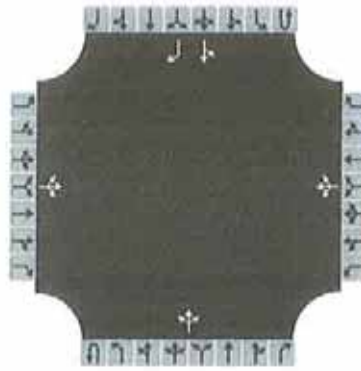
**LOS A**

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	Jardine Road		
Agency/Co.	ATE			Jurisdiction	City of Paso Robles		
Date Performed	3/8/2016			East/West Street	Project Driveway		
Analysis Year	2016			North/South Street	Jardine Road		
Time Analyzed	A.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Cabernet Links & RV Resort						

### Lanes



Major Street: North-South

### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	1	
Configuration			LTR				LTR				LTR			LT		R	
Volume (veh/h)		0	0	0		1	0	0		2	57	0		0	145	0	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						1				2					158		
Capacity						761				1414					1533		
v/c Ratio						0.00				0.00					0.10		
95% Queue Length						0.0				0.0							
Control Delay (s/veh)			5.0			9.7				7.5				7.3			
Level of Service (LOS)			A			A				A				A			
Approach Delay (s/veh)	5.0				9.7				0.2								
Approach LOS	A				A												

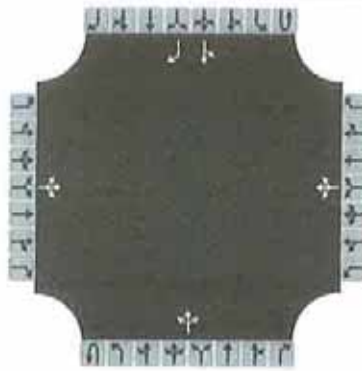
Average Weighted<sup>444</sup> Delay = 7.3 sec. LOS A

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Jardine Road
Agency/Co.	ATE	Jurisdiction	City of Paso Robles
Date Performed	3/8/2016	East/West Street	Project Driveway
Analysis Year	2016	North/South Street	Jardine Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Cabernet Links & RV Resort		

### Lanes



Major Street: North-South

### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	1	
Configuration			LTR				LTR				LTR			LT		R	
Volume (veh/h)		0	0	3		0	0	0		2	127	0		0	64	0	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			3							2					70		
Capacity			989							1522					1438		
v/c Ratio			0.00							0.00					0.05		
95% Queue Length			0.0							0.0							
Control Delay (s/veh)			8.7				5.0			7.4					7.5		
Level of Service (LOS)			A				A			A					A		
Approach Delay (s/veh)	8.7				5.0				0.1								
Approach LOS	A				A												

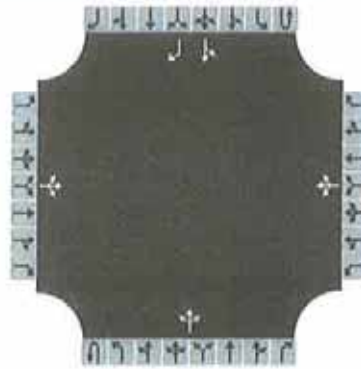
*Average weighted Delay = 7.5 sec. [LOS A]*

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	Jardine Road		
Agency/Co.	ATE			Jurisdiction	City of Paso Robles		
Date Performed	3/8/2016			East/West Street	Project Driveway		
Analysis Year	2016			North/South Street	Jardine Road		
Time Analyzed	A.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Cabernet Links & RV Resort						

### Lanes



Major Street: North-South

### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		2	0	46		1	0	0		40	57	0		0	145	3
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

### Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			52				1					43				158		
Capacity			871				609					1410				1533		
v/c Ratio			0.06				0.00					0.03				0.10		
95% Queue Length			0.2				0.0					0.1						
Control Delay (s/veh)			9.4				10.9					7.6				7.3		
Level of Service (LOS)			A				B					A				A		
Approach Delay (s/veh)	9.4				10.9				3.3									
Approach LOS	A				B													

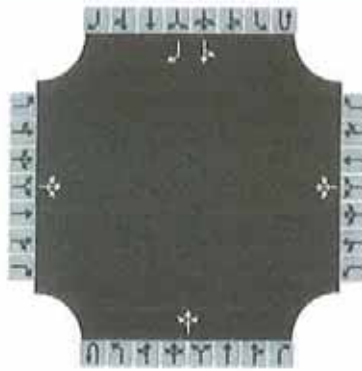
Average Weighted Delay = 7.8 sec. LOS A

# Agenda Item 1

## HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	Jardine Road		
Agency/Co.	ATE			Jurisdiction	City of Paso Robles		
Date Performed	3/8/2016			East/West Street	Project Driveway		
Analysis Year	2016			North/South Street	Jardine Road		
Time Analyzed	P.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Cabernet Links & RV Resort						

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	1	
Configuration			LTR				LTR				LTR			LT		R	
Volume (veh/h)		3	0	76		0	0	0		97	127	0		0	64	5	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

### Delay, Queue Length, and Level of Service

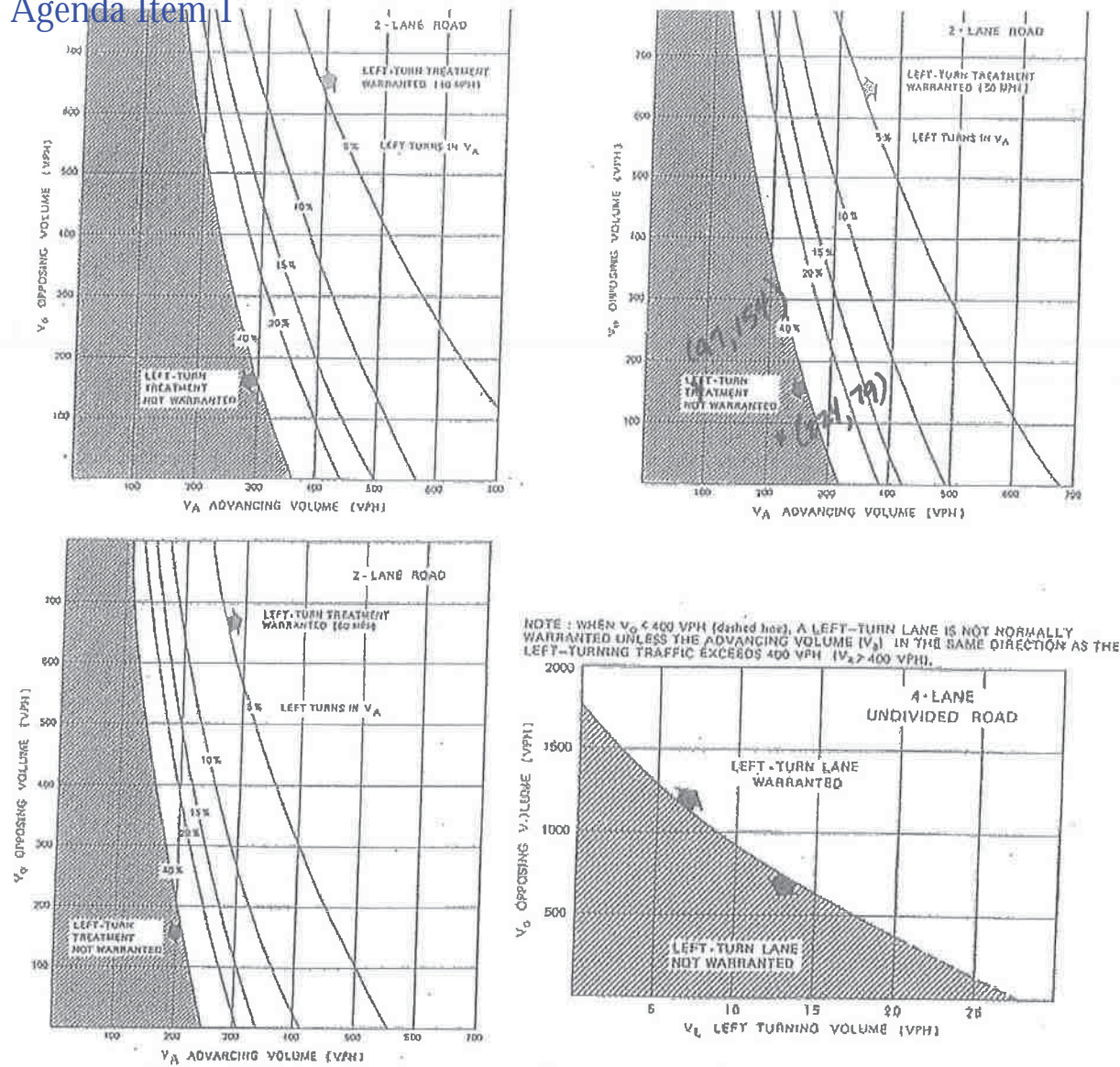
Flow Rate (veh/h)			86							105					70		
Capacity			962							1516					1438		
v/c Ratio			0.09							0.07					0.05		
95% Queue Length			0.3							0.2							
Control Delay (s/veh)			9.1				5.0			7.6					7.5		
Level of Service (LOS)			A				A			A					A		
Approach Delay (s/veh)	9.1				5.0				3.6								
Approach LOS	A				A												

Average Weighted Delay = 8.1 sec. [LOS A]

**LEFT-TURN LANE WARRANT WORKSHEETS**



# Agenda Item 1

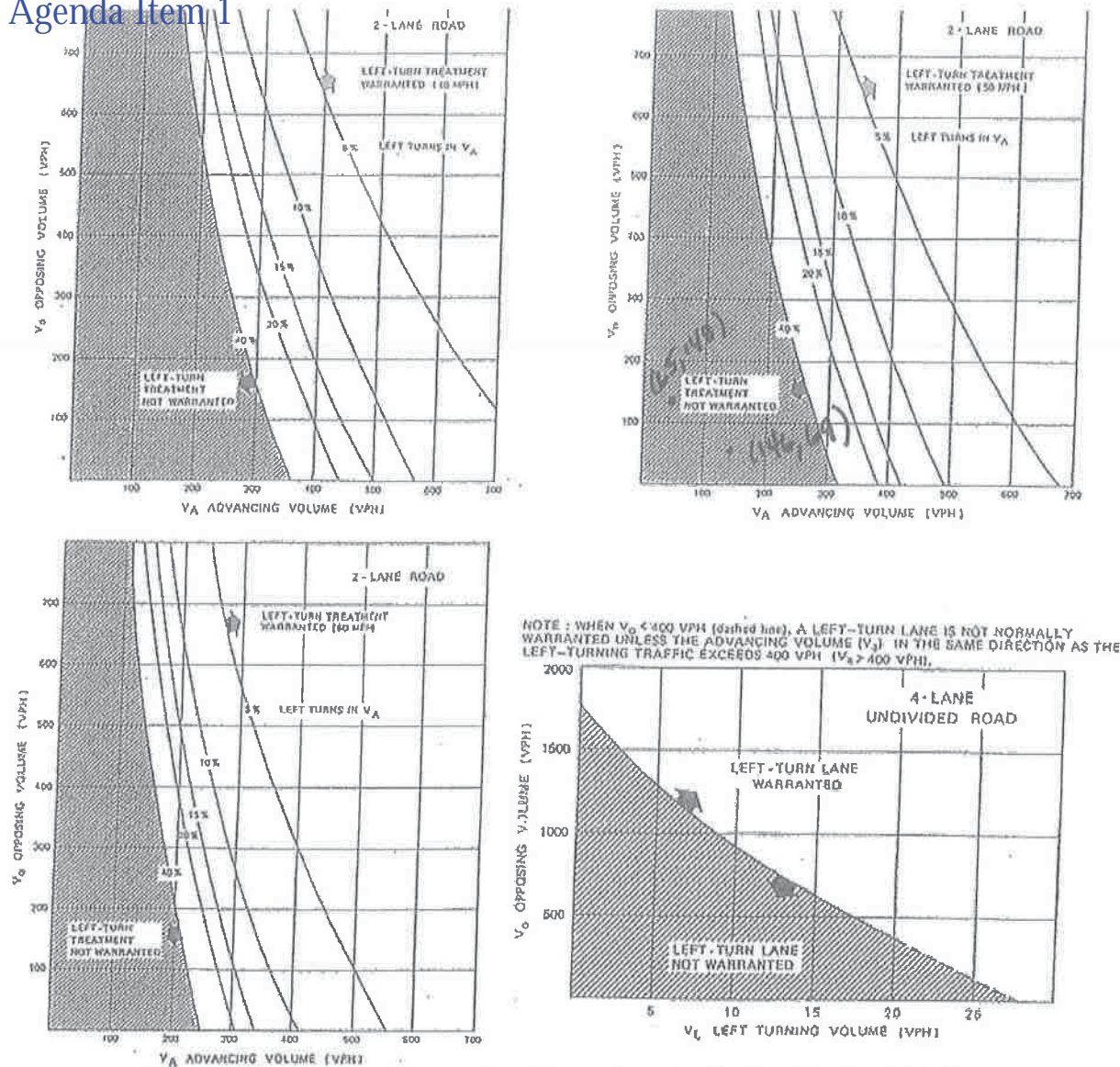


Source: Neuman, T., *Intersection Channelization Design Guide*, NCHRP Report 279. Copyright, National Academy of Sciences, Washington, D.C., 1985.

Figure 3. NCHRP Report 279 (10) left-turn lane guidelines, 1985.

Main Driveway  
 Cumulative + Project Traffic Volumes  
 A.M. Peak Hour:  $V_A = 97$ ;  $V_O = 154$  Warrant Met?  No  
 P.M. Peak Hour:  $V_A = 224$ ;  $V_O = 79$  Warrant Met?  No

Agenda Item 1



Source: Neuman, T., *Intersection Channelization Design Guide*, NCHRP Report 279. Copyright, National Academy of Sciences, Washington, D.C., 1985.

Figure 3. NCHRP Report 279 (10) left-turn lane guidelines, 1985.

Northern Driveway

Cumulative + Project Traffic Volumes

A.M. Peak Hour:  $V_A = 65$ ;  $V_o = 148$  Warrant Met?  No

P.M. Peak Hour:  $V_A = 69$ ;  $V_o = 146$  Warrant Met?  No

# Project Tracking Form

(Kit Fox Range)

**Project Name/Description:** Cabernet Links Golf & RV Resort (PD 15-004, Vesting Tentative Tract Map 3088, CUP 94-005 Amendment)

**Lead Agency:** City of Paso Robles **Planner:** Darren Nash

**Applicant Name:** Vino Vista LLC, Tom Erskine

**Address:** P.O. Box 510 **City:** Paso Robles **State:** CA **Zip:** 93446

**Phone Number:** (Email: )

**Original Habitat Evaluation Score:** 73 **Adjusted Habitat Evaluation Score:**       

**Consulting Biologist:** Althouse and Meade **Date of Evaluation:** July 26, 2016

**Consulting Biologist Phone Number:** (805) 237-9626

**Evaluation Reviewed By:** Darren Nash **Date Reviewed:** January 25, 2017

### Mitigation Obligation

**Amt of Kit Fox Habitat Impacted:** 53.5 **Mitigation Ratio:** 3:1

0 acres on site + 0 acres off site + 100 acres (conservation bank) = 100 Total

### CEQA Review Process

**SCH #**        have not received # from OPR **CEQA document (EIR/Neg Dec):** MND

**Dates of Public Review Period:** 1/30/17- 2/28/17

**Approval by Planning Commission:** hearing scheduled for February 28, 2017

**Approval by City Council/Board of Supervisors:**        **Filing of NOD:**       

*To be filled out by CDFG*

### Mitigation/CESA Agreement

**Lead (County/DFG)**        **Mitigation/CESA Agreement #**       

**Prepared by**        **Date**        **Date Final MA signed**       

**Conservation Bank? (Y/N)**        **# Credits purchased**        **Bank Name**